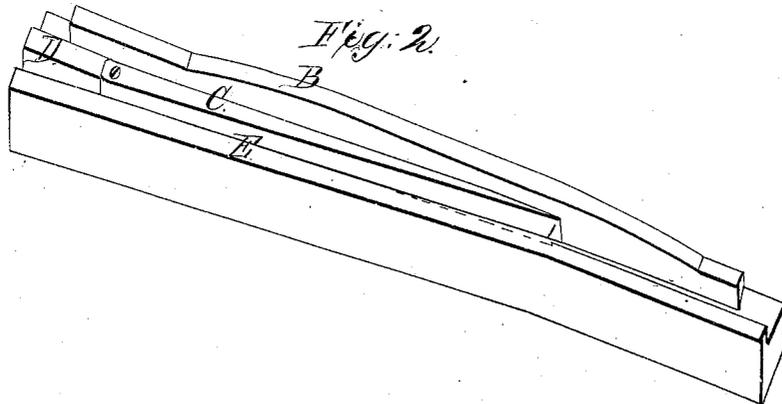
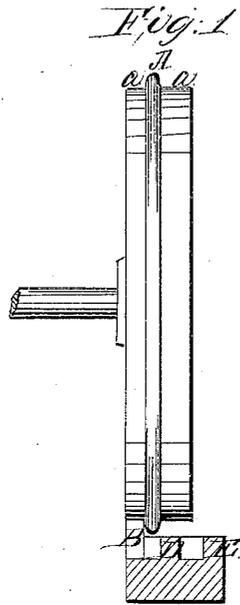


T. Newman,
Railroad Switch,

No. 78,680.

Patented June 9, 1868.



Witnesses:
H. W. Jentink
Rufus C. Plouer

Inventor.
T. Newman

United States Patent Office.

THOMAS NEWMAN. OF NEW ORLEANS. LOUISIANA.

Letters Patent No. 78,680, dated June 9, 1868.

IMPROVED SWITCH FOR CITY RAILROADS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, THOMAS NEWMAN, of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Switches for City Railroads; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification.

My invention is designed for use upon those city roads that, beginning with one, run into two tracks, and its object is to dispense with the service of a switch-tender, and avoid the expense entailed by his employment, as well as all danger of a car getting on the wrong track, as frequently happens, by his inattention or carelessness.

My invention consists of a supplemental short raised bar at the point at which the road divides, there being such a bar in connection with both rails of the track, and it necessitates the use of differently-constructed wheels upon the two sets of cars, that are respectively designed for the two tracks into which the single track runs.

But my invention will be better understood by reference to the drawing, which shows the short bar which I have devised, in connection with an ordinary switch, and also a car-wheel, constructed with reference to bringing it into practical use.

At Figure 1 this car-wheel is shown upon the raised bar; and it will be observed that in order to run upon the bar, it is provided with a tread, *a*, upon the inside as well as the outside of the ordinary projecting flange, *A*, to keep it upon the track.

At Figure 2 the raised bar is shown, marked *B*, in connection with an ordinary switch, *C*, which may be held in the position shown, by a wedge or any other effective appliance at its point *l*.

The drawing exhibits only one side of the track, but it will be understood that the other side conforms precisely thereto.

If, now, we suppose all the cars designed to go upon the right-hand track, the line of their motion being, in respect to the drawing at fig. 2, from the right to the left, to be provided with wheels constructed as represented at fig. 1, the operation will be as follows:

The wheels, in consequence of the double tread with which they are provided, will take upon the bars *B*, and be raised by them sufficiently to lift the flange *A* above the switch *C*, and hence the car passes beyond the switch without being affected by it, and is then gradually brought down by the curved formation of the upper surface of these bars, until the tread *b* takes upon the rail *D* and its fellow, upon the other side of the right-hand track, when it goes upon its course.

The cars designed for the left-hand track being provided with ordinary wheels that have a flange upon their inner side, are turned, by the switch *C*, into the left-hand track; and so go upon that track with unfailing certainty.

The bars *B* should always be high enough to raise the car-wheels sufficiently to take the flange *A* over the switch *C* without touching it.

If, from any cause, it is desired to run the last cars upon the right-hand track, it is obviously only necessary to throw the point *l* of the switch across the open space between the bar *B* and the rail *E*, in order to effect this object. But the cars that run upon wheels, as shown at fig. 1, can only be put upon the left-hand track by removing the bars *B*.

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

The supplemental short bars *B*, in combination with an ordinary switch, *C*, at the point at which a single-track city railroad runs into two tracks, when constructed as shown and described, for the purpose set forth.

THOS. NEWMAN.

Witnesses:

H. N. JENKINS,
RUFUS R. RHODES.