

F. P. PEACE.

RAILROAD SWITCH GUARD.

No. 181,713.

Patented Aug. 29, 1876.

Fig. 1.

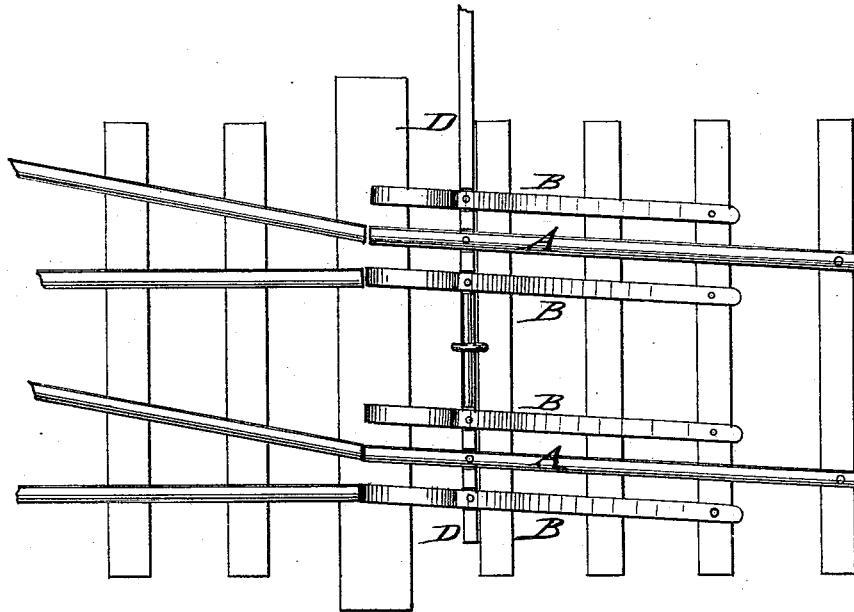


Fig. 2.

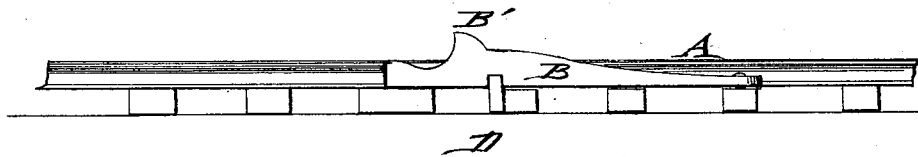
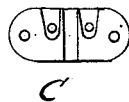


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

FRANK P. PEACE, OF MARYVILLE, TENNESSEE, ASSIGNOR OF ONE-THIRD HIS RIGHT TO ELIJAH WALKER, OF SAME PLACE.

IMPROVEMENT IN RAILROAD-SWITCH GUARDS.

Specification forming part of Letters Patent No. 181,713, dated August 29, 1876; application filed May 9, 1876.

To all whom it may concern:

Be it known that I, FRANK P. PEACE, of Maryville, county of Blount and State of Tennessee, have invented a new and Improved Railroad-Switch Guard, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of a railroad-switch, with my improved guide. Fig. 2 is a side view of the same; Fig. 3, a top view of a pivot-plate for the guard-rails.

Similar letters of reference indicate corresponding parts.

The invention relates to an improved guard device for railroad-switches, so that the cars or engine are prevented in reliable manner from running off the switch, the guard being applied in cheap and durable manner.

The invention consists of guard-rails, with projecting parts or heads pivoted at both sides of the switch-rails.

In the drawing, A represents the pivoted switch-rails, which are set to connect with the rails of the main or branch tracks by any approved switch mechanism. At each side of the switch-rails are applied guard-rails B of the shape shown in Fig. 2, which are pivoted either directly to the cross-ties, or, preferably, to a seat-plate, C, shown in Fig. 3. The seat-plates C give a firmer and more secure pivot-

fastening to the guard-rails B, which are also pivoted to the lateral switch-rail connecting-lever piece D, to be operated jointly with the switch-rails. The guards B are inclined at one end and provided with a projecting head, B', near the curved opposite end that connects with either track or branch rails, and serves to carry the front wheel, below the level of the main or branch track, into the catch. The engineer is enabled to see readily, by the projecting guard-rails, whether the switch is set or not, and has time to slacken speed and put on brakes, so that the catches or heads serve as stops to the train without throwing the same off the track. By backing the train and setting the switch, the train may proceed without being retarded or endangered by wrongly-set switches.

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

The switch guard-rail, made with projecting head or catch near the end of the guard that is curved below the level of the tracks, substantially as specified.

FRANK P. PEACE.

Witnesses:

T. D. EDINGTON,
B. B. LOVE.