

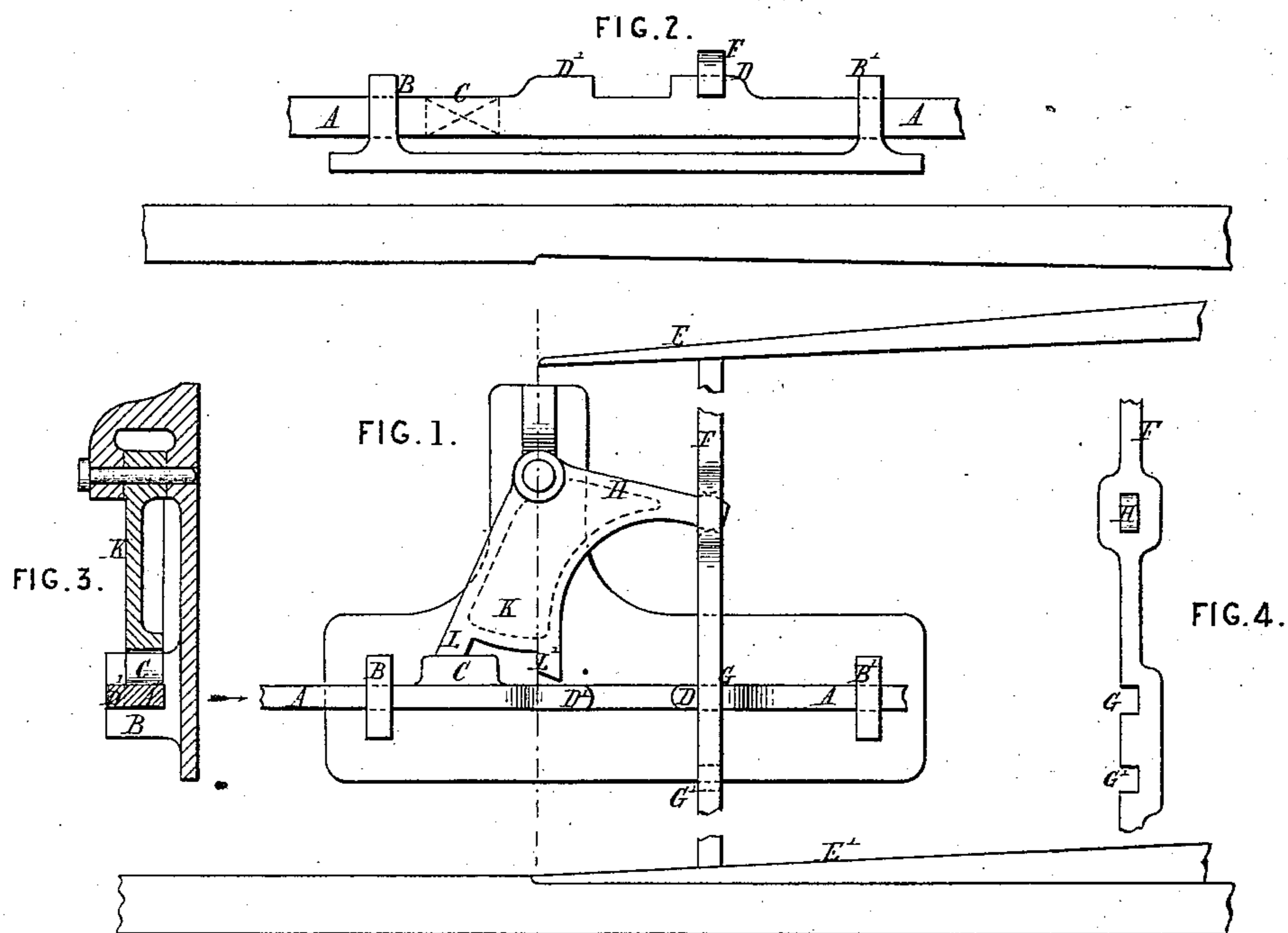
(No Model.)

J. SAXBY.

APPARATUS FOR MOVING AND LOCKING RAILWAY POINTS.

No. 316,186.

Patented Apr. 21, 1885.



Witnesses,

J. A. Rutherford
Robert Everett.

Inventor,

James Saxby.

By James L. Norris
Atty.

UNITED STATES PATENT OFFICE.

JAMES SAXBY, OF TOOTING, COUNTY OF SURREY, ENGLAND.

APPARATUS FOR MOVING AND LOCKING RAILWAY-POINTS.

SPECIFICATION forming part of Letters Patent No. 316,186, dated April 21, 1885.

Application filed March 16, 1885. (No model.) Patented in England October 23, 1884, No. 14,063.

To all whom it may concern:

Be it known that I, JAMES SAXBY, a citizen of England, residing at Tooting, in the county of Surrey, England, have invented a new and useful Apparatus for Moving and Locking Railway-Points, (for which I have obtained a patent in Great Britain, No. 14,063, bearing date October 23, 1884,) of which the following is a specification.

My invention relates to apparatus for moving and locking railway-points, so arranged that the pull or push of a single operating-rod serves the purpose of unlocking and shifting the points and then locking them in their altered position.

Figure 1 of the accompanying drawings is a plan of apparatus according to my invention. Fig. 2 is a longitudinal section, and Fig. 3 a transverse section. Fig. 4 is an elevation of the crossing-bar that connects the two point-rails.

A is a rod, which is pulled or pushed by any convenient connections from a signal-cabin or elsewhere. This rod is fitted to slide through guides B B'. It has a laterally-projecting tooth, C, and two upwardly-projecting locking-teeth, D D'. The two point-rails E E' are connected by a cross-bar, F, in the under side of which are cut two notches, G G', at a distance apart equal to the stroke of the point-rails. The bar F is worked by one arm, H, of a bell-crank lever, the other arm, K, of which has a notch to receive the tooth C, and on each side of this notch a sloped-off tooth, L L'.

In the position shown the points are set to one side of the line and are locked by the locking-tooth D being engaged in the notch G of the bar F; while, also, the lateral tooth C,

bearing against the slope of the tooth L, prevents movement of the bell-crank H K. When it is desired to shift the points, the rod A is moved in the direction of the arrow, whereby the locking-tooth D is withdrawn from the notch G, leaving the bar F free, and at the same time the lateral tooth C is pushed off the slope of the tooth L, so as to occupy the space presented at the edge of K between the teeth L and L'. On continuing the movement of A in the direction of the arrow, the tooth C, acting on the inner side of L', moves the bell-crank H K, and thereby moves the bar F transversely, shifting the point-rails E E' from the one side to the other; and, finally, the tooth C comes to bear against the slope of L', and the locking-tooth D' enters the notch G', the points being thus locked in their shifted position. By drawing the rod A back the points can in like manner be again unlocked, shifted back, and locked in the position shown.

Having thus described the nature of my invention and the best means I know for carrying the same into practice, I claim—

Apparatus for moving and locking railway-points, consisting of a single push or pull rod, A, with its teeth C, D, and D', in combination with the notched and toothed bell-crank lever H K, and the doubly-notched rod F, connecting the point-rails, arranged and operating substantially as herein described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 2d day of March, A. D. 1885.

JAMES SAXBY.

Witnesses:

OLIVER IMRAY,
JNO. P. M. MILLARD.