

(No Model.)

J. S. CLEMENTS.
Automatic Railway Switch.

No. 236,136.

Patented Dec. 28, 1880.

FIG 1

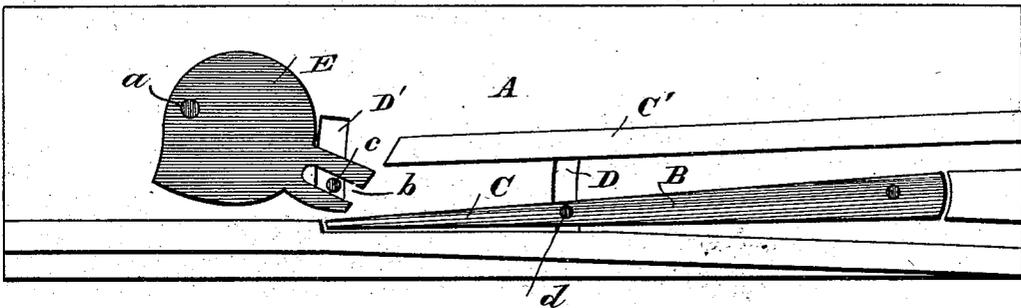


FIG 2

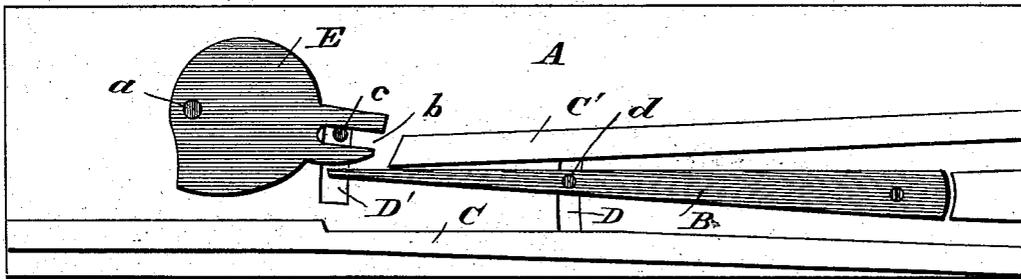
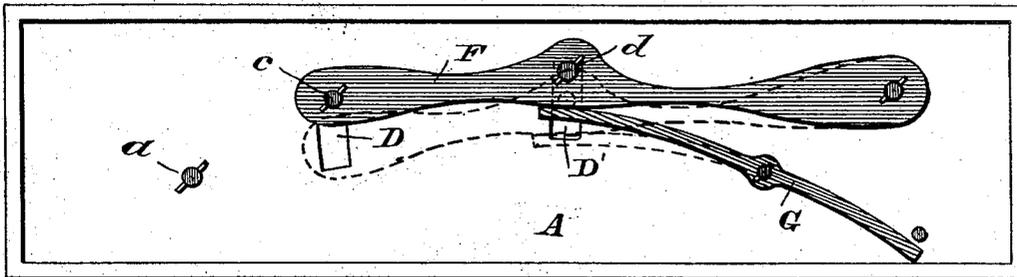


FIG 3



WITNESSES:

Wilmer Bradford
L. P. McCarty.

INVENTOR:

Jannaro S. Clements,
By L. W. M. Smith,
Attorney.

UNITED STATES PATENT OFFICE.

JANNARO S. CLEMENTS, OF SAN FRANCISCO, CALIFORNIA.

AUTOMATIC RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 236,136, dated December 28, 1880.

Application filed August 25, 1880. (No model.)

To all whom it may concern:

Be it known that I, JANNARO SYLVESTER CLEMENTS, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented a new and useful Automatic Railway-Switch, of which the following is a specification.

The object of my invention is to open and close the switches of railways by the action of the wheels of the cars passing along the track and over the switching-rail, and is mainly adapted for street-railways. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a plan or top view, showing the switch adjusted to the siding. Fig. 2 is a top view, showing the switch adjusted to the main track. Fig. 3 is an inverted plan view.

Similar letters refer to similar parts throughout the several views.

The bed-plate A is constructed in much the usual way. It supports the switch-rail B and the track-rails C C', and is slotted, as shown at D D', to receive and give free play to the operating mechanism, to be hereinafter described.

Upon the lower end of the bed-plate is placed an eccentric disk, E. This is pivoted to the bed-plate by a pin and key, a, and its upper end is elongated and provided with a slot, b, in which a pin, c, connected to a lever, F, beneath the bed-plate, operates.

The lever F is an operating-lever for the switch-rail, and is connected to it by the pin d passing through the switch-rail and the bed-plate. These pins operate in the slots D D'

of the bed-plate when the switch-rail is moved forward or backward.

Beneath the bed-plate, and at one side of the movable lever F, I place a flat spring, G, so that it will engage the pivoted lever near its center and throw the switch-rail back to position again when the car has passed over the switch.

In practice, the right wheels of the car pass between the eccentric and the rail C, the flange of the forward wheel crowding the eccentric disk outward on its pivot, carrying with it the switch-rail, the pin c moving backward in the slot b of the eccentric disk as the switch-rail is moved forward from its position against the rail C', so that the right wheels of the car may pass along on the rail C. The flat spring at the bottom of the bed-plate will carry back the switch-rail to its position against the rail C, and with it the forked end of the eccentric, its pin moving in the slot D'.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination and arrangement of the slotted disk E, as shown, the lever F, pivoted to the switch-rail and disk, and the spring G, constructed, arranged, and operating substantially as set forth and described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 5th day of August, 1880.

JANNARO S. CLEMENTS. [L. S.]

Witnesses:

C. W. M. SMITH,
WILMER BRADFORD.