(No Model.)

R. P. GARSED.

AUTOMATIC RAILWAY SWITCH.

No. 267,183. Patented Nov. 7, 1882.

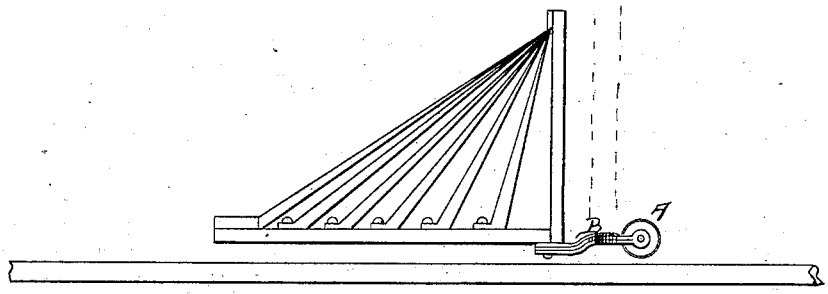

Fig. 1.

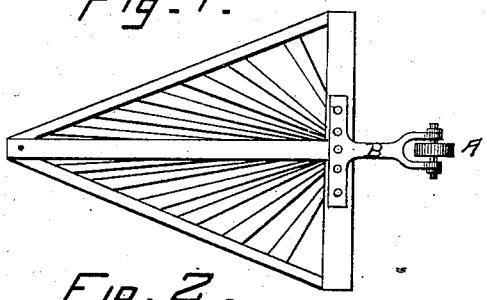

Fig. 2.

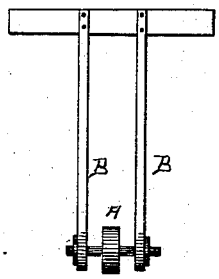

Fig. 3.

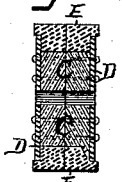

Fig. 4.

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UNITED STATES PATENT OFFICE.

ROBERT P. GARSED, OF NORRISTOWN, PENNSYLVANIA.

AUTOMATIC RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 267,183, dated November 7, 1882.

Application filed May 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. GARSED, a citizen of the United States, and a resident of Norristown, in the county of Montgomery and State of Pennsylvania, have invented a new and useful device for operating the mechanism of switches or signals situated upon the road-bed of a railroad by the passage of a train, of which the following is a specification.

The object of my invention is to provide a device to be suitably situated beneath the locomotive, and to operate substantially the mechanism described in my former Patents Nos. 234,178, November 9, 1880; 241,206, May 10, 1881; 237,381, February 8, 1881, and 242,297, May 31, 1881, which will assist in overcoming the jar incident to the sudden contact of a passing train with road-bed mechanism.

In my former patents I have shown and described a wheel carried upon a shaft beneath the locomotive, and in connection with this wheel I now propose to use the device hereinafter described and claimed, as well as certain novel means of constructing said wheel.

In the accompanying drawings, forming part of this specification, and in which similar letters of reference indicate like parts throughout the several views, Figure 1 represents a side view of a locomotive cow-catcher with my invention attached; Fig. 2, a bottom view of the same; Fig. 3, a view of a modification of my invention, and Fig. 4 a sectional view of the wheel or pulley.

My invention consists of the arrangement of the wheel A and spring B beneath a locomotive for operating a depressor connected with switch or signal mechanism, substantially as described in my former patents above referred to. The spring B is bifurcated at its end, so as to receive the wheel A, and the whole may be situated upon the cow-catcher, as shown, or upon any other convenient part of the engine or train. Owing to the elasticity of the spring B, the jar or shock of the wheel A and the depressor coming in contact will be to a great extent overcome. In Fig. 3 the support for the wheel consists of two springs placed parallel to each other and bolted securely to the cow-catcher or other convenient part of the locomotive. Fig. 4 represents a sectional view of the wheel A, which consists of a wooden center, C, made of two or more disks of wood fastened together with the grain running in opposite directions, and with outside iron plates, D, of somewhat greater diameter, and the whole riveted together. Between these plates, and surrounding the wooden center C, is a rubber band, E, which should project beyond the peripheries of the iron plates, in order to ease the jar from contact with any road-bed mechanism, and the wheel revolving expends, in a measure, the force upon itself by its own revolutions.

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

1. The herein-described device, to be situated beneath a locomotive or other part of a train, and to operate a switch or signal mechanism, consisting of the spring B and wheel A, both arranged and operating substantially as and for the purposes set forth.

2. The wheel A, consisting of the wooden center C, iron side plates, D, and rubber tire E, substantially as and for the purposes described.

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Witnesses:
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