

(No Model.)

D. H. RICE.
STORE SERVICE SWITCH.

No. 361,374.

Patented Apr. 19, 1887.

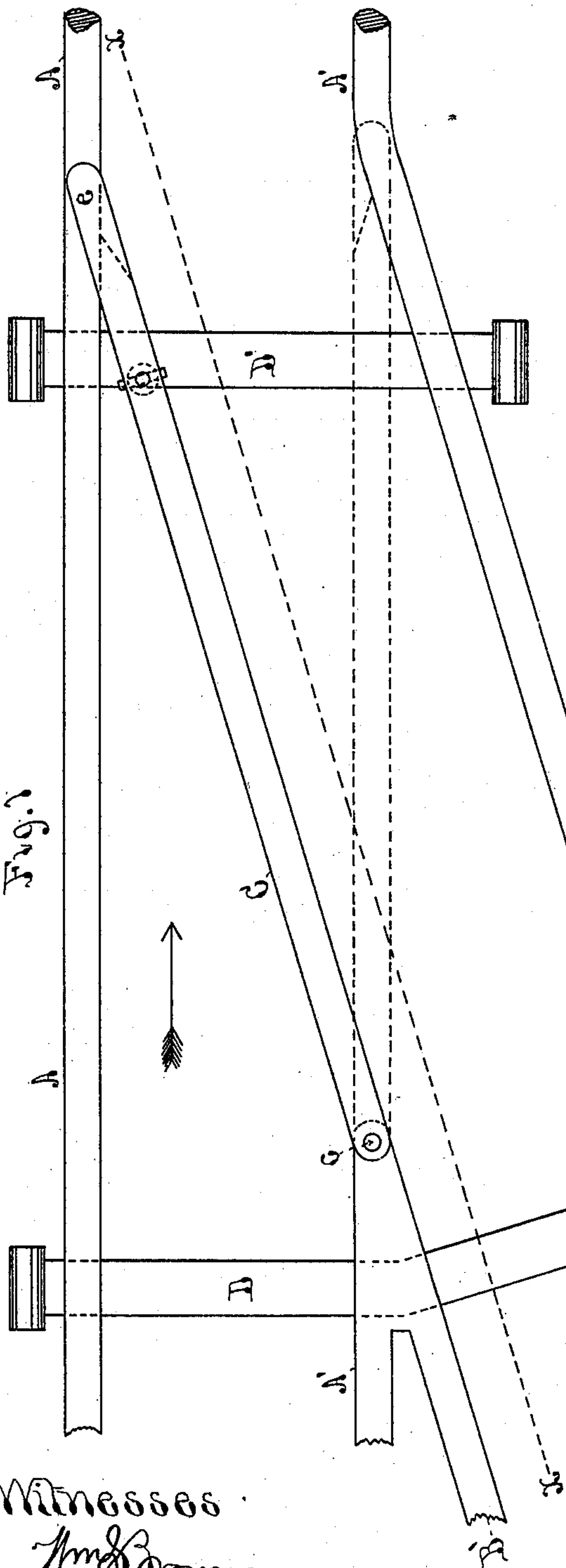


Fig. 1

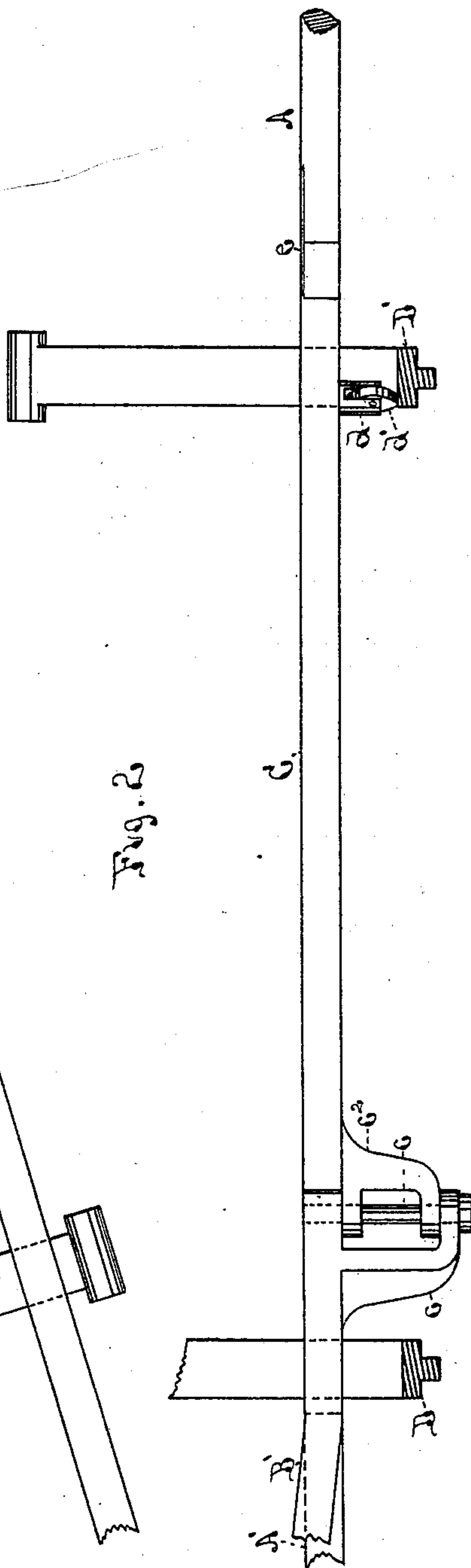


Fig. 2

Witnesses
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DAVID HALL RICE, OF BROOKLINE, MASSACHUSETTS.

STORE-SERVICE SWITCH.

SPECIFICATION forming part of Letters Patent No. 361,374, dated April 19, 1887.

Application filed November 26, 1886. Serial No. 219,895. (No model.)

To all whom it may concern:

Be it known that I, DAVID HALL RICE, of Brookline, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Cash-Railway Switches, of which the following is a specification.

My improvement relates to switches for railways, and is intended, chiefly, for use upon ways for cash-carriers or other similar carrying-cars; and it consists of certain new and useful constructions and combinations of the same, substantially as hereinafter described and claimed.

In the drawings, Figure 1 is a top plan view of a railway provided with a switch constructed according to my invention. Fig. 2 is a side elevation of a portion of the same, looking from the line *xx* of Fig. 1.

The carrier used upon this railway is the one patented to me May 19, 1885, No. 318,139.

The railway consists of two rails, A A', forming a main track. Another track, formed of the rails B B', is connected to the latter in the following manner: The rail B' is connected to the line A' at the proper angle, as shown, and the rail B is connected to the rail A' at the same angle. Between the points of junction of rails B' and B with rail A' the latter is cut away and removed. At the point where the rails B' A' join a straight rod or tongue, C, is suspended upon pivot *c* by means of a bracket, *c'*, extending downward from rails B' A', and a corresponding ear, *c''*, attached to tongue C. The tongue C is of the proper length when its free end is brought in contact with rail B to be in line with rail A', and when its free end is brought in contact with rail A, as shown in Fig. 1, to be parallel to rail B. In order to form a comparatively smooth surface between tongue C and the rails A and A' in these two positions, a thin strip of metal, *e*, is formed upon the tongue at its outer end, projecting beyond it and overlapping either rail A or A', as the case may be.

The rails A A' and B B' are suspended by brackets D D', the bracket D' being under the outer end of tongue C. On the lower side of the latter, and over the horizontal bar of the bracket D', is attached a bifurcated stud, *d*, and in the bifurcation of the latter is placed the roller *d'*, hung on a pivot, so as to roll upon the upper surface of said horizontal bar and support the tongue C thereon as it swings on its pivot.

When the carrier comes along upon the tracks B' B, it passes onto the tracks A A' by means of the switch-tongue C, and if it comes along tracks A A', going in the direction indicated by the arrow, it strikes against the tongue C and automatically shifts the same to the position shown by dotted lines in Fig. 1, and in like manner passes on over the same.

The automatic shifting of the tongue by the carrier striking against it is facilitated by forming tongue C straight or with parallel sides, while the strip *e* allows this to be done and a smooth junction of the tongue C and rails to be made. The supporting-roller *d'* also insures the tongue just passing above the rails A A' as it is shifted from side to side.

What I claim as new and of my invention is—

1. The combination of rails A A', rails B B', and tongue C, formed with strip or extension *e*, overlapping the rails, substantially as described.

2. The combination of rails A A', rails B B', tongue C, formed with extension *e* and roller *d'*, and the horizontal bar beneath the roller, adapted for the latter to roll on, substantially as described.

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Witnesses:

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