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## RAIL-ROAD NEWS.

### Prevention of Accidents on Railroads.

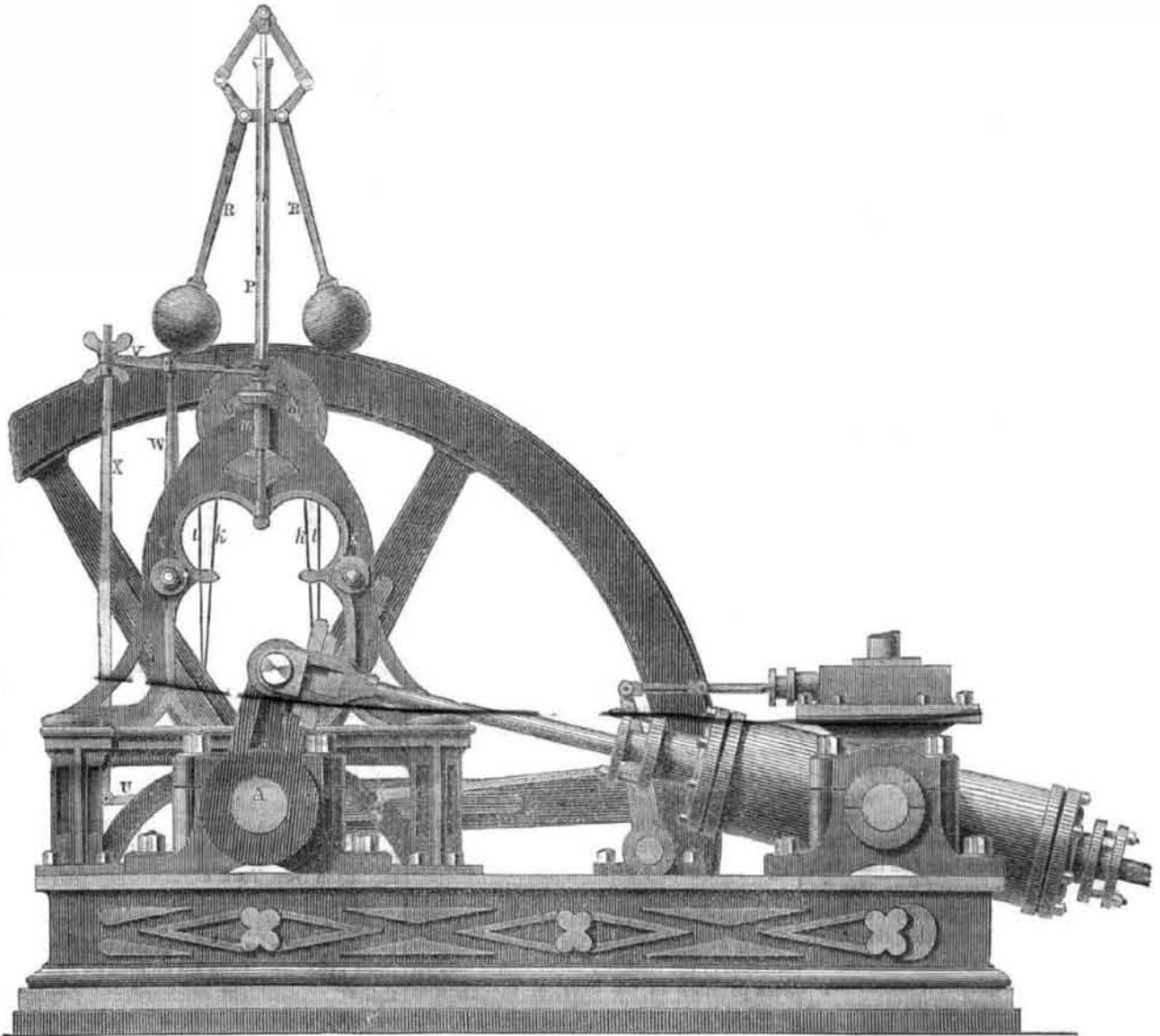
On Saturday evening, the 25th inst., the passenger train from New Haven, and the freight train from New York, came into terrible collision about two miles above Williams' Bridge, on the New York and New Haven Railroad. One fireman and a brakeman were killed instantly, and five or six persons were severely wounded. The passenger train was behind time, and running at the rate of 30 miles per hour; the freight train was running at the rate of 16 miles per hour. The engines, tenders, and some cars, were smashed to pieces. The scene was a terrible one. The freight train should have waited at Williams' Bridge, but from what we can learn, there was a misunderstanding, either on the part of the engineer, signal-man, or the superintendent of the road. The conductor of the freight train says he believed the New Haven train had passed. The order of arrangement appears to us to have been too loose and indefinite; there was but a single track where the collision took place, and that had a narrow curve, which prevented the approaching trains from seeing one another in time to reverse the engines. The engineer of the freight train is greatly to blame for not stopping, for the flag-man swung his red light, and he should have stopped to inquire the reason of such a signal; but no, on he went, from the double to the single track and in three minutes afterward the terrible collision took place. No excuse can palliate this reckless conduct.

There should be no single tracks allowed, without a railroad telegraph to signal from one station to another. By this means no collisions would take place, for, in a minute, the news whether a down train had left the next station, and vice versa, could be communicated, and thus the detentions of one train could soon be known along the line, and also the place where the other one was, so as to prevent two trains running, like madmen, one against another. Orders could also be communicated from the superintendent to direct the movements of trains along the line. We have advocated a system of railroad telegraphs before; and we now call the attention of our railroad companies to the subject again. The cost of the telegraph would be far less than the expense of collisions. The mere wreck of the engines by the above collision has been estimated at \$10,000, but the company will yet have to pay, and justly too, a large sum to the relatives of the killed, and those of the wounded. Double tracks and railroad telegraphs would at least prevent collisions.

### City Railroad.

The Managers of the Sixth Avenue Railroad Company, in this city, have reported to the Common Council, that they are ready to commence the work and prosecute it with all reasonable dispatch. Well, we hope it will be prosecuted with dispatch, and as it will no doubt be a profitable road, we think it will soon be under headway. City Railroads are much needed in this village of 600,000 people.

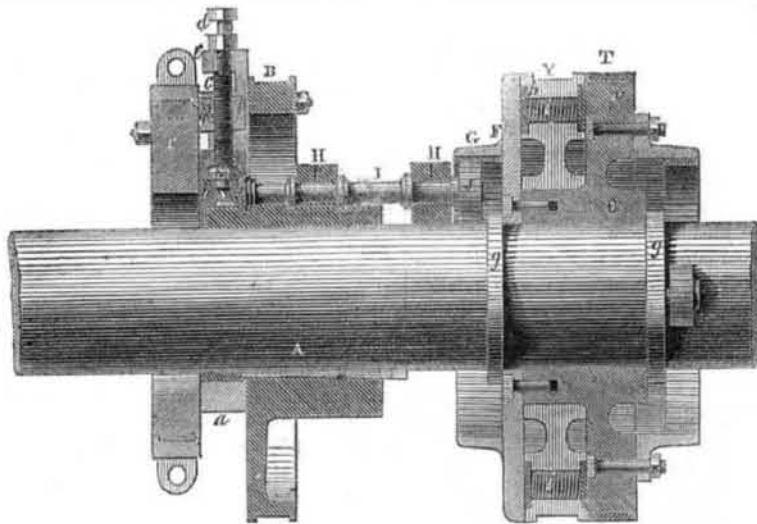
STEAM ENGINE REGULATOR.—Fig. 1.



The accompanying engravings represent the improvements invented by Mr. H. A. Luttgens, of this city, for regulating the speed of engines, for which a patent was granted on the first of last month, (Oct., 1851).

Fig. 1 is a side elevation, and fig. 2 is a section of a front elevation. The same letters refer to like parts. To render the description more easily understood, we will first describe its nature. This consists in a moveable cut-off eccentric, the stroke of which is controlled by mechanism which depends for its action

Figure 2.



a greater or less amount of friction upon it. The mechanism which actuates the eccentric consists of a small spindle hung parallel to the main shaft in bearings secured upon its periphery; on one end of the spindle is a pinion, which gears in the spur wheel, and on the

other end is a bevel wheel gearing into a like one made upon a screw, which screw, by being turned, alters the throw of the eccentric. The apparatus is so adjusted, that when the engine is working at its proper speed, the governor shall produce just so much friction of the brake

strap on the brake wheel, as will balance the friction of the pulley on the spur wheel, and cause it (the spur wheel) to be driven at the same speed as the shaft, and make the eccentric stationary, but at the same time, as soon as the speed increases or decreases, it cause the governor to exert a greater or less amount of friction, on the brake wheel than the pulley exerts upon the toothed wheel, and thus cause the spur wheel to revolve at a greater or less speed than the shaft, when in either case it operates on the pinion and gives rotation to the small spindle and bevel wheels operating on the screw of the eccentric, to alter its throw, to cut off the steam earlier or later as may be required.

A is the crank shaft of the engine; B is a pulley keyed on it to drive the governor, &c.; it has got a pair of dove-tailed guides, *a*, secured firmly on it. C is the cut off eccentric with dovetailed, two slides, *b*, (one shown) secured to its back, and fitting between *a a*. It has an opening in it, for the shaft to pass through, of such a form as to allow its degree of eccentricity to be altered; *c* is the screw for altering the throw of the eccentric, one end rests in a threaded centre on the pulley, B, and the other end against the point of a centre screw, *d*, which fits in a nut, *e*, secured to the pulley; it is held perpendicular to the axis of the shaft and radial to it, and is prevented from moving end-wise. It carries a bevel pinion, S, passing through a nut, *t*, in a small box, *g*, secured to the eccentric. If the screw, *c*, is turned round, it being placed edgewise, it will cause the nut, *t*, to move along it and change the position of the eccentric, C.

D is the brake wheel; E is its deep boss or hub fitted on the shaft; F is a metal disc secured by bolts to the brakewheel. G is a ring which is toothed inside and secured to the said disc.