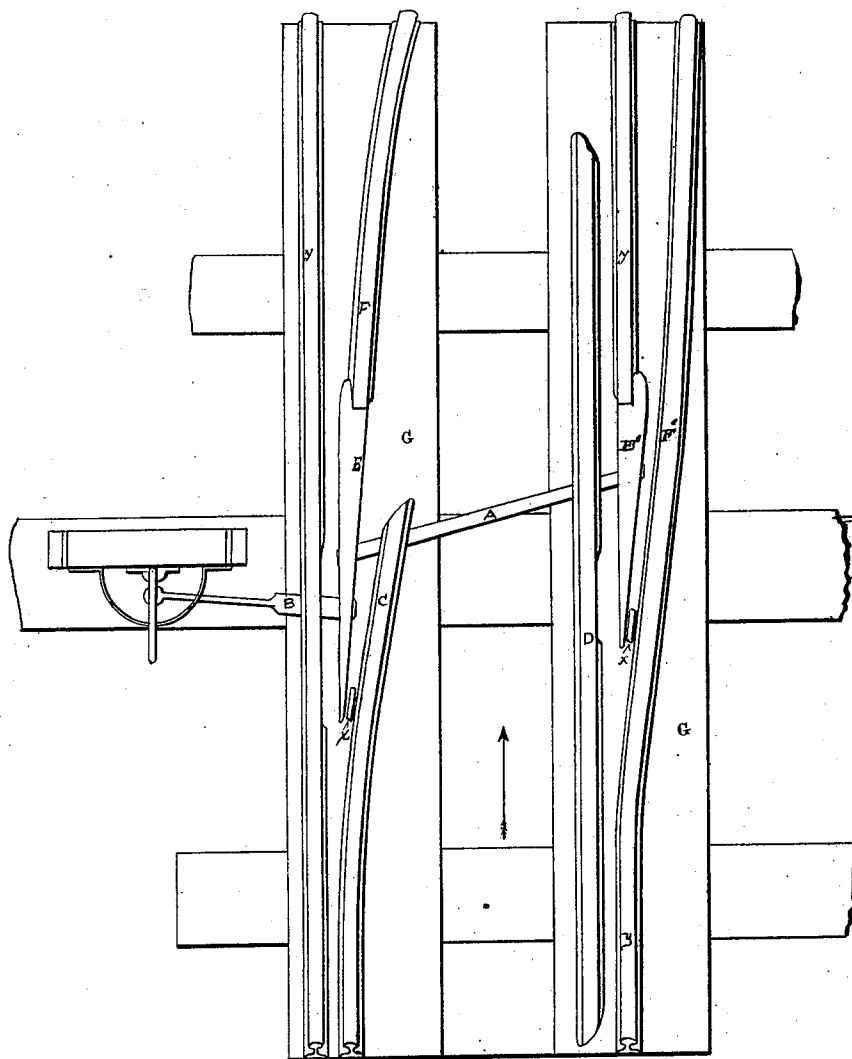


J. C. RAUTZ.
Railroad Switch.

No. 201,945.

Patented April 2, 1878.



Witnesses

G. E. Bumbano.
J. P. Heilman.

Inventor.

Jacob C. Rautz

UNITED STATES PATENT OFFICE.

JACOB C. RAUTZ, OF MINOOKA, ILLINOIS.

IMPROVEMENT IN RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **201,945**, dated April 2, 1878; application filed June 12, 1876.

To all whom it may concern:

Be it known that I, JACOB C. RAUTZ, of Minooka, in the county of Grundy and State of Illinois, have invented a Railroad Safety-Switch, of which the following is a specification:

The object of my invention is to prevent accidents occasioned by leaving a switch open after a train has moved off the siding, and to avoid the delay necessary to close a switch after a train has left the siding.

In accompanying drawing, *y* represents the main track; *F F'*, the side track; *E* and *E'*, movable bars connected by a brace; *A*, brace connecting movable bars; *B*, brace connecting *E* with switch-lever; *x*, rest for movable bars; *G*, iron foundations; *C* and *D*, guard-rails.

As the train passes down toward the siding in the direction of the arrow (when the switch is in the position seen in the drawing) the flange of the left-hand wheel passes by the point of the movable bar *E*, and this movable bar then acts as a guard-rail, and holds the train on the main track, while the right-hand

wheel passes from the curve in the right-hand rail to the movable bar *E*. While the switch is in the same position a train may move from the siding to the main track, and as the wheel leaves the end of the movable bar *E* it is crowded toward the main rail by the bent rails *C* and *F'*, and is caught by the main rail on the left hand and passes on without disturbing or changing the position of the switch. In order to pass upon the siding from the main line, the switch is shifted in the ordinary manner.

I claim as my invention—

The combination of rails *C* and *F'*, bent substantially as shown, with point-bars *E* and *E'*, whereby it is rendered practicable for trains to move along the main track and from the siding onto the main track without any change of switch.

JACOB C. RAUTZ.

Witnesses:

G. E. BURNHAM,
J. P. HEILMAN.