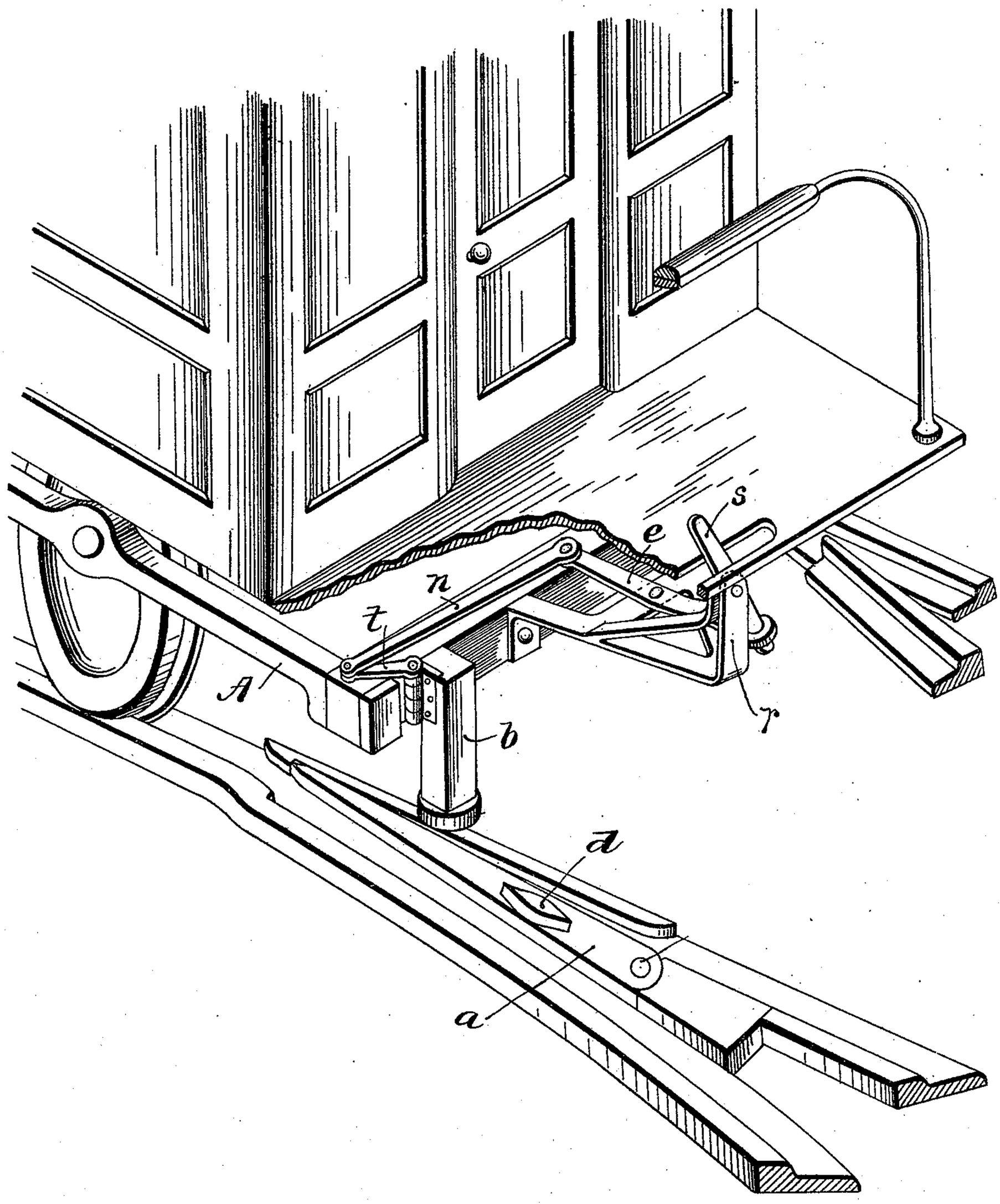
(No Model.)

J. B. GOUGH.

STREET RAILWAY SWITCH.

No. 497,569. Patented May 16, 1893.



Witnesses.

Charles Hannigan.

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UNITED STATES PATENT OFFICE.

JOHN B. GOUGH, OF PROVIDENCE, RHODE ISLAND.

STREET-RAILWAY SWITCH.

SPECIFICATION forming part of Letters Patent No. 497,569, dated May 16, 1893.

Application filed October 25, 1892. Serial No. 449,955. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. GOUGH, of Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Street-Railway Switches; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which forms a part of this specification.

This invention relates to modes of constructing street railway switches for the purpose of operating them automatically by the cars in moving over the track. It is illustrated in the accompanying drawing.

The figure shows a perspective view of a portion of the railway track with the switch, and a part of a car with an appliance to operate the switch.

The object of this invention is to provide means for having the switch operated by something attached to the car that shall be under the control of a person on the car. This is done by making a projection *d*, fast on the switch *a*. This projection is made high enough above the top of the switch to be struck and pushed to one side by a bar carrying a wheel on its lower end, that is just high enough to clear the track. This projection is made in a diamond shape with the sharpest angle in same direction as the line of the switch that the contact of the wheel that moves it may take place as gradually as possible.

The arrangement of parts on the car for operating the switch is as follows: The frame A is carried out in front of the wheels about on a level with the axle and a vertical post *b*, is hinged to the pivot of the cross-bar of the frame so that it can be turned out to operate on the outside of the projection *d*, and throw the switch in, or it can be turned into the position as shown and strike on the inner side of the projection *d*, and throw the switch outward. This changing the position of the post *b*, is done by the driver with his foot by means of a vertical lever *s*, held on a pivot in an iron brace *r*, made of bars bolted to and extending out in front from the same bar that the post is hinged to. A horizontal lever *e*, is pivoted to a bar attached to the brace bar and the back end of this lever is connected by a rod *n*, to the inner end of an arm *t*, attached to the part of the hinge on the post *b*. The outer end of the lever *e*, is connected with the lower end of the operating lever *s*, so that the driver by pushing the upper end of that lever in either direction will turn the post *b*, in or out according as he wishes to move the switch. The projection is not necessarily of a diamond shape as many other forms will answer the purpose. For the purpose of switching in the opposite direction the same arrangement of parts can be put on the other side of the car and connected so as to operate by the same middle lever.

Having thus described my improvements, I claim as my invention and desire to secure by Letters Patent—

A stationary projection located on the top of a switch tongue out of the path of the car wheel tread, and in position to be struck by a stud or other projection attached to a car, in passing, and be moved with the switch thereby, in combination with said switch tongue, substantially as set forth.

JOHN B. GOUGH.

Witnesses:
LOUIS O'NEILL,
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