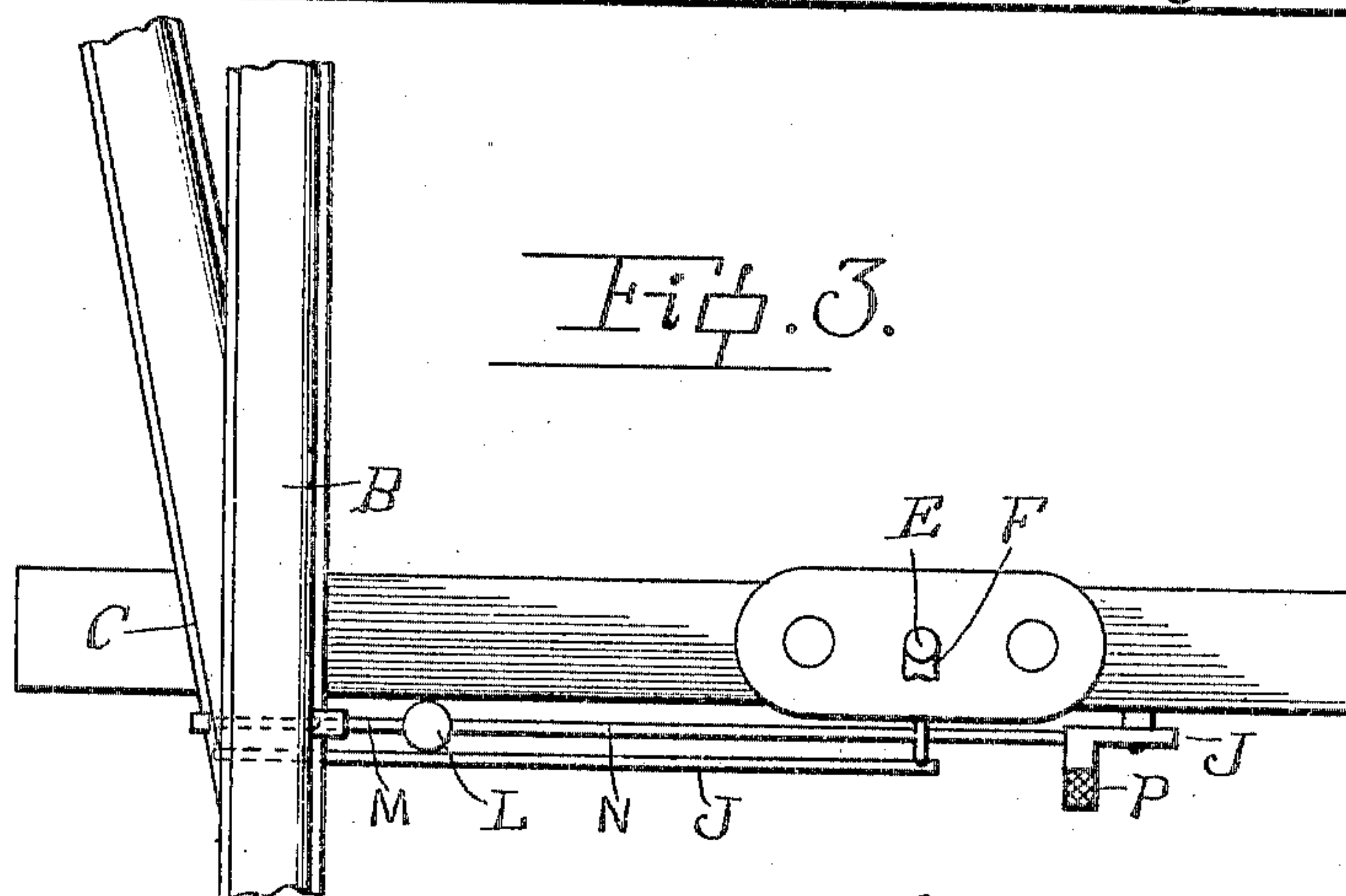
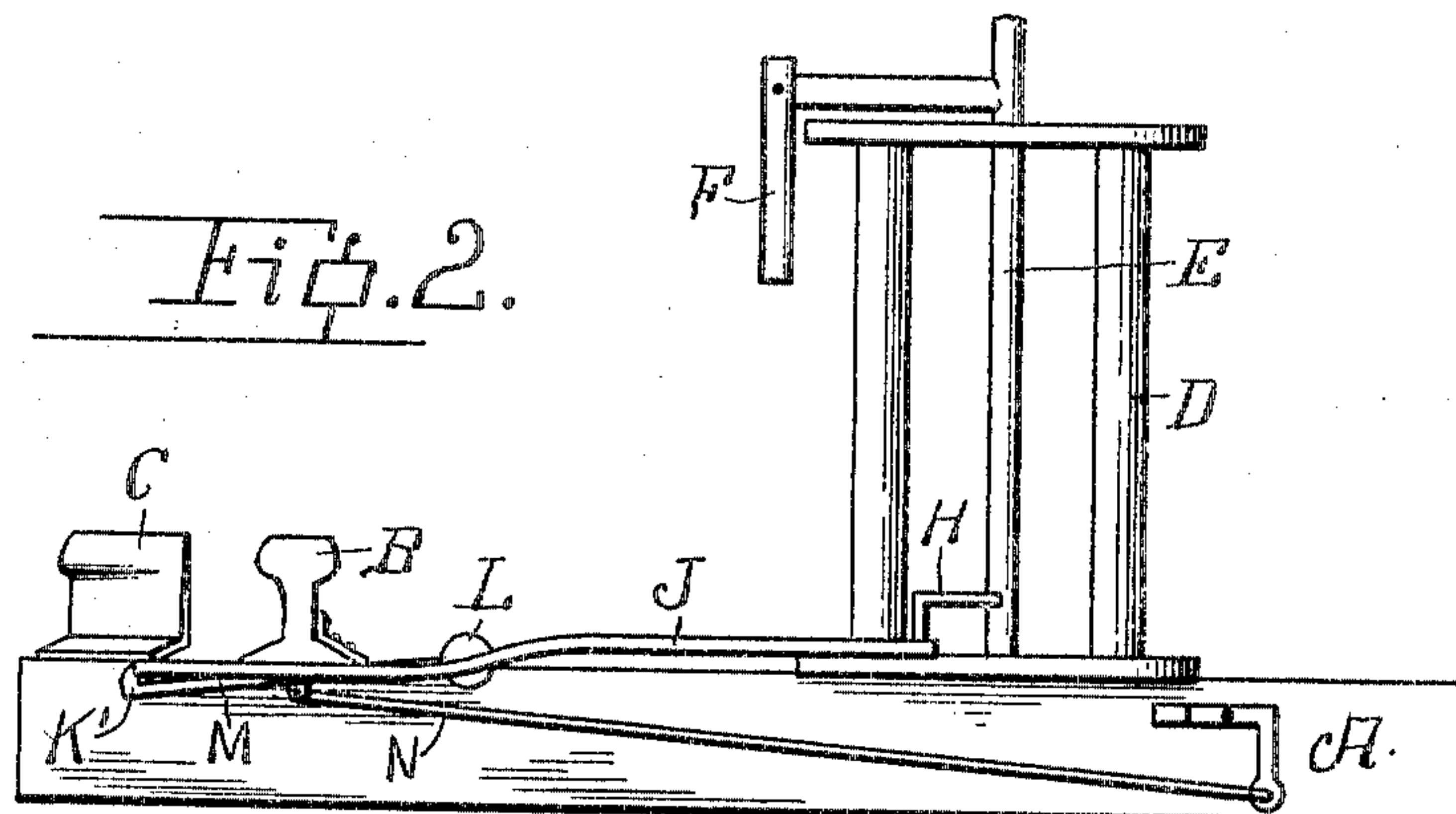
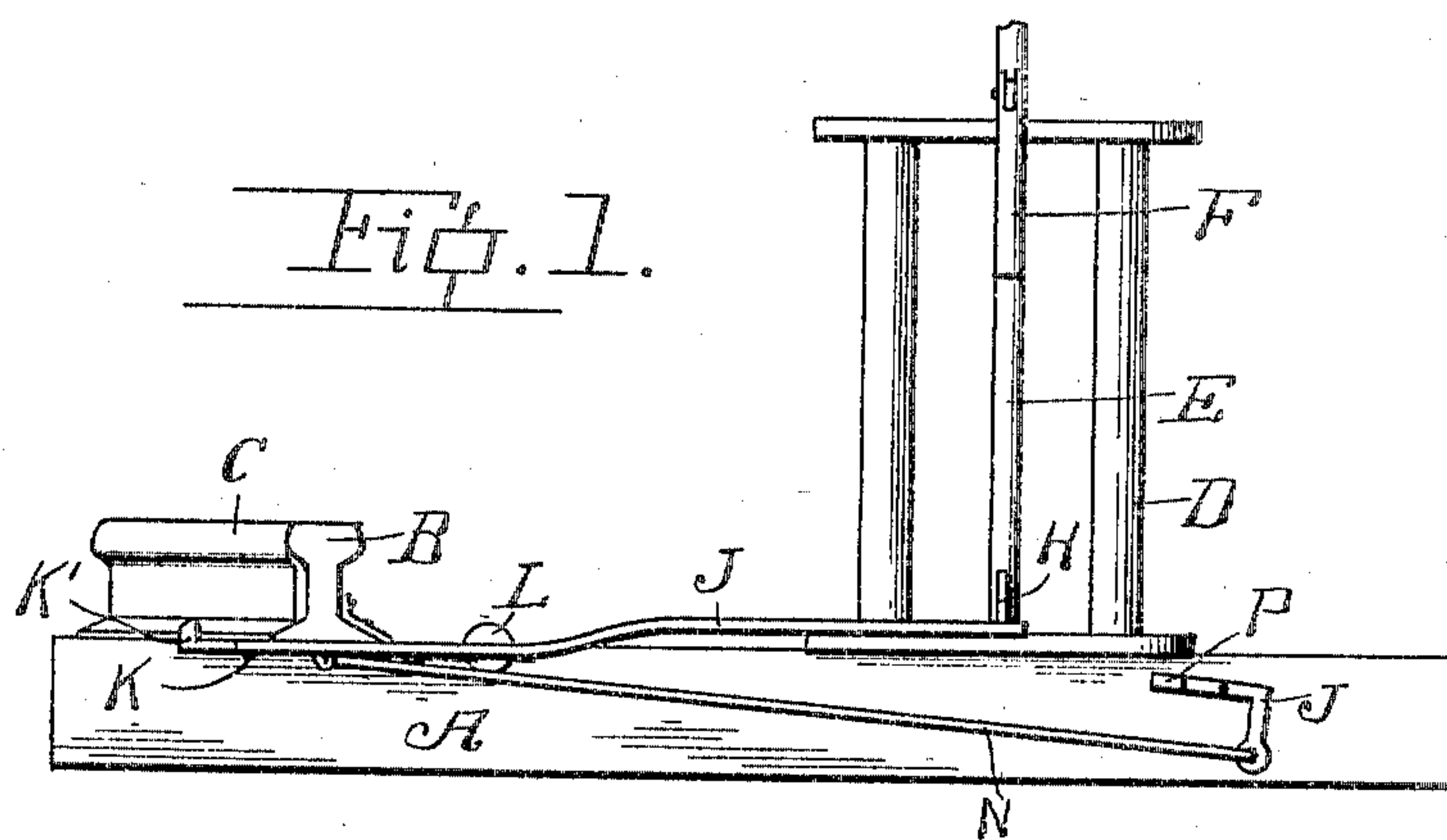


No. 793,984.

PATENTED JULY 4, 1905.

I. M. BRITTAIN.
SAFETY CATCH.

APPLICATION FILED MAR. 6, 1905.



Witnesses

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UNITED STATES PATENT OFFICE.

ISAAC M. BRITTAIN, OF NORTHBEND, NEBRASKA.

SAFETY-CATCH.

SPECIFICATION forming part of Letters Patent No. 793,984, dated July 4, 1905.

Application filed March 6, 1905. Serial No. 248,559.

To all whom it may concern:

Be it known that I, ISAAC M. BRITTAIN, a citizen of the United States, residing at Northbend, in the county of Dodge and State of Nebraska, have invented certain new and useful Improvements in Safety-Catches, of which the following is a specification.

My invention relates to improvements in safety-catches for railway-switches and refers particularly to a catch or securing device for a split or tapered rail; and the object of my invention is the provision of a device of the character and for the purposes named which can be readily and easily operated, which will firmly and reliably secure the parts in proper position, and which will be of simple, durable, and inexpensive construction.

The invention consists of a safety-catch for tapered or split rails, embodying novel features of construction and combination of parts, substantially as disclosed herein.

Figure 1 is an elevation of my invention, the parts being in the position they occupy when the switch-rail is closed. Fig. 2 is a similar view, the switch being open; and Fig. 3 is a top plan view, the split or switch rail being closed.

In the drawings, the letter A designates a portion of a railroad-tie, upon which is supported the rail B and the split switch-rail C. Also secured upon the tie is the stand D, in which is pivoted the post E, carrying the locking-lever F. Near the lower end of the post is secured the angle-arm H, which is connected to the link J at the inner end, the outer end of the link being secured at K to the switch-rail. From this construction it will be seen that the link is connected to the switch-rail and the post of the stand and that the turning of the post brings the switch split rail close against the rail or moves it away, and to secure the split or switch rail when closed I employ the piv-

oted lever J, having at one end the catch K', to engage the switch-rail, and at the other end the weight L, and to the weighted lever at M is connected the inner end of the rod N, the outer end of which is pivoted at O to the angular foot-lever P.

It will be noted that the parts are locked, as shown in Fig. 1, and to open the switch it is only necessary to push upon the foot-lever, which tilts the weighted locking-lever and releases the catch, and the stand-post can then be unlocked and turned to move the split switch-rail and open the switch. When the stand-post is turned back, the switch is brought against the rail and the catch drops, by means of the weight, and locks the switch-rail.

I claim—

1. In combination with the rail and the movable switch or split rail, the pivoted lever having a catch at one end and a weight at the other end, said pivoted lever having its pivot directly under the foot of the rigid rail, a rod connected to the weighted lever, and an angular foot-lever for operating the rod.

2. In combination with the rail and the movable switch-rail, the swinging stand-post, the link connecting the said post and movable switch-rail, the pivoted weighted locking-lever having the upward-extending catch at one end, the weight at the other end and its pivot disposed centrally under the foot of the stationary rail, and means for releasing said lever, consisting of an angular lever having a depending arm connected to the rod which is connected to said link and a foot-lever for operating said rod.

In testimony whereof I affix my signature in presence of two witnesses.

ISAAC M. BRITTAIN.

Witnesses:

A. G. JOHNSON,
JOSEPH F. DATEL.