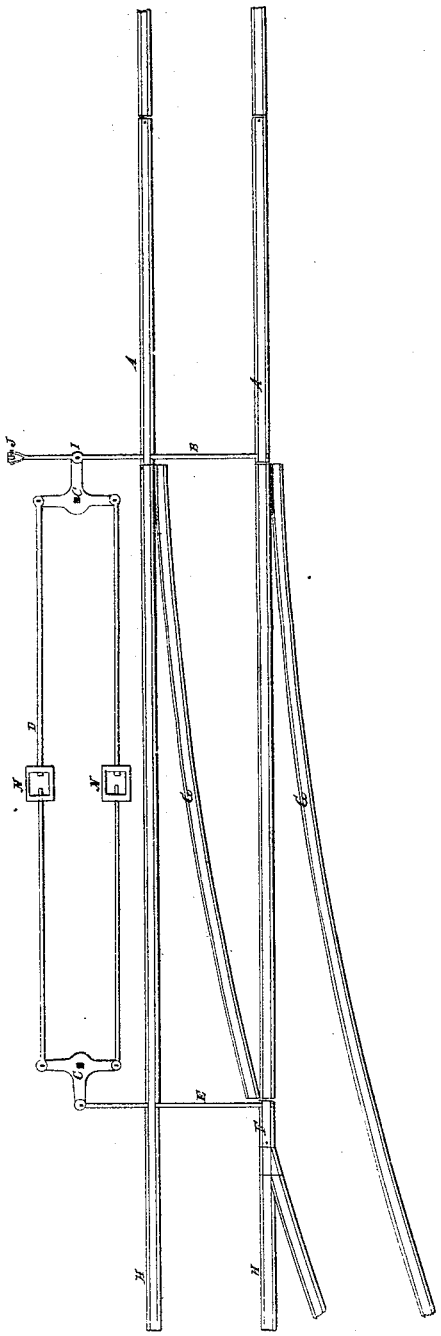
No. 6,493. PATENTED JUNE 5, 1849.

C. DUTTON.

RAILROAD TURNOUT.



UNITED STATES PATENT OFFICE.

CARLTON DUTTON, OF ROCHESTER, NEW YORK.

RAILROAD-TURNOUT.

Specification of Letters Patent No. 6,493, dated June 5, 1849.

To all whom it may concern:

Be it known that I, CARLTON DUTTON, of the city of Rochester, in the county of Monroe and State of New York, have invented a new and useful Improvement in Railroad-Switches; and I do declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification.

A, A, are the switch rails in common use on all railroads.

B is the switch rod also in common use, placed at right angles with the main track, connecting the switch rails A, A, together, and by which with the use of a hand lever they are moved.

C, C, are termed three armed levers, formed by placing two of the arms in a straight line, and the third at right angles with them, the extremities of each equidistant from their centers, placed alonside the track, with their centers placed on firmly fixed pivots.

D, D, are two rods placed parallel with the main track and connecting the outward extremities of the three armed levers C, C.

E is a latch rod placed at right angles with the main track, connecting the frog latch F, with the right angular extremity of one of the three armed levers C, C.

F is a frog latch used as a substitute for the common frog or branch plate, moving on a pivot at the point where the rails of the main track and the rails of the turnout intersect forming a smooth continued rail and avoiding the wrenching—and loosening of the wheels and other machinery of the locomotive and cars—caused by the frog and guard rails in common use.

G, G, are the curved rails which form the turnout.

H, H, are the rails which form the main track.

I is the point at which the switch rod B, is connected with the right angular extremity of the other three armed lever C.

J is the point where the switch rod B, is connected to the hand lever for moving the switch rails A, A.

N, N, are screw nuts placed at any convenient point on the rods D, D, for lengthening or shortening the same so as to adjust the frog latch F, in line with the switch rails A, A.

The manner of its operation is as follows: The three armed levers C, C, and the rods D, D, with the screw nuts N, N, are so arranged and connected with the latch rod E, and the switch rod B, that when the latter is moved by the use of the hand lever, the frog latch F, is forced to move simultaneously and in line with the switch rails A, A, thereby avoiding the necessity of using two distinct hand levers at some considerable distance apart for moving the switch rails A, A, and the frog latch F, and the necessary detention of the trains attending it at turnouts.

What I claim as my invention and desire to secure by Letters Patents, is—

The combination of the switch rails A, A, with the frog latch F, in such a manner that the frog latch F, is forced to move simultaneously with the switch rails A, A, by means of a series of rods and levers, arranged and connected substantially as herein described.

In witness whereof I hereunto set my hand and seal this 15th day of May 1849.

CARLTON DUTTON. [L. S.]

Witnesses:

WM. H. PLANT,

IRA DICKINSON.