

(No Model.)

G. F. LOEBE.

PORTABLE SWITCH FOR TRAMWAYS.

No. 350,687.

Patented Oct. 12, 1886.

Fig. 1.

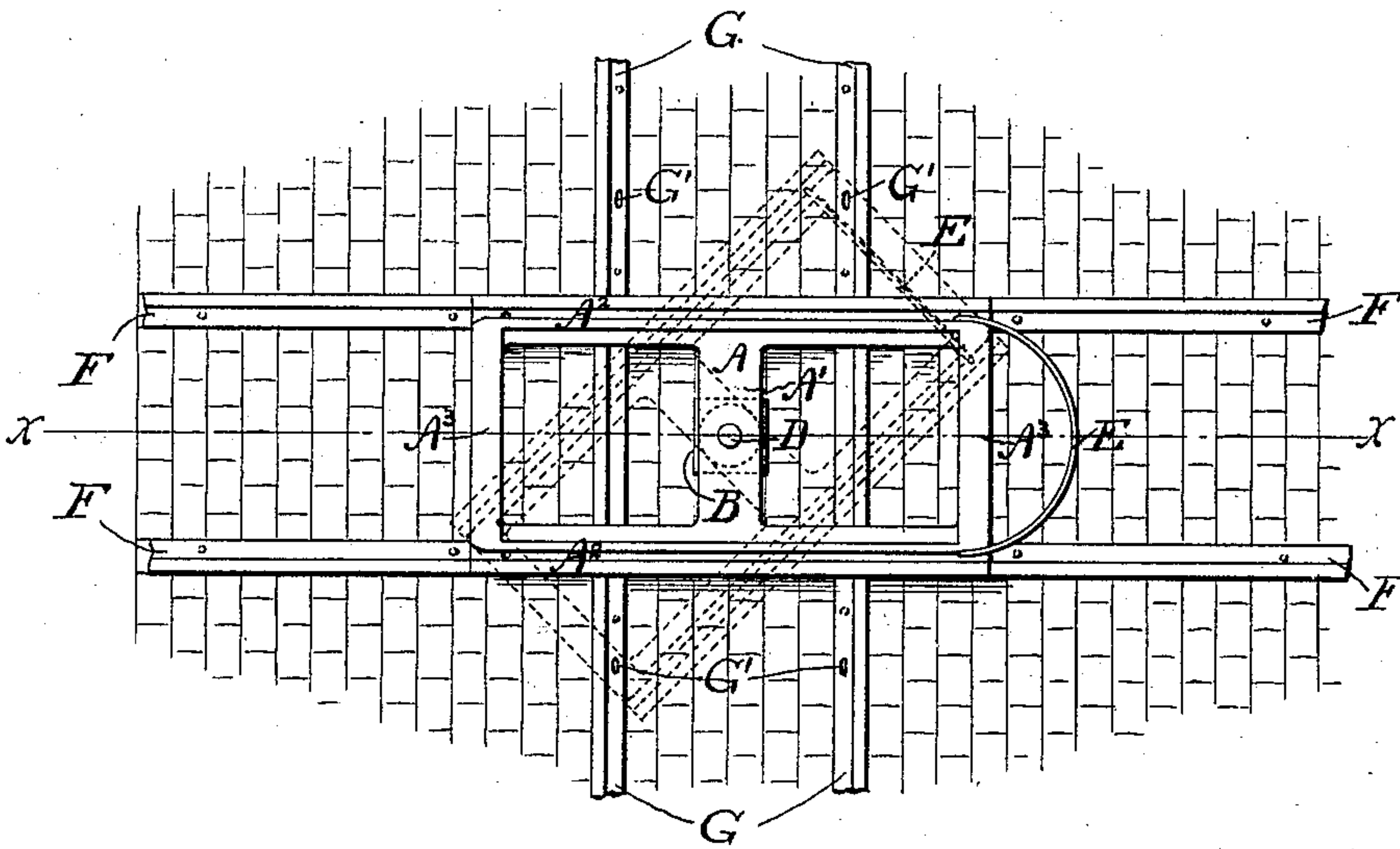


Fig. 2.

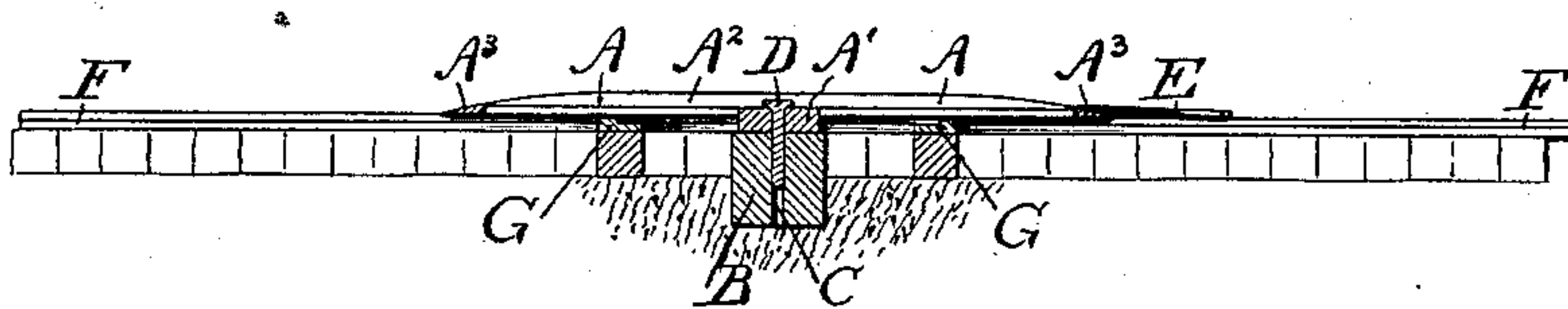
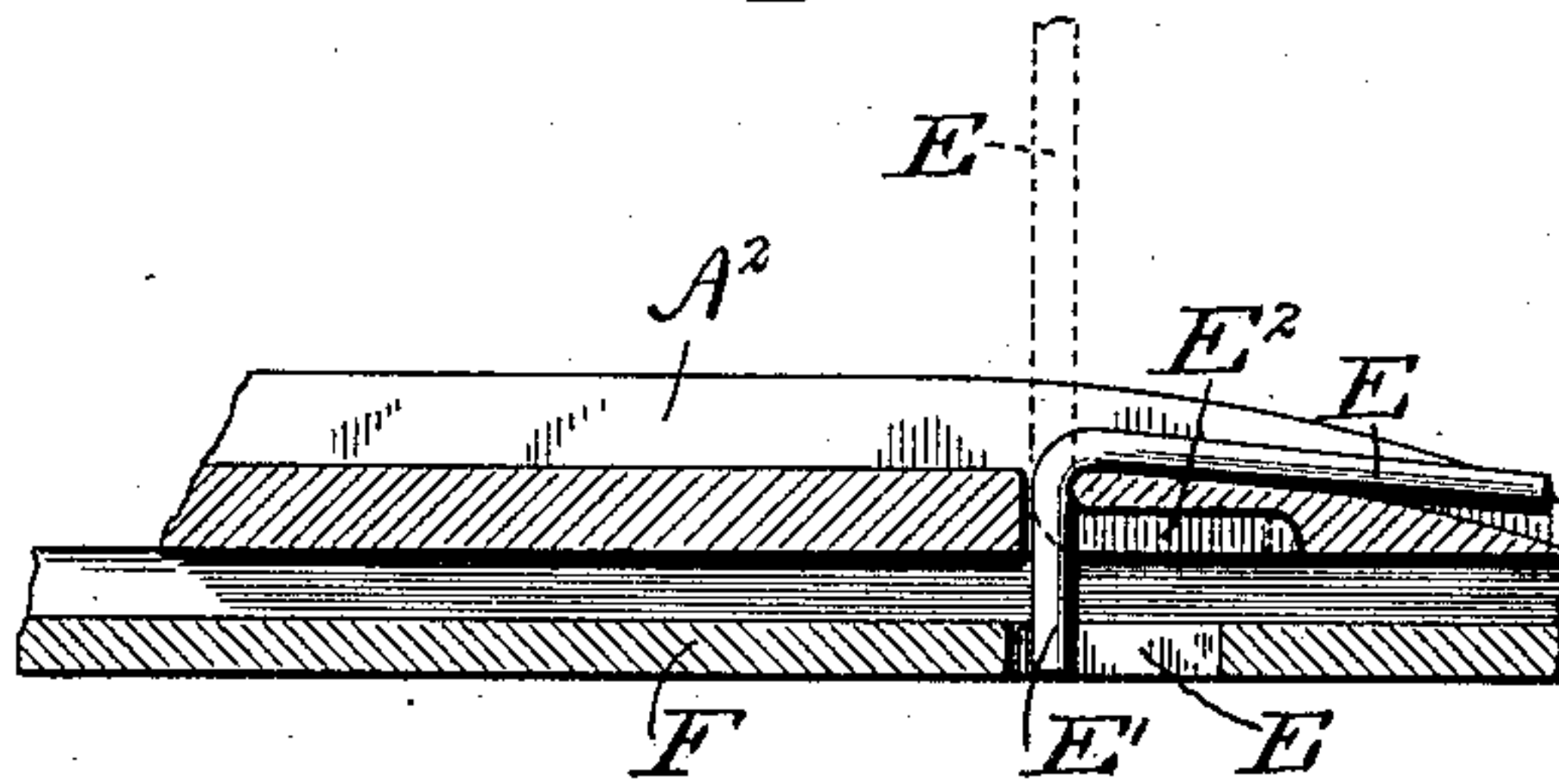


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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PORTABLE SWITCH FOR TRAMWAYS.

SPECIFICATION forming part of Letters Patent No. 350,687, dated October 12, 1886.

Application filed April 20, 1886. Serial No. 199,458. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. LOEBE, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Portable Switches for Tramways; and I do hereby declare the following to be a sufficiently full, clear, and exact description thereof as to enable others skilled in the art to make and use the said invention.

This invention relates to apparatus for transferring cars from one railway-track to another intersecting or crossing railway-track, and has for its object the furnishing of a convenient, safe, and readily-operated turn-table, which can be easily placed and removed in situations where obstructions upon the usual track make it desirable to temporarily transfer the cars to intersecting or crossing railways, thus avoiding the labor, delay, and risk of injury to cars incident to transferring the cars over ordinary roadways or pavements as is now frequently done in case of fires or other accidents obstructing the roadway of railways.

To effect these desiderata, the nature of this invention may be briefly stated to consist of a movable turn-table provided with a central pivot adapted to fit and turn in a stationary socket in the center of the intersection of railway-tracks, and provided with parallel rails of the same gage as the tracks and having inclined ends, whereby a car running upon one railway may be readily driven upon the turn-table, and, being turned upon the pivot with the turn-table, may be easily driven from the turn-table upon the other railway-track, and for the better facility of working hooks or projections connected with the turn-table are arranged to engage in openings in the railway-tracks to insure a proper alignment of the tracks of the turn-table with those of the railway.

I will now proceed to fully and particularly describe the mode of making and operating the said invention, referring in so doing to the drawings annexed and the letters of reference marked thereon.

Figure 1 is a plan; Fig. 2, a central vertical section in the plane indicated by the line

xx in Fig. 1; and Fig. 3 is an enlarged vertical lengthwise section through a part of the grooved portion of the turn-table rail and the bench portion of the permanent rail, showing the construction of the device for locking the turn-table to the permanent railway-tracks.

The same letters of reference relate to the same parts in the several figures.

F F and G G are the rails of two intersecting railways of a street or tram road.

B is a block or stone set centrally and securely at the intersection in the pavement.

C is a vertical cylindric hole or socket in the block B.

D is a pivot or bolt fitting in the hole C.

A is a turn-table having a central cross-bar, A', fitted to turn upon the pivot D and uniting two grooved rails, A², also united at their ends by cross-bars A³. The ends of the grooved rails A² of the turn-table A are inclined, so as to permit car-wheels to roll readily to and from the turn-table tracks.

On the tracks F F and G G, F' F' and G' G' are holes or openings formed in the benches of the rails F F and G G, into which hooks or projections E' of the rod or bar E, passing through holes in the turn-table rails A², engage when in the position shown in full lines in Figs. 1, 2, and 3, and when the rod E is raised, as indicated in dotted lines in Figs. 1 and 3, the projections E', fitting into the cavities E², as shown in Fig. 3, clear the rails F F and G G and permit the turn-table A to turn upon the pivot D.

When the rails A² of the turn-table are in correct alignment with either the rails F F or G G, the projection E', engaging in the holes F' F' or G' G', as the case may be, hold the turn-table in that position when a car may be driven upon the turn-table, then when the rod E is raised the projections E' are disengaged from the holes in one track and the table turned upon the pivot D into line with the other track, and, the rod E being lowered again, the projections E' engage in the holes of the other track and the car is drawn from the turn-table to the other track. It is obvious that the turn-table can be used, but with less convenience without the locking device.

I am aware that turn-tables in the same

plane as the railway-track for removing railway-cars from tracks in one line to those in another are old and well known, and these therefore I do not claim; but,

5 Having described my invention, what I claim as my invention is—

1. In a portable turn-table for transferring cars from one railway-track to another crossing railway-track, the combination of parallel
10 rails having inclined ends with a central pivot removably inserted in a step or bearing, and the locking device arranged to engage in the turn-table alternately in the rails of either track, substantially as shown, and for the purpose set forth.

15 2. The combination, in an apparatus for transferring cars to and from railways having

tracks intersecting each other in the same plane, a central step or bearing permanently located in the center of the intersection, and
20 a pivot fitted removably therein, and bearing a portable turn-table having inclined ends, adapted to raise the wheels of the cars from and lower them to the rails of the permanent tracks, with the locking device arranged to
25 engage in the turn-table with the rails thereof, connected alternately with the rails of either track, substantially as shown, and for the purpose set forth.

GEORGE F. LOEBE.

Witnesses:

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