(No Model.)

W. F. SHOREY.

DEVICE FOR OPERATING TRAMWAY SWITCHES.

No. 322,487. Patented July 21, 1885.

Fig. 1.

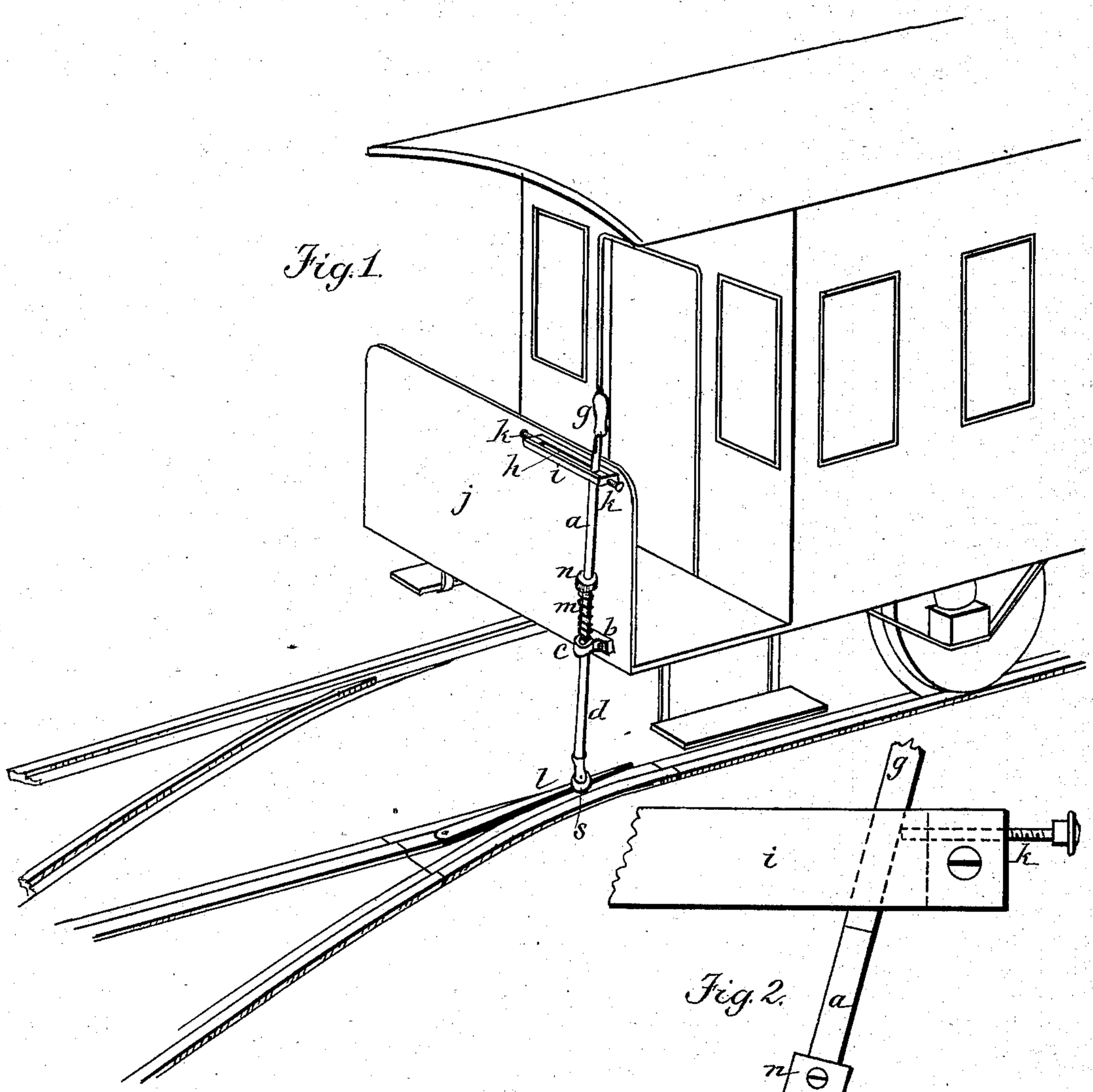


Fig. 2.

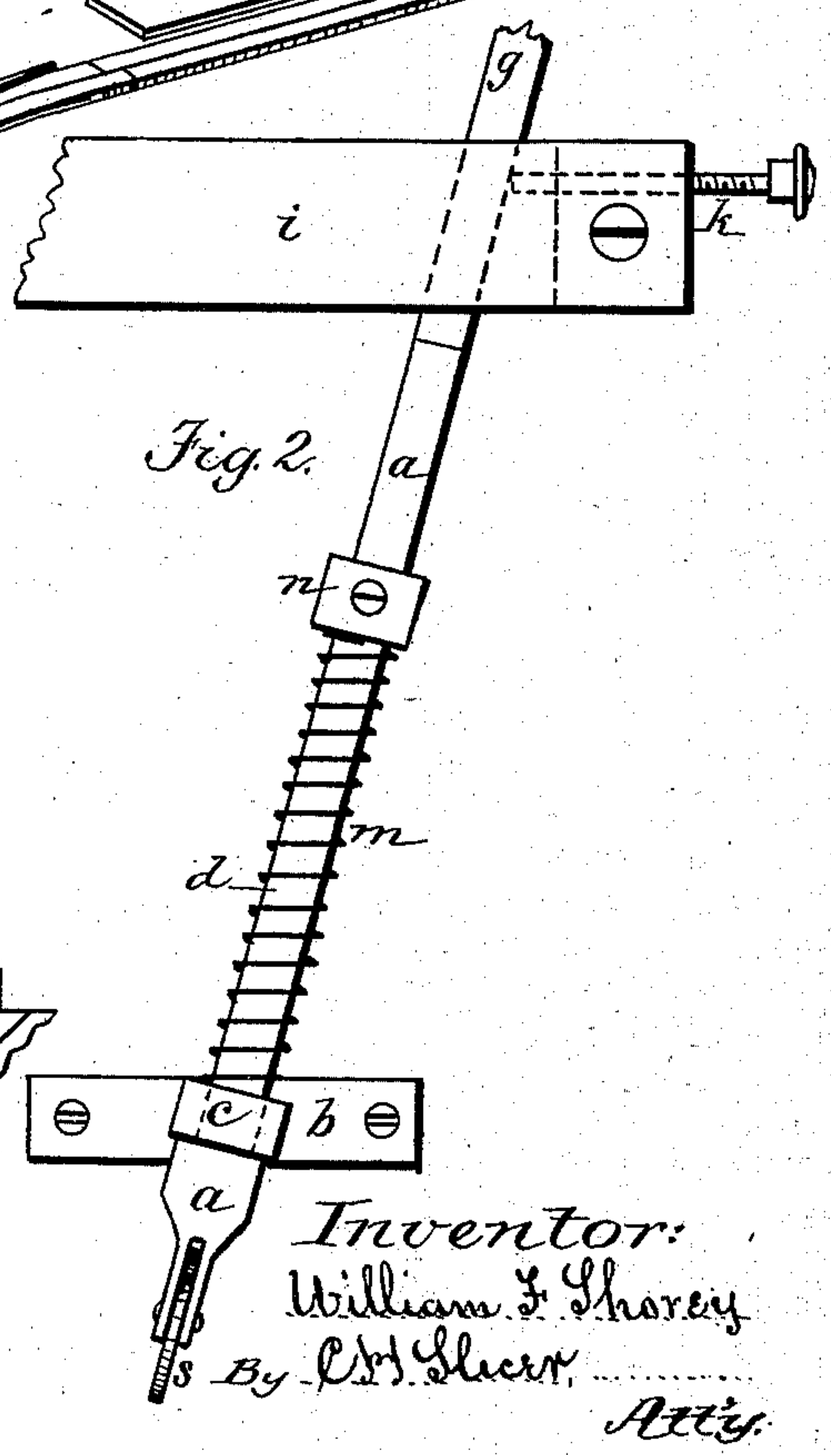
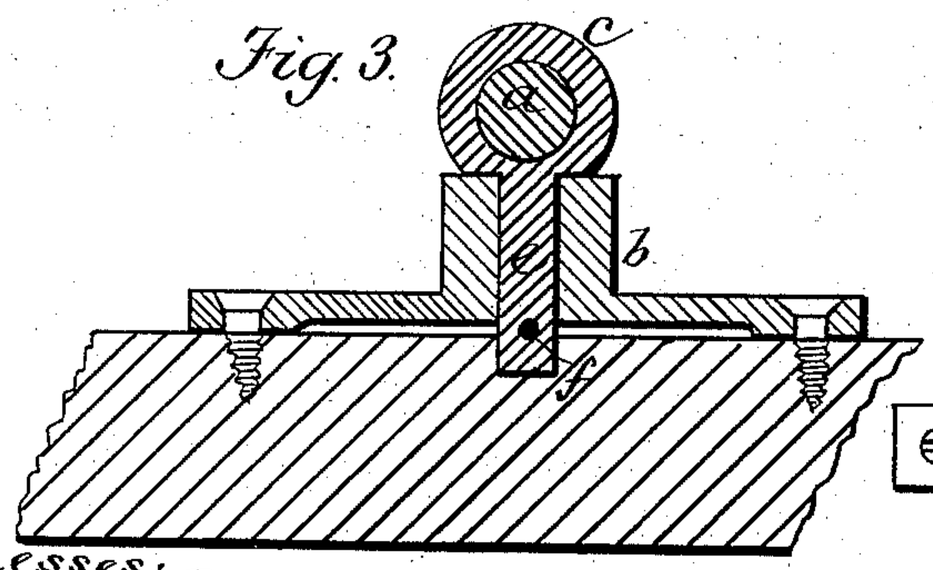


Fig. 3.



Witnesses:
Ernst Rudolph.
A. W. Hamilton Johnson

Inventor:
William F. Shorey
By C. H. Sherr
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM F. SHOREY, OF BALTIMORE, MARYLAND.

DEVICE FOR OPERATING TRAMWAY-SWITCHES.

SPECIFICATION forming part of Letters Patent No. 322,487, dated July 21, 1885.

Application filed September 2, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. SHOREY, a citizen of the United States, residing at Baltimore city, in the State of Maryland, have invented certain new and useful Improvements in Devices for Actuating Tramway-Switches, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention consists of an improved pry-bar attachment to the platform of tramway-cars for actuating the switch of turn-outs, for the purpose of avoiding the use of the ordinary non-attached pry-bar, which is troublesome and uncertain, or the necessity of leaving the car to adjust the switch by hand.

The object of my improvement is to render the device of such simple construction that it may be easily applied to the switch and operated by the driver with little or no delay by the stoppage of the car. I attain these objects by the device illustrated in the accompanying drawings, in which—

Figure 1 represents in perspective a portion of a street-car and turn-out of a tramway, showing the manner of actuating the switch by my improved platform pivoted pry-bar to open the switch; Fig. 2, a front view showing the pivoted pry-bar or actuating-lever in its elevated position or position of rest, and Fig. 3 a sectional detail of the pivoting-collar and bracket for securing the pry-bar or actuating-lever to the car.

The actuating-lever or pry-bar, as shown, is applied to the dash-board of the car, and is secured by a bracket and pivoting-collar, so as to be capable of having a vertical and lateral movement. The pry-bar or actuating-lever *a* is preferably secured to the end of the platform by a bracket, *b*, and a collar, said collar having a circular hole through which the cylindrical part *d* of the pry-bar passes, and a cylindrical bearing, *e*, which passes through a hole in the bracket, and forms the pivot and guide for the pry-bar. A pin, *f*, passes through the inner end of the collar-bearing *e*, and secures it to the bracket. The handle end *g* of the pry-bar is flat, and passes through a slot, *h*, of a bracket, *i*, fastened to the top of the dash-board *j*, and provided at each end with a screw, *k*, which enter each end of the slot, and serve as stops to gage or set the pry-bar to the proper position or angle to enter, when depressed, the space between the switch and the rail, and thus with certainty strike the side of the switch and open it by a lateral throw of the pry-bar. Were it not for these gaging or set screws the pry-bar could not be so easily and certainly directed down in proper position with the switch; but having been once adjusted to the proper position the pry-bar will stand in line to be directed upon the rail by the side of the pivoted switch *l*, as shown in Fig. 1.

The device is applied to that corner of the dash-board to suit the position of the switch, and for this purpose the slotted bracket has a gage-screw at each end, so that the device may be used for a switch placed at either side of the track, so that the gage-screws will set the pry-bar and regulate its direction into the switch. The same gage-screws can be set for directing the pry-bar to close the switch, so that the pry-bar can be permanently gaged or set to direct it to either open or to close the switch, as may be desired.

A spiral spring, *m*, is placed upon the lever or pry-bar between the pivoting-collar and a collar, *n*, so as to exert its force to raise the actuating-lever and hold it up in proper position above the track. The collar *n* is set on the lever, and can be adjusted as may be required to give the spring the proper force to allow the lever to be raised and held at any desired elevation above the rail, so that when the car brings the lever in position over the switch the driver holding the lever in position against the proper gage-screw forces it down and then presses it one side to actuate the switch.

The lower end of the actuating-lever may be made flat and wedge-shaped; or it may be provided with a wheel, *s*, to travel on the rail and pass into the switch.

I claim—

1. In a tramway-switch-actuating device, the combination, with the actuating-lever *a*, pivoted as described, and provided with the spring *m*, of the slotted bracket, and the gaging-screws arranged at each end thereof, as and for the purpose specified.

2. In a tramway-switch-actuating device, the combination, with the actuating-lever *a*, the spring *m*, arranged thereon, and the slotted

guide *i* therein, of the bracket *b*, and the eyed pivoting-collar *c*, having the bearing-arm *e* secured within said bracket, as shown and described.

3. The tramway-switch-actuating device herein described, consisting of the actuating-lever *a*, the bracket *b*, the pivoting-collar *c*, the spring *m*, placed upon the lever between the pivoting-collar *c* and the adjustable collar *n*, and the slotted guide *i*, having the gage-screws *k k*, all constructed and arranged upon the car, as shown and described.

In testimony whereof I have affixed my signature in presence of two witnesses.

WILLIAM F. SHOREY.

Witnesses:
C. H. SLICER,
J. T. LOWRY.