

(No Model.)

J. B. BATT.
SAFETY SWITCH.

No. 376,177.

Patented Jan. 10, 1888.

Fig. 1.

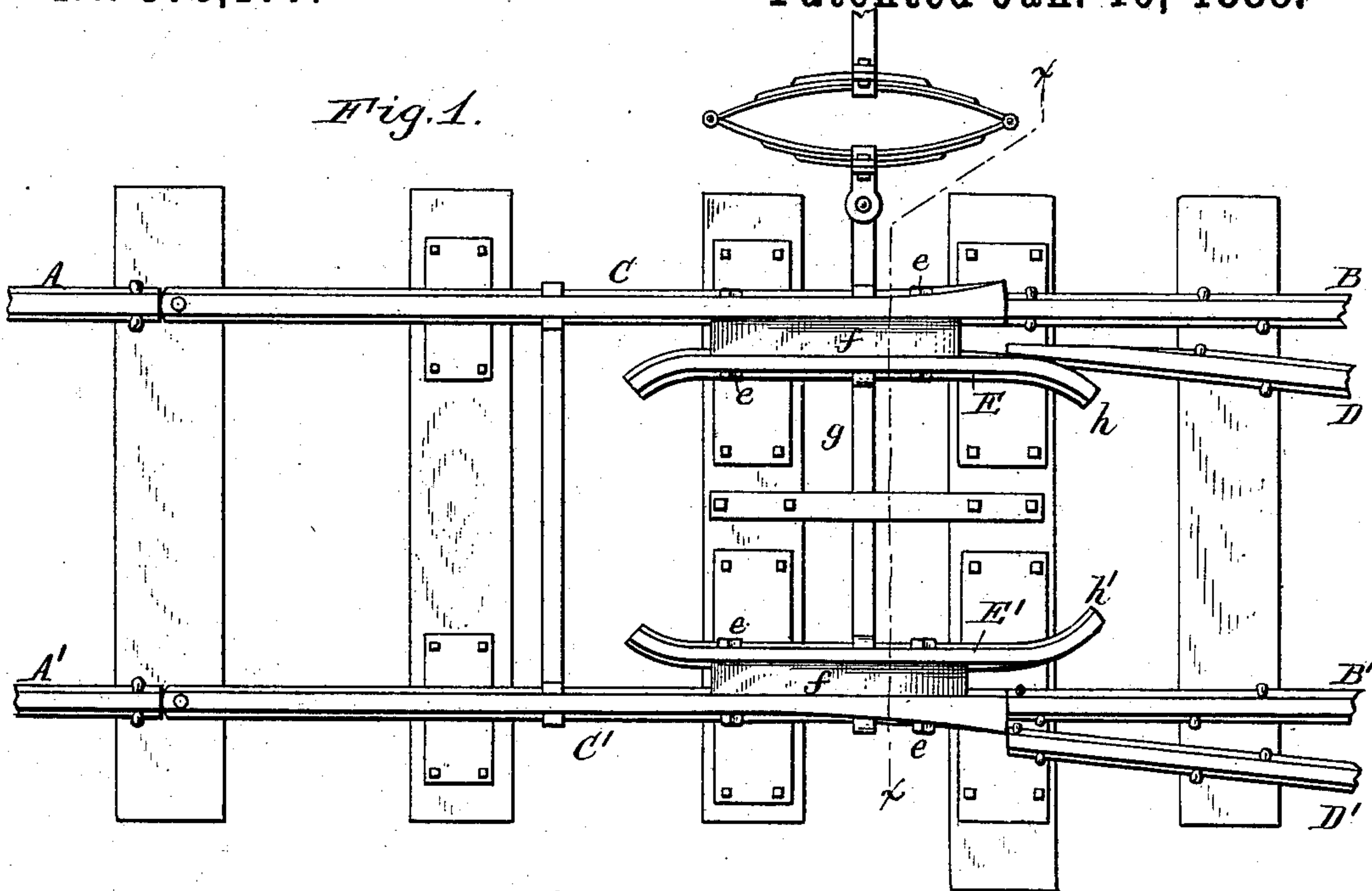


Fig. 2.

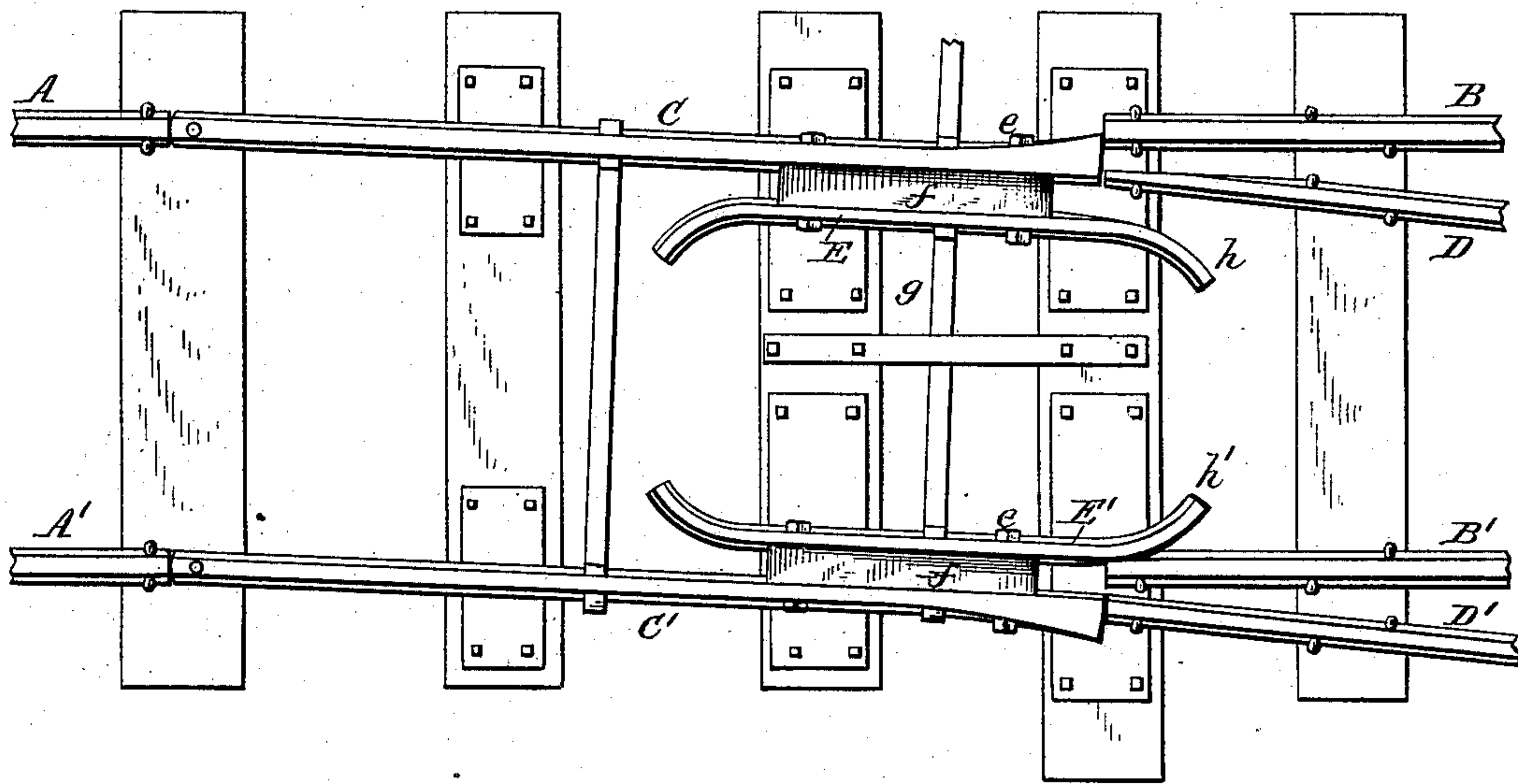
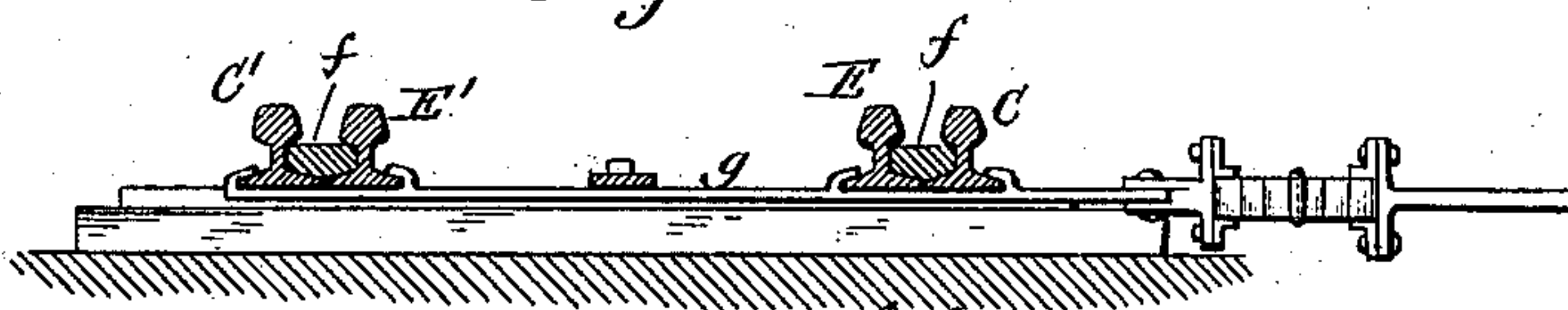


Fig. 3.



Witnesses:

Theodore L. Popp.
Geo. J. Buchheit Jr.

John B. Batt Inventor.
By Wilhelm Bonner.
Attorneys.

UNITED STATES PATENT OFFICE.

JOHN B. BATT, OF WILLIAMSVILLE, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF TWO-THIRDS TO LORENZ GEBHARD, OF BUFFALO, NEW YORK.

SAFETY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 376,177, dated January 10, 1888.

Application filed January 13, 1887. Serial No. 221,206. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. BATT, of Williams-
ville, in the county of Erie and State of
New York, have invented new and useful Im-
5 improvements in Safety-Switches, of which the
following is a specification.

This invention relates to that class of safety-
switches in which the switch-rails are moved
automatically to the proper position by the
10 wheels when the latter approach the free ends
of the switch-rails on a track for which the
switch is misplaced.

My invention has for its object to produce a
simple and durable switch of this kind, which
15 guides the wheels securely and which is easily
kept in order.

My invention consists of the improvement,
which will be hereinafter fully set forth, and
pointed out in the claim.

20 In the accompanying drawings, Figure 1 is
a top plan view of my improved switch set for
the main track. Fig. 2 is a similar view,
showing the switch set for the side track. Fig.
3 is a vertical cross-section in line *xx*, Fig. 1.

25 Like letters of reference refer to like parts
in the several figures.

A A' and B B' represent the stationary rails
of the main track.

30 C C' represent the movable switch-rails piv-
oted near the ends of the rails A A'.

D D' represent the rails of the siding ar-
ranged alongside the main rails B B' and ter-
minating in line with the same.

35 E E' represent guard-rails arranged on the
inner sides of the switch-rails C C', and rigidly
secured thereto by bolts *e* and intermediate
blocks, *f*, or other suitable means, so as to
move with the switch-rails. The latter and
the guard-rails are supported on plates upon
40 the ordinary cross-ties and connected to a
cross-bar, *g*, which is operated by a shifting
mechanism of any suitable construction. The
front portions, *h h'*, of the guard-rails E E' ex-
tend forwardly beyond the ends of the main
45 rails B B' and side rails, D D', and are curved
inwardly, so that a wheel approaching on a
rail against which a guard-rail rests will strike
with its flange against the curved front end of
the guard-rail and move the connected guard-
50 rails and switch-rails laterally, thereby shift-
ing the switch.

In the position of the parts represented in
Fig. 1 the switch is set for the main track and
the guard-rail E rests with its curved front
portion, *h*, against the inner side of the side 55
rail, D. When a locomotive or car approaches
the switch on the side track, D D', for which
the switch is misplaced, the wheel running on
the side track, D, strikes with its flange
against the curved front portion, *h*, of the 60
guard-rail E, and moves the switch-rails and
guard-rails toward the other side of the track
to the position represented in Fig. 2, thereby
setting the switch for the side track. In this
position of the switch the guard-rail E' rests 65
against the inner side of the main rail B'. If
in this position of the switch a locomotive or
car approaches the switch on the main track,
for which the switch is misplaced, the wheel
running on the main rail B' strikes with its 70
flange against the front curved portion, *h'*, of
the guard-rail E', and moves the switch-rails
and guard-rails laterally to the position rep-
resented in Fig. 1, thereby setting the switch
for the main track. 75

I am aware that it is not new to connect the
guard-rails with the switch-rails in such man-
ner that a wheel striking the projecting curved
end of the guard-rail will shift the switch, as
in Patent No. 267,308, November 7, 1882, and 80
that switch and guard rails have been pro-
vided with lateral flanges, as in Patent No.
175,287, March 28, 1876, and I do not claim
such construction.

I claim as my invention— 85

The combination, with the main rails B B'
and side rails, D D', of the movable switch-
rails C C', guard-rails E E', provided with in-
wardly-curved front portions, *h h'*, blocks *f*,
arranged between the guard-rails and the 90
switch-rails, and bolts *e*, whereby the guard-
rails and blocks are rigidly secured to the
switch-rails, substantially as set forth.

Witness my hand this 8th day of January,
1886.

JOHN B. BATT.

Witnesses:

JNO. J. BONNER,
GEO. J. BUCHHEIT, Jr.