

(No Model.)

J. F. OBER.
RAILWAY SWITCH.

No. 524,487.

Patented Aug. 14, 1894.

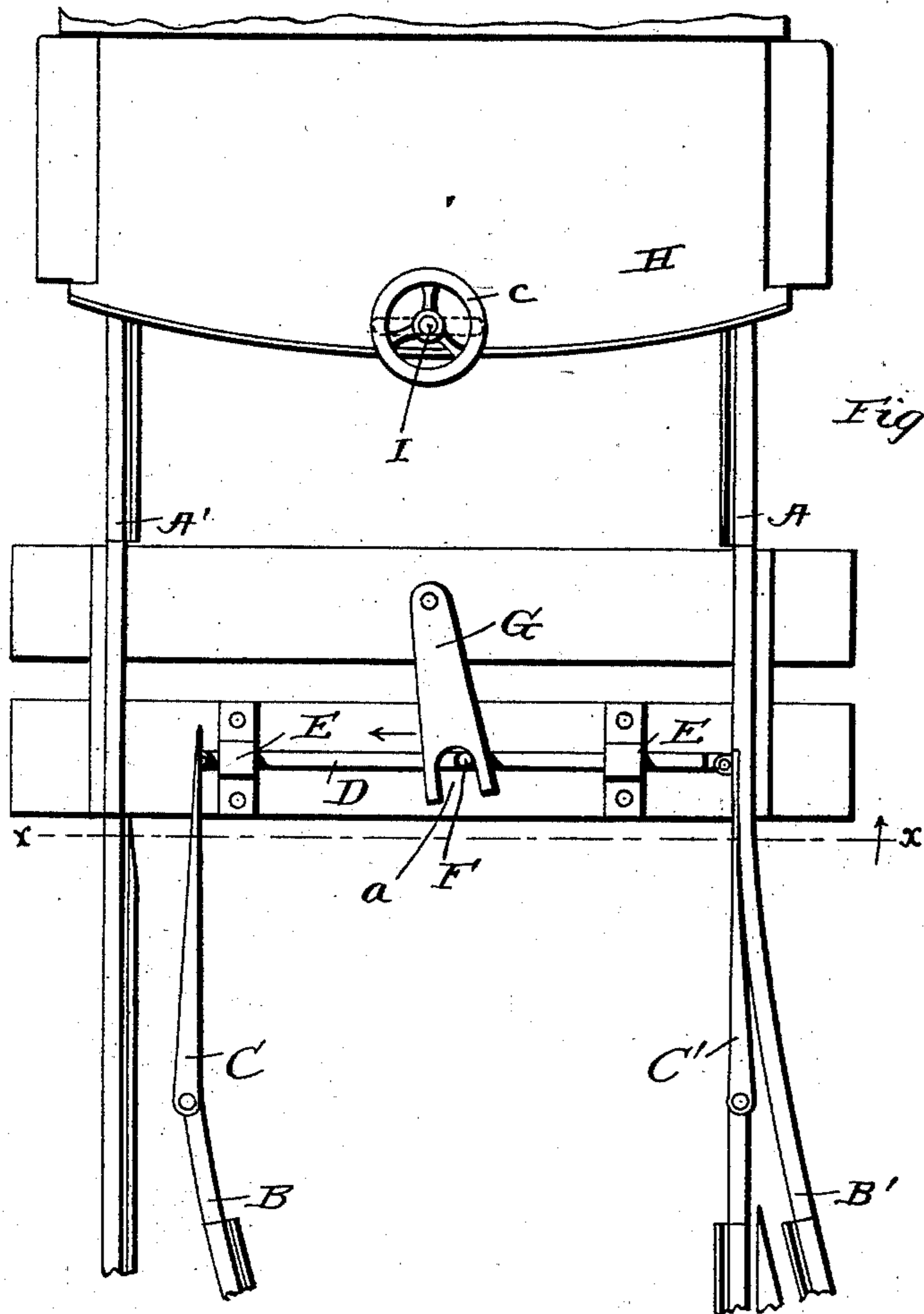


Fig. 1.

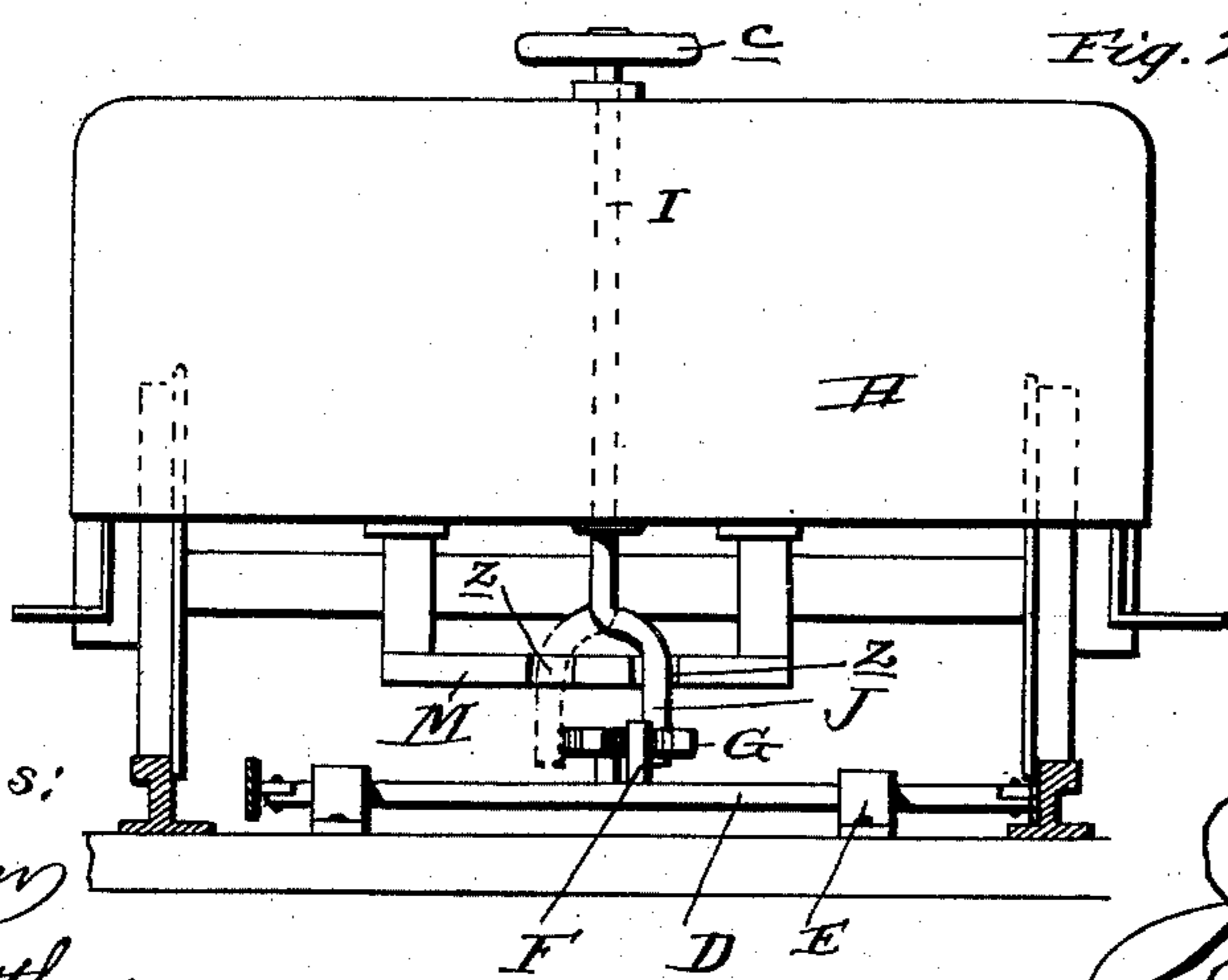


Fig. 2.

Witnesses:

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JOHN FLETCHER OBER, OF NEW ORLEANS, LOUISIANA.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 524,487, dated August 14, 1894.

Application filed January 24, 1894. Serial No. 497,897. (No model.)

To all whom it may concern:

Be it known that I, JOHN FLETCHER OBER, 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 Railway-Switches; and I do declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same.

My invention relates to improvements in street railway switches, and more particularly to mechanism for operating the same; and it has for its general object to provide a cheap, simple, and highly efficient mechanism through the medium of which a car driver may throw a switch point in either direction without stopping his car and without leaving the same.

Other objects and advantages will appear from the following description and claim when taken in connection with the annexed drawings, in which—

Figure 1, is a plan view, illustrating a railway switch, together with a portion of a car equipped with my switch operating device, and Fig. 2, is a front elevation of the car upon the switch; the switch being illustrated in transverse section.

Referring by letter to said drawings: A, A', indicate the broken and unbroken main track rails of a railway.

B, B', indicate the inner and outer turnout rails.

C, C', indicate the switch points which are pivotally connected to the rails B, and A, respectively, and D, indicates the slidable rod through the medium of which the points C, C', are moved in concert. The said rod D, is pivotally connected to the points adjacent to the toe ends thereof, and it is arranged in suitable guides E, and is provided, preferably at a point midway its length, with a vertically disposed stud F. This stud F, is designed and adapted to rest in the bifurcation *a*, of a forked arm G, which is pivoted upon a tie or the like in the road-bed, and it is also designed to be engaged by the branches of said arm so as to enable the same to throw the switch points in either direction as will be presently described.

H, indicates a car which may be of the ordinary or any approved construction, and I, indicates a vertical shaft which is preferably journaled in suitable bearings connected to the front platform and dash-board of the car, as illustrated. This shaft I, is provided at its upper end with a wheel *c*, or other device adapted to form a convenient hand grasp; and at its lower end it is provided with a crank or off-set portion J, which is designed and adapted when the shaft is properly adjusted, to engage and move the arm G.

In the practice of the invention when the parts are in the position shown in Fig. 1, that is to say with the switch set for clear main track, and the driver of the car approaching the switch desires to go upon the siding, it is simply necessary for him to turn the shaft I, so as to bring the crank or off-set portion J, into the position shown in Fig. 2, when it will engage the arm G, and will move the same together with the switch points in the direction indicated by arrow. When the switch is set for a siding with the arm G, in the position shown by dotted lines, and the driver of the approaching car desires to continue upon the main track, the shaft I, is turned to bring the crank J, into the position illustrated by dotted lines, when it will engage the arm G, and will move the same together with the switch points in a direction opposite to that indicated.

From the foregoing description taken in conjunction with the drawings it will be perceived that my improved switch operating mechanism is very simple, durable, and efficient in operation, and that it may be made and placed in position upon cars such as at present in use at slight cost. It will also be perceived that when properly adjusted, the tongs of the fork will always engage and move the arm G, and the switch points, and the car may continue upon the main track or go upon the siding without the necessity of stopping the car or the driver leaving his place upon the platform.

While I have described my improved switch mechanism as being especially designed for use upon street cars, I do not desire to be understood as confining myself to such employment of the invention, as it may be used upon

any car to which it is applicable. I also do not desire to be understood as confining myself to the exact construction and relative arrangement of parts herein disclosed as such
5 changes or modifications may be made in practice as fairly fall within the scope of my invention.

10 In order to enable the crank J, of the shaft I, to retain its adjusted position when it engages the forked arm G, I have provided the horizontal bar M, which may be connected to the frame work of the car and is provided with the notches z, designed to seat the crank J, when it is swung to the right or left.

Having described my invention, what I claim is—

The combination with a railway car having a cross bar M, provided with notches z; of a shaft journaled upon the car and having a crank or offset portion J, adapted to be seated
20 in the notches of the bar M, substantially as and for the purpose set forth.

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

JOHN FLETCHER OBER.

Witnesses:

JNO. J. WARD,
ANDREW OVOIR.