(No Model.)

J. W. MOYER.

SWITCH FOR OVERHEAD RAILWAYS.

No. 352,834. Patented Nov. 16, 1886.

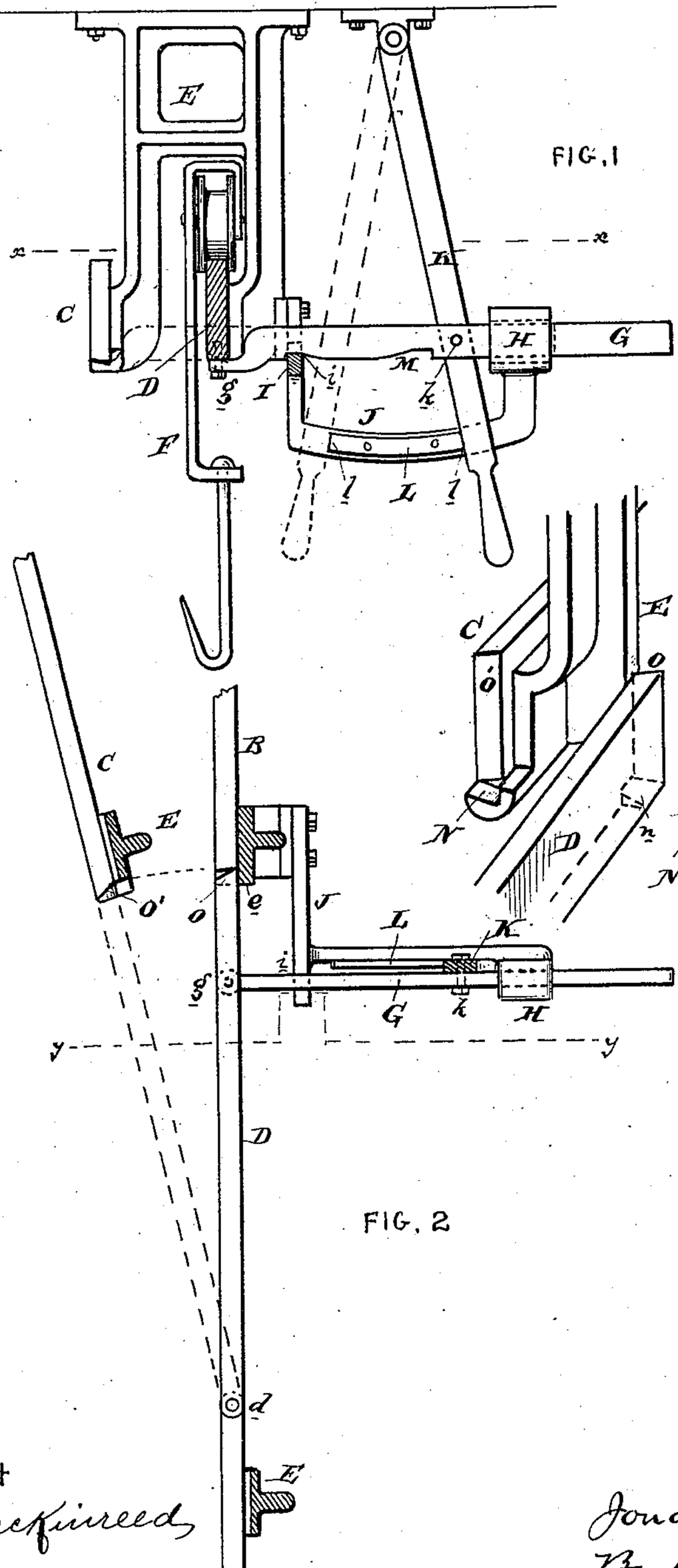

FIG. 2

FIG. 3

Attest
E. W. Brickwedde
E. McDermott.

Inventor
Jonah W. Moyer
By his atty.
[signature]

UNITED STATES PATENT OFFICE.

JONAH W. MOYER, OF PHILADELPHIA, PENNSYLVANIA.

SWITCH FOR OVERHEAD RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 352,834, dated November 16, 1886.

Application filed July 17, 1886. Serial No. 208,229. (No model.)

To all whom it may concern:

Be it known that I, JONAH W. MOYER, of the city and county of Philadelphia, and State of Pennsylvania, have invented an Improvement in Switches for Overhead Railways, of which the following is a specification.

My invention has reference to switches for overhead railways; and it consists in certain improvements, all of which is fully set forth in the following specification and shown in the accompanying drawings, which form part thereof.

The object of my invention is to provide a suitable, cheap, and effectively-working switch device adapted to light overhead tracks—such, for instance, as found in abattoirs or meat-packing establishments — and upon which, through the aid of a trolley, the meat is transferred to different parts of the building.

In carrying out my invention I provide the end of a main track with a pivoted switch-section adapted to be moved in line with either of two branch tracks. This switch-section is connected to a supporting and actuating bar moved by a hand-lever, and preferably so guided that in shifting the switch it is slightly raised, then shifted laterally, and finally lowered into position before the other track. The end of the switch-section and the support therefor (when in line with each branch rail) is such that the switch is practically locked in position, and suitable stops are provided whereby it is forced to come into line with the branch tracks. The operating-lever is locked in its two extreme positions by a suitable device, so as to form an additional guard against the accidental opening of the switch when no weight is thereon.

In the drawings, Figure 1 is a sectional elevation on line *y y* of a switch device embodying my invention. Fig. 2 is a sectional plan view of same on line *x x;* and Fig. 3 is a perspective view of the ends of the branch tracks and end of the switch-section, showing the preferred way of their construction.

A is the main track, and B and C are branch tracks. E are supporting-brackets therefor.

D is the switch-section, and is pivoted at *d* to the main line A. This switch-section may be shifted so as to be brought in line with tracks B or C, and has its movements limited in one direction by the extension *e* of the bracket, and in the other direction by the bevel O′ on the end of rail C meeting the beveled end O of the switch-section. The section D may be shifted by the bar G, one end of which is hinged at *g* to the switch-section D, and the other end of which works through a guide, H, formed on the bracket J, which may be secured to one of the hangers E. This bar G is pivoted at *k* to the operating hand-lever K, which is located between the bar G and the guide P, and may be locked in its extreme positions by being sprung over the ends *l* of the locking-plate L. The bar G is supported between the guide H and the switch-section by an extension, I, of the frame, which may be notched at *i*, if desired. The bar G at that portion where it works over the guide I is preferably formed with the cam portion M, whereby as the bar is moved it is raised toward the middle of its movement and lowered at the extreme ends thereof, for the purpose of raising the switch D out of one of its supports, and, after being shifted, lowering it into the other of its supports formed upon the branches B and C or their brackets. These supports may be formed as indicated in Fig. 3, in which N are bevel faces to receive the beveled ends *n* on the switch-section, whereby the switch is caused to properly locate itself and come into exact line with the branch sections. I do not, however, limit myself to the details of this construction. It is evident that the lever K, if positively hinged to the bar G, would tend to raise the switch-section and then lower it in its movement between the two branches if the cam portion M were entirely dispensed with; but such movement would be too gradual, and hence by using the cam portion M, I am enabled to cause the vertical movement of the switch-section to take place quickly at the extreme ends of its lateral movement. It is also evident that the location of the fulcrum of the lever K will have a great deal to do with the shape or outline of the cam M; hence I do not limit myself to the particular shape shown, as it may be modified in various ways without departing from my invention.

F represents a trolley adapted to run upon these rails. The details of construction may be varied to suit the various cases to which

this apparatus will be applied, the essential features, however, remaining the same.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the main-line track having the pivoted switch-section with two branch tracks, a supporting and actuating bar connected to said switch-section, and having a cam-face to raise and lower said bar during its movements, guides for said bar, and a hand-lever hinged to said bar to shift it, substantially as and for the purpose specified.

2. The combination of the main-line track having the pivoted switch-section with two branch tracks, a supporting and actuating bar connected to said switch-section, and having a cam-face to raise and lower said bar during its movements, guides for said bar, a hand-lever hinged to said bar to shift it, and a lock to lock said lever in its extreme positions, substantially as and for the purpose specified.

3. The combination of the main-line track having the pivoted switch-section with two branch tracks provided on their ends with beveled grooves to lock the switch-section securely against lateral movement in line with said branch tracks, substantially as and for the purpose specified.

4. The combination of the main-line track having the pivoted switch-section with two branch tracks, and a supporting and actuating bar connected to said switch-section, guides for said bar, a hand-lever hinged to said bar to shift it, and a lock to lock said lever in its extreme positions, consisting of a plate over either end of which the lever is snapped by its own elasticity, substantially as and for the purpose specified.

5. The combination of the main-line track having the pivoted switch-section with the shifting-lever and its bar, two branch tracks, and supports on the ends of the branch tracks to lock the switch-section against lateral displacement independently of said shifting lever or bar, substantially as and for the purpose specified.

In testimony of which invention I hereunto set my hand.

JONAH W. MOYER.

Witnesses:
R. M. HUNTER,
RICHD. S. CHILD, Jr.