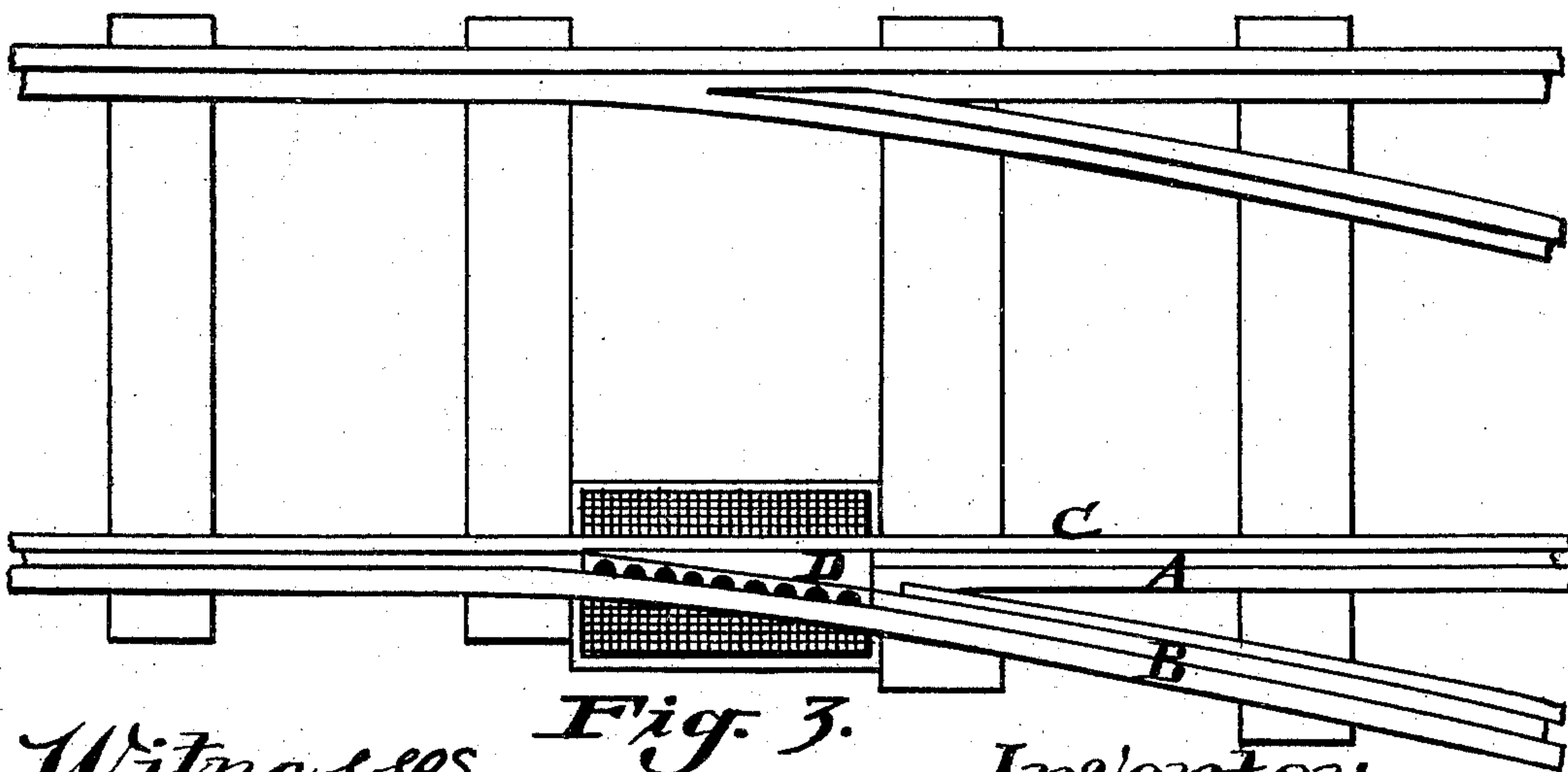
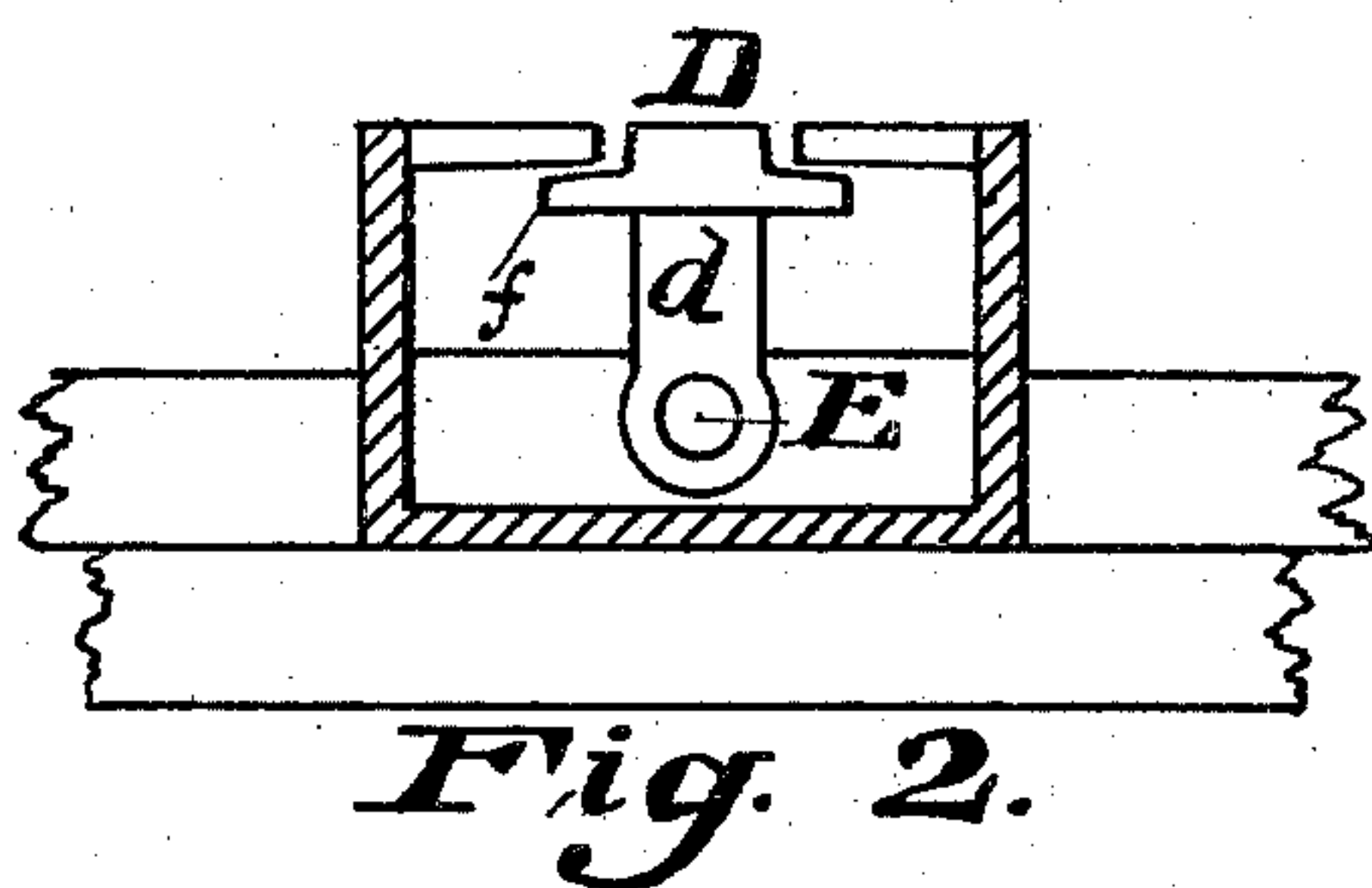
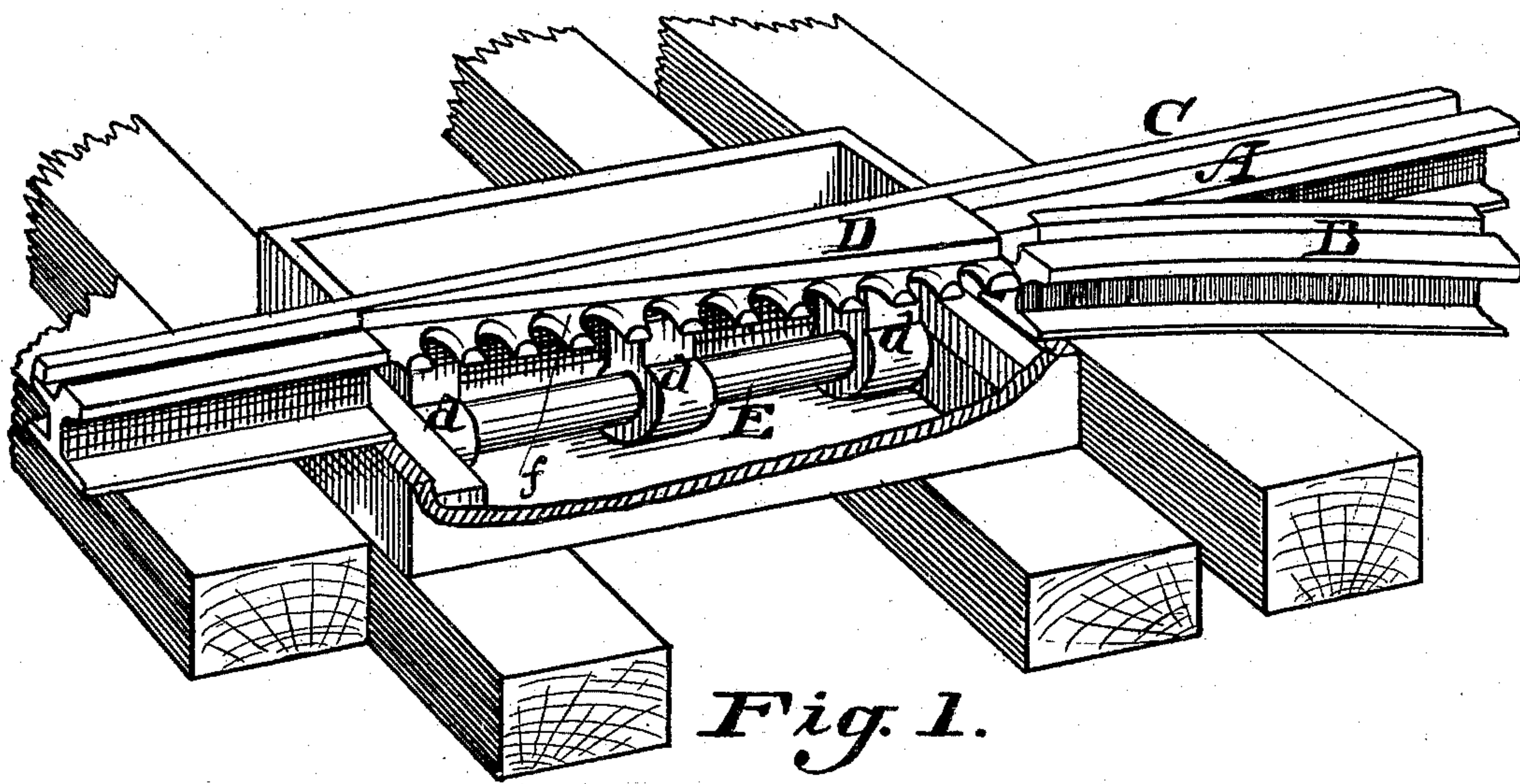


(No Model.)

J. Y. PORTER.
TRAMWAY SWITCH.

No. 492,472.

Patented Feb. 28, 1893.



Witnesses
M. E. Arlson.
C. M. Cartner.

Inventor,
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UNITED STATES PATENT OFFICE.

JOSEPH Y. PORTER, OF CLEVELAND, OHIO, ASSIGNOR TO JAMES W. MORRISON, OF DETROIT, MICHIGAN.

TRAMWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 492,472, dated February 28, 1893.

Application filed September 24, 1891. Serial No. 406,767. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH Y. PORTER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Switches for Railways, of which the following is a specification.

This invention relates to switches for railway tracks and consists in the novel constructions and combinations for automatically operating switches as hereinafter described and pointed out in the claim.

This invention relates to tramway switches, and consists of a tilting or rolling wedge-shaped switch point supported on trunnions in a suitable box or casing, set in the line of the track rails and adapted for being tilted sidewise on a vertical pivot, so that the point shall lie against the rails at either side to which it may be tilted, the object being to provide a strong, durable and self cleaning switch point.

In the accompanying drawings, Figure 1 is a perspective view of my new switch point as seen applied to the track rails, having part of the box or casing broken away to show the construction and support of the point and its connection with the rails. Fig. 2 is a cross-section of box showing end of switch point and support. Fig. 3 is a plan view of a railway track having my switch point attached.

A represents the straight rail of the track and B the switch rail, both of which are provided with a guard rail C. In a space between the diverging place of the rails A, B, and the place where the toe or point of the switch begins, I provide a box or casing for supporting and containing the switch point.

D is the switch point made in wedge form having open web or legs, *d*, provided with bearings through which a shaft E passes and

having its ends supported in seats or holes in the ends of the box or casing. Instead of being separate, the shaft E may be made integral with the web or legs, the ends forming trunnions.

The ends of the rails A, B, are supported on the ends of the box or casing so that the heel of the switch point abuts against them and moves close against them as it is tilted, and the sides of the switch point lie snugly against the rail on the side to which it may be tilted. At each side of the point and integral therewith are provided notched flanges *f*, forming a grating through which the dirt and water may fall, and thus the point is self cleaning, as the movements in tilting it causes all dirt to be sifted through, and fall into the box. Suitable lids to the box are provided for each side of the switch point. This switch point may be tilted or thrown over from side to side by means of the foot of the operator, (a conductor or switchman) or with a stick or bar in the hand of the operator, (a motor man for instance,) or an automatic device attached to a car.

Having described my invention, what I claim is—

A tilting or rocking switch point consisting of a wedge shaped or tapering point provided with notched flanges at the sides integral therewith, and having a web or legs, and supported by trunnions in a box or casing set in the line of the track rails, said point bearing against the rails at either side to which it may be tilted, and having spaces at the open side for the passage of dirt and water substantially as described.

JOSEPH Y. PORTER.

Witnesses:

GEO. W. TIBBITTS,
E. JAY PINNEY.