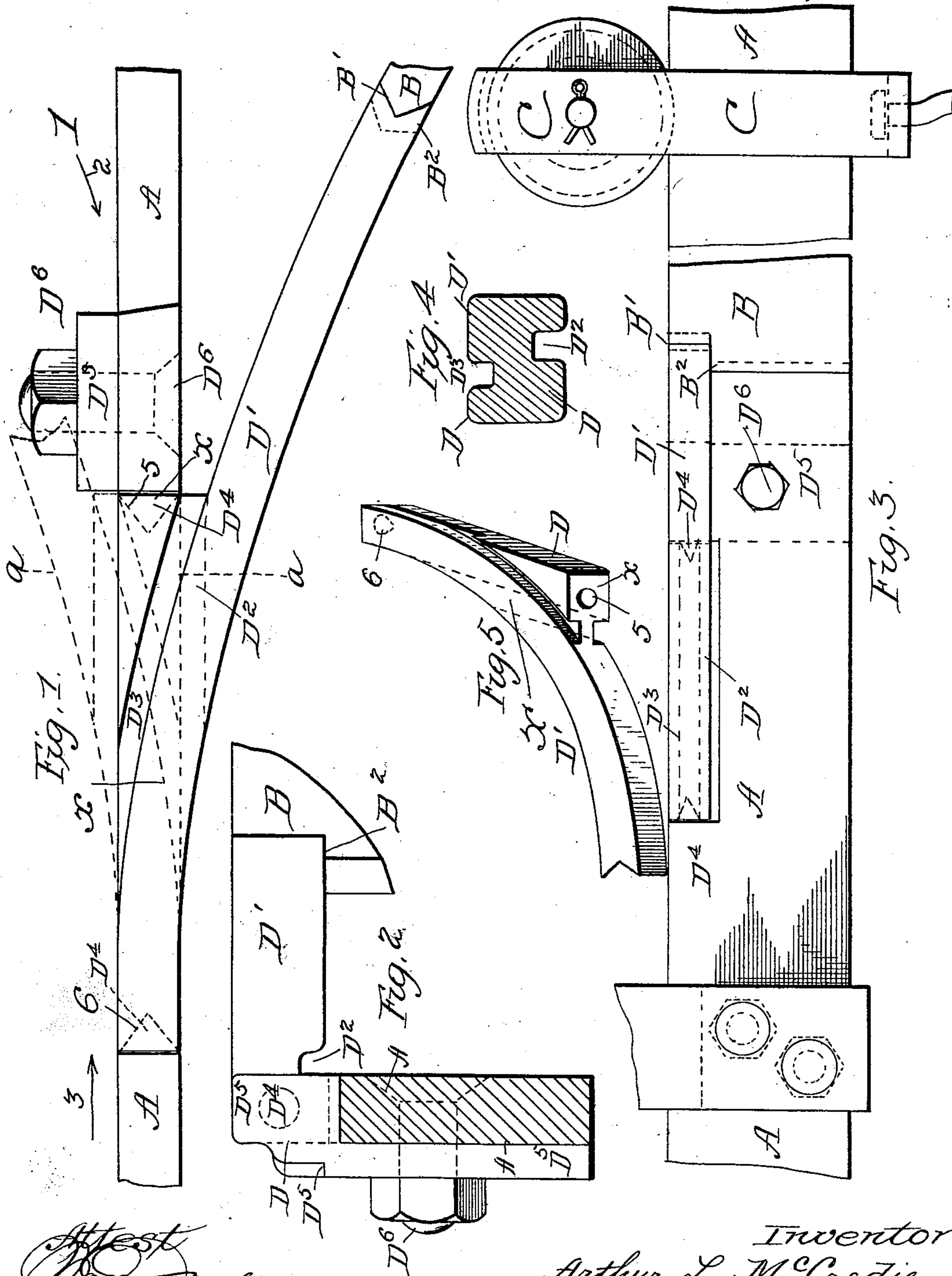


(No Model.)

A. L. McCREDIE.  
OVERHEAD SWITCH.

No. 512,515.

Patented Jan. 9, 1894.



Attest  
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# UNITED STATES PATENT OFFICE.

ARTHUR LATIMER McCREDIE, OF SYDNEY, NEW SOUTH WALES.

## OVERHEAD SWITCH.

SPECIFICATION forming part of Letters Patent No. 512,515, dated January 9, 1894.

Application filed March 29, 1893. Serial No. 468,220. (No model.) Patented in New South Wales September 8, 1887, No. 173; in Victoria April 7, 1888, No. 5,746; in Queensland July 25, 1888, No. 441, and in New Zealand March 16, 1891, No. 4,884.

*To all whom it may concern:*

Be it known that I, ARTHUR LATIMER McCREDIE, engineer and architect, a subject of the Queen of Great Britain, residing at Sydney, in the British Colony of New South Wales, have invented a new and useful Point or Switch to be Used as an Improved Point or Switch for Meat-Rails and other Railways, (for which I have obtained Letters Patent of the respective British colonies: New South Wales, under date September 8, 1887, No. 173; Victoria, under date April 7, 1888, No. 5,746; Queensland, under date July 25, 1888, No. 441, and New Zealand, under date March 16, 1891, No. 4,884,) of which the following is a specification.

This invention has been devised in order to provide an improved point or switch or connecting piece between rails of ways set at various angles to one another so that carriers or trucks may run either on the one rail or be turned off from the one to the other set at any angle to it. It is especially useful for overhead rails and where double flanged wheels are used such as those in meat rooms and refrigerating chambers, but may also be used for other kinds of railways particularly those where double flanged wheels are used. This improved point or switch is strong in construction, cheap in cost and handy in use.

The switch comprises a block arranged on pivot points between the adjacent ends of the straight sections of track and adapted to be turned on said pivot points so as to reverse the position of the upper and lower faces. The block has a curved or slanting groove in its upper face which is inclined to the main line and it has also a lateral curved or inclined extension projecting in the direction of the groove, said extension being adapted when the block is in one position to connect the main rail with a lateral branch rail, the slanting or curved groove acting to direct the carrier wheels from the main track sections onto the inclined extension and to the branch. When the block is turned over on its horizontal axis so that its lower face becomes uppermost, the inclined extension is thrown out of line with the branch section and out of use and at the same time a straight groove in the lower face of the switch block is brought up-

permost to direct the flange of the carrier wheel along the straight main section of the track.

In the drawings:—Figure 1, is a plan view of the block in place; Fig. 2, an end view partly in section; Fig. 3, a side view; Fig. 4, a sectional view of the block on line  $x-x$  of Fig. 1, and Fig. 5, is a perspective view of the block.

In the drawings, the main straight sections of the track are shown at A, having at their adjacent ends pivot bearings  $D^4$  projecting toward each other, upon which is pivoted the switch block X. This block consists of a main straight body portion D and an inclined extension  $D'$  projecting laterally from the main body portion and in the same horizontal plane therewith, the said body portion appearing, as shown in Fig. 5, as being offset to the inclined portion forming a shoulder  $x$ , in which is formed one of the sockets 5, for the conical pivot bearing  $D^4$  at one end, the other end of the straight body portion having a similar socket 6 for the pivot bearing at the opposite end. It may be stated that the view shown in Fig. 5, is taken from the point 1, Fig. 1, looking in the direction of the arrow 2. The block when in the position shown in Fig. 1, is adapted to switch the carrier C, Fig. 3, moving in the direction of the arrow 3, Fig. 1, onto the inclined extension  $D'$  and from there onto the branch section of track B and for this purpose the upper face of the block is formed with a groove  $D^3$  curving or inclining laterally in the same direction with the extension  $D'$  so that the flange of the carrier wheel contacting with the inclined extension directs the carrier laterally, the opposite flanges of the wheels passing freely through the groove  $D^3$ . The joint between the extension  $D'$  and the end of the branch section B is formed by beveling the end of the section B and notching the end of the extension  $D'$  at  $B'$  to correspond, and also by allowing the end of the extension  $D'$  to rest on the shoulder  $B^2$ , dotted lines, Fig. 1, and full lines Fig. 2, which shoulder projects under the end of extension  $D'$  and acts as a stop therefor.

When it is desired that the carrier pass over the switch and along the main track A, the attendant simply turns the switch



block on its horizontal axis, so that its under  
face comes uppermost; and for limiting the  
movement of the block in this turning action  
a shoulder or stop  $D^7$  is formed on the block  
5  $D^5$ , upon which shoulder the inclined exten-  
sion rests, as indicated in dotted lines in Fig.  
1. The lower face of the block is now upper-  
most and flush with the upper edges of the  
main track sections A, and as this face has a  
10 straight groove  $D^2$  in line with the side edges  
of the main track sections, the flanges of the  
carrier wheels will be permitted to pass  
through this groove and the carrier will be  
directed over the switch block and along the  
15 main track without divergence. The block  
 $D^5$  is bolted to the end of the right hand track  
section A, Fig. 1, by bolt  $D^6$ , and besides car-  
rying the shoulder  $D^7$  it also has one of the  
conical pivots  $D^4$ .

20 I claim—

1. In combination, the main track sections  
A, A, the lateral branch B, and the switch-  
block arranged between the adjacent ends of  
the sections and journaled at both its ends at

the ends of the sections to turn on a horizon- 25  
tal axis coinciding with the track sections,  
said block carrying a lateral inclined exten-  
sion to align with the branch section B, sub-  
stantially as described.

2. In combination, the main section A, the 30  
switch block arranged on a horizontal axis  
between them and adapted to be turned, said  
block having a lateral extension and an in-  
clined groove in its upper face and a straight  
groove in its lower face and the branch section 35  
B, substantially as described.

3. In combination, the main track sections  
A, A, the switch block journaled between  
them and having grooves in its upper and  
lower faces and the lateral extension, the 40  
branch section B, having a stop shoulder for  
the inclined extension and the block  $D^5$  bolted  
to the end of the track section A and having  
the shoulder  $D^7$ , substantially as described.

ARTHUR LATIMER MCCREDIE.

Witnesses:

THOMAS JAMES WARD,  
ALFRED RICE-JAY.