2 Sheets—Sheet 1.

T. G. ARMSTRONG.

ELASTIC LINK-BARS FOR RAILROAD SWITCHES.

No. 181,390. Patented Aug. 22, 1876.

Fig. 1.

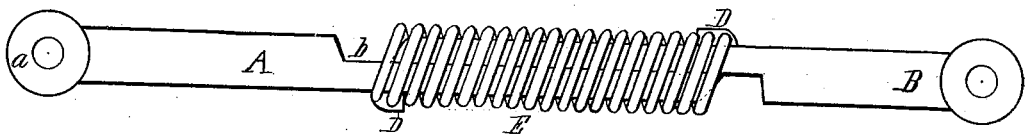


Fig. 2.

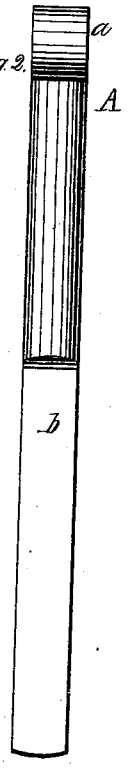
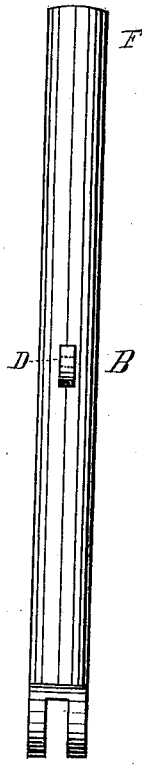


Fig. 3.



Witnesses:
Chas. C. Gill
J. A. Ellis

Inventor:
Thomas G. Armstrong
by his Attys.
Cox & Cox

2 Sheets—Sheet 2.

T. G. ARMSTRONG.

ELASTIC LINK-BARS FOR RAILROAD SWITCHES.

No. 181,390. Patented Aug. 22, 1876.

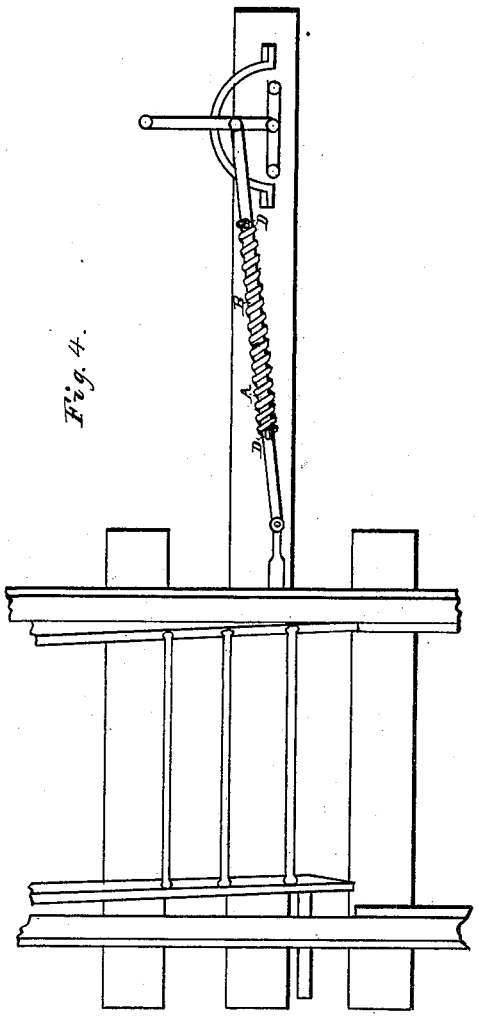


Fig. 4.

Witnesses:
Chas. C. Gill
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Inventor:
Thomas G. Armstrong
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Cox and Cox

UNITED STATES PATENT OFFICE.

THOMAS G. ARMSTRONG, OF JAMESTOWN, NEW YORK, ASSIGNOR OF ONE-HALF HIS RIGHT TO HENRY C. THOMPSON, OF MEADVILLE, PENNSYLVANIA.

IMPROVEMENT IN ELASTIC LINK-BARS FOR RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **181,390**, dated August 22, 1876; application filed May 11, 1876.

To all whom it may concern:

Be it known that I, THOMAS G. ARMSTRONG, of Jamestown, in the county of Chautauqua and State of New York, have invented a new and useful Improvement in Link-Bars, of which the following is a specification, reference being had to the accompanying drawings.

The invention relates to a link-bar, and is intended for use upon railroad split switches.

The object of the invention is to prevent the derailing of an engine or car in passing upon the siding from the main track, or vice versa.

The invention consists of the devices hereinafter more specifically described.

Figure 1 is a side elevation of a device containing an embodiment of the elements of the invention. Figs. 2 and 3 are detached views of the bars A B. Fig. 4 is a top view, exhibiting the link-bar as used in actual practice.

In the accompanying drawings, A represents a bar of metal, having the loop or eye *a* at one end, and the other reduced to a recess, *b*, in depth about equal to the semi-diameter of the bar. The bar B is similarly constructed, but recessed on the opposite side. The faces of the recesses being united, the superficies of the bar thus formed is the same, or thereabout, from end to end. The bars A and B are each provided with a stud, D, through which pass the opposite ends of a coiled spring, E, inclosing the recessed parts, and having its extremities resting against the studs D adjacent the aperture therein.

It is obvious that the bars A and B are thus firmly united, yet capable of facile contraction or expansion.

Operation: In practice, when an ordinary split switch is set for the main line, the point or moving rail toward the siding is in close proximity to, or in contact with, the main-line rail, the point opposite being separated from the main-track rail adjacent it.

An engine or car coming off the siding will force the rail next to the side track away from the main-line rail, and, at the same time, crowd the opposite point against the opposite main-line rail, as the two points are connected always by rods to preserve their relative positions.

The rod connecting the movable rails nearest their extremities is attached at one end to the draw-rod of the switch-stand or lever by the bars A and B, and thus the movable rails can assume the positions above described, permitting the engine or car to pass from the switch upon the main line without being derailed. The same action takes place, only in an opposite direction, when the switch is set for the side track, and the car or locomotive passes thereon from the main line.

It is obvious that the device may be covered in any manner to protect it from the weather or accumulation of dirt.

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

1. The split link-bar, in two parts, A and B, as shown and set forth.

2. The bars, A and B, provided with the perforated studs D, in combination with the spring E, as set forth.

In testimony that I claim the foregoing improvement in link-bars, as above described, I have hereunto set my hand.

THOMAS GILBERT ARMSTRONG.

Witnesses:

JAMES I. FOWLER,

JEROME B. FISHER, Jr.