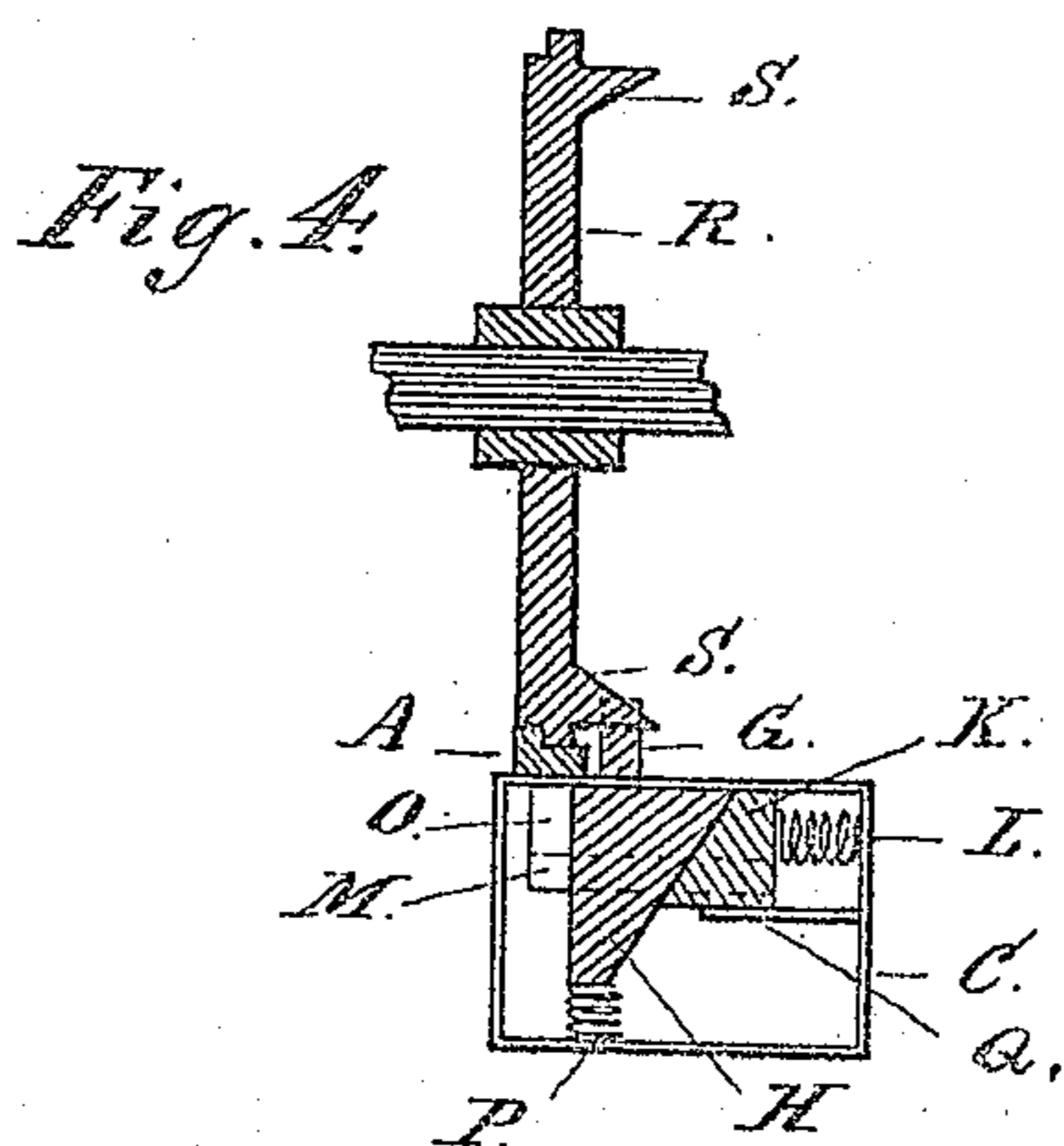
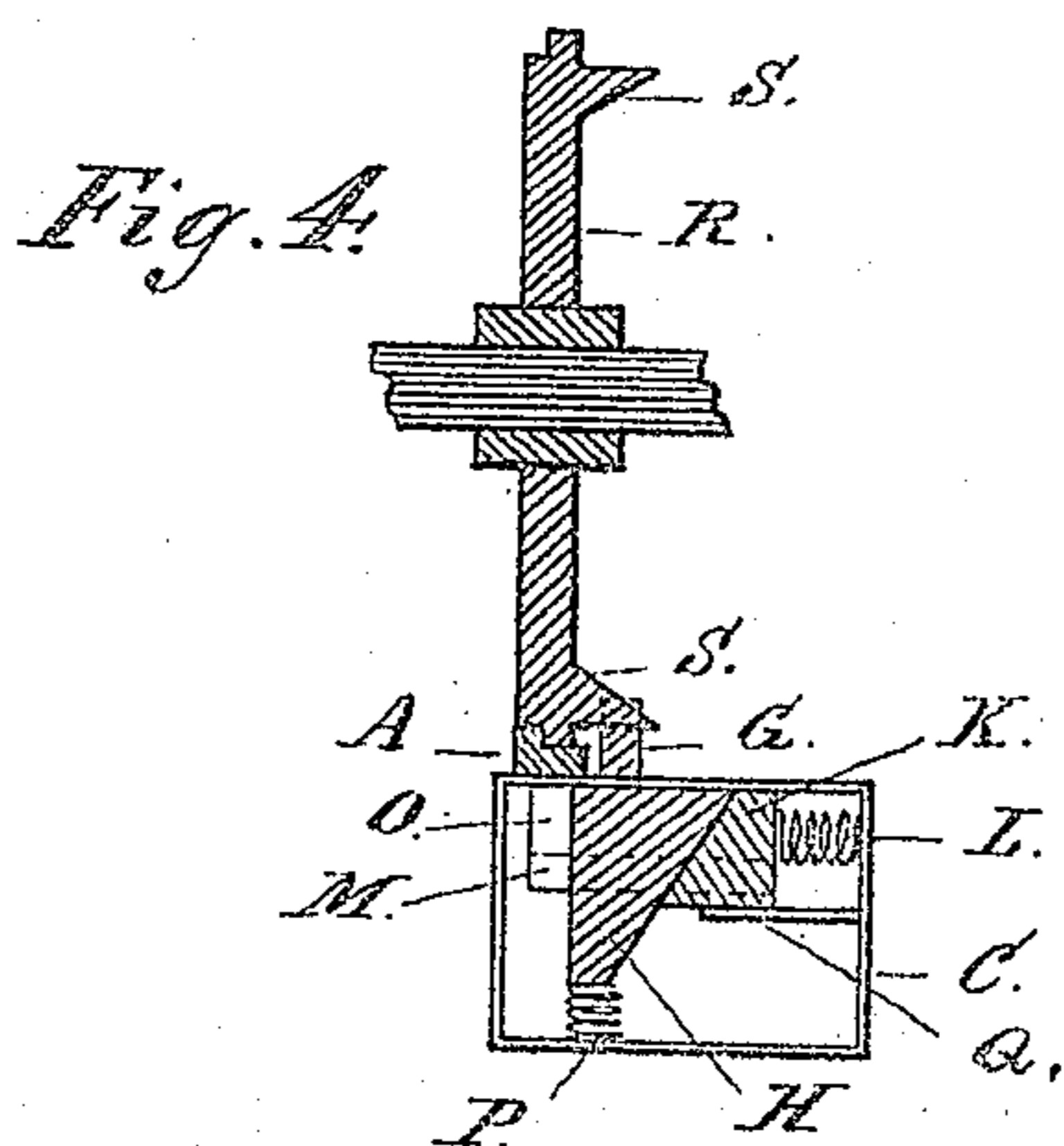
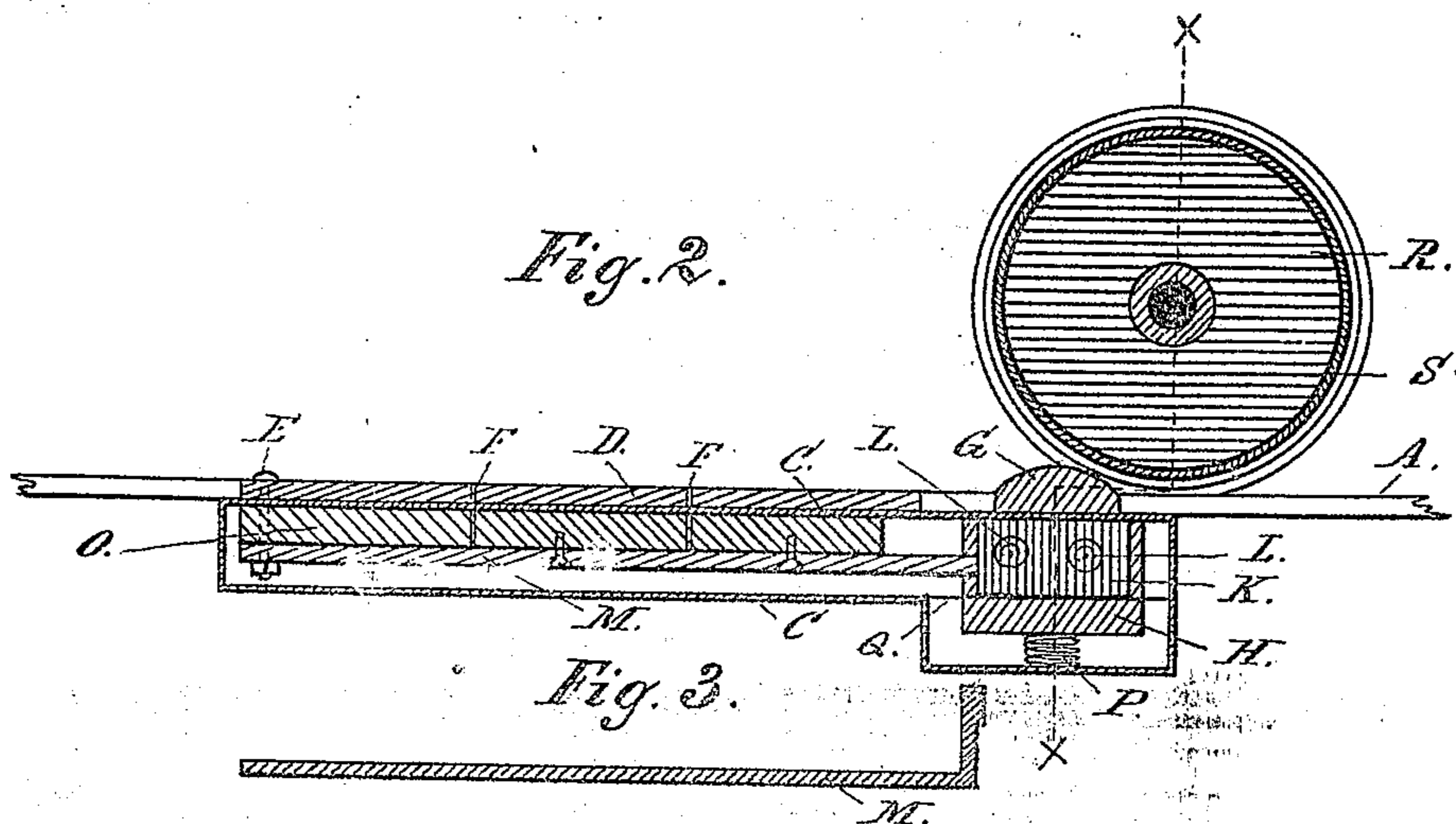
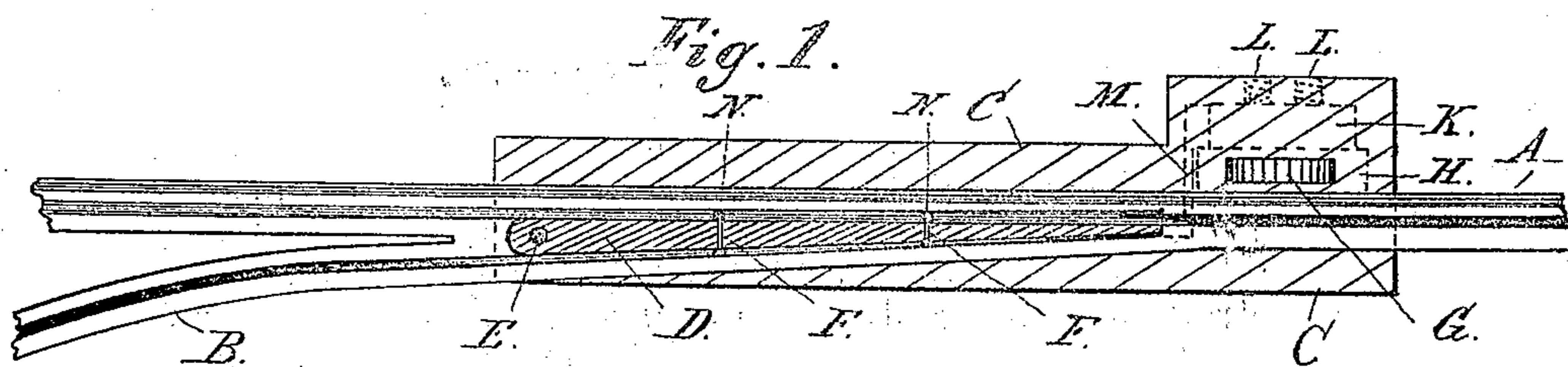


(No Model.)

W. J. TRACY.
SWITCH.

No. 451,214.

Patented Apr. 28, 1891.



WITNESSES

Alvin H. Kelly
Perry D. Parker

INVENTOR

Washington J. Tracy
by *Wm. Stringfellow*
Attorney

UNITED STATES PATENT OFFICE.

WASHINGTON J. TRACY, OF NEW ORLEANS, LOUISIANA.

SWITCH.

SPECIFICATION forming part of Letters Patent No. 451,214, dated April 28, 1891.

Application filed October 4, 1890. Serial No. 367,075. (No model.)

To all whom it may concern:

Be it known that I, WASHINGTON JAMES TRACY, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in a Switch; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in automatic railway-switches, and the novelty will be fully understood from the following description and claims when taken in connection with the accompanying drawings, in which—

Figure 1 is a top plan view of my improved switch, parts being illustrated in dotted lines. Fig. 2 is a vertical longitudinal sectional view of the same, a car-wheel being illustrated in elevation. Fig. 3 is a plan view of the point-moving lever. Fig. 4 is a vertical transverse sectional view of the point-moving mechanism, together with a car-wheel, taken in the plane indicated by dotted lines *xx* on Fig. 2.

Referring by letter to the said drawings, A indicates the track of a main line, and B a side track.

C indicates a metal box or case, which may be of any approved form, upon which the tracks A and B rest and within which the point-actuating mechanism is mounted.

D indicates a switch-point, which also rests upon the case C and is connected thereto at one end by a pivot-bolt E, and upon this point D, at points indicated by F, I place metallic clasps or bands which connect the said point D, and a wooden or metallic bar O, which rests upon a bar M and is connected to said bar and to the switch-point by vertical bolts E, as better illustrated in Fig. 2. The bar M is provided at one end with a short lateral branch, which is shouldered on one side adjacent to its end, as shown, to take over the inner side of a block H, which is inclined, as better shown in Fig. 4. The block H, which rests upon a spring, as P, operates in conjunction with another block K, also having an inclined side, which abuts against the inclined side of the block H. This block K,

which is supported by a platform or ledge, as Q, extending from the side wall of the case, is backed by spiral springs, as L, which are attached to the side wall of the case in any suitable manner, and may, if desirable, be attached to the blocks. Attached to and extending up from the block H through the top of the case C is a cam-shaped shoe G, which is placed in the line of travel of a flange upon a car-wheel, as shown. By this construction and arrangement of parts it will be seen that when the flange S of the wheel R engages the cam-shaped shoe the block H will be pressed down, and its inclined side, acting on the shoulder in the lateral branch of the point-moving bar M, will shift said bar sidewise, and consequently the switch-point connected thereto, as has been described. It will also be observed that as the block H is pressed down its inclined side will act upon the inclined side of the block K and press the same to one side, and when pressure is removed from the shoe G of block H the block K, by reason of its springs L, will assist the block H and the shoe G in returning to its normal position.

N indicates transverse slots in the top of the case C, into which the connecting-bands F take when the point D is shifted.

In the practice of my invention I do not desire to confine myself to the precise detail construction described, as it is obvious that such changes or modifications may be made therein as fairly fall within the scope of my invention.

Having described my invention, what I claim is—

1. In a switch such as described, the blocks H and K, resting within a box or case under the main line of a car-track and connected to said box or case by means of springs and having inclined planes or faces abutting, and the shoe G, projecting above said box, in combination with a switch-point D, resting on the top of the box C and between main line and side-track, as set forth.

2. In a switch substantially as described, the spring-backed blocks having inclined abutting faces and resting within a box or case under a car-track, and the cam-shaped shoe projection connected with the main

block and extending above the case in the line of a car-wheel, in combination with a lever or bar connected to a switch-point and having the lateral shouldered branch at its end, and the said switch-point pivotally mounted upon the case and adapted to be operated by the mechanism, substantially as described.

3. A block, such as H, mounted on a spring and having one of its side walls inclined, and a cam projection or shoe connected to said block and extending up into the line of travel

of a car-wheel, in combination with a lever or bar connected to a pivoted switch-point and having a lateral shouldered branch at its end adapted to be engaged and operated by the inclined side of the block H, substantially as described, for the purpose set forth. 15

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

WASHINGTON J. TRACY.

Witnesses:

MICHEL DECOURSEY,
PERCY D. PARKS.