

(No Model.)

2 Sheets—Sheet 1.

J. S. RICE & F. W. BEITTENMILLER.
OVERHEAD SWITCH.

No. 604,266.

Patented May 17, 1898.

Fig. 1.

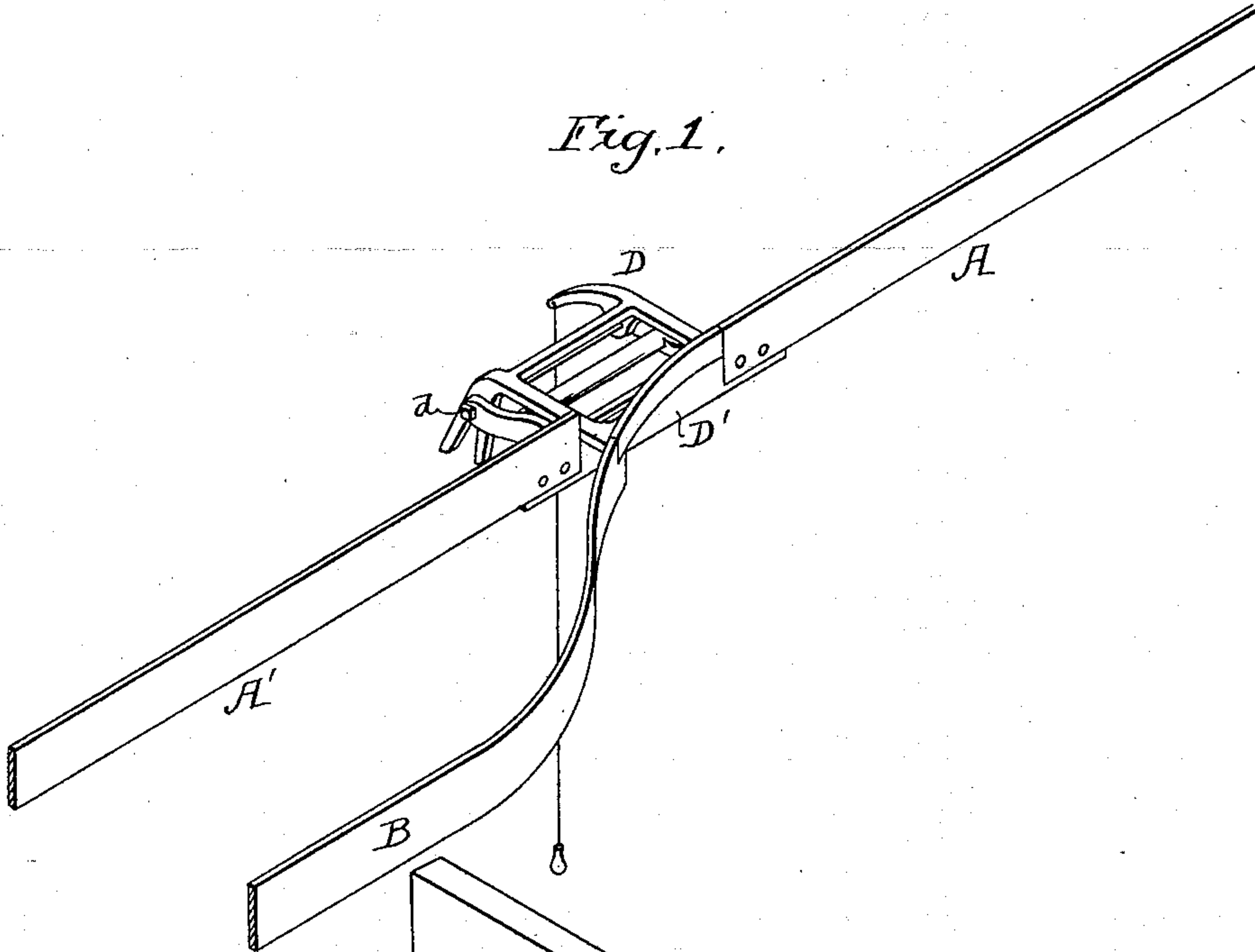
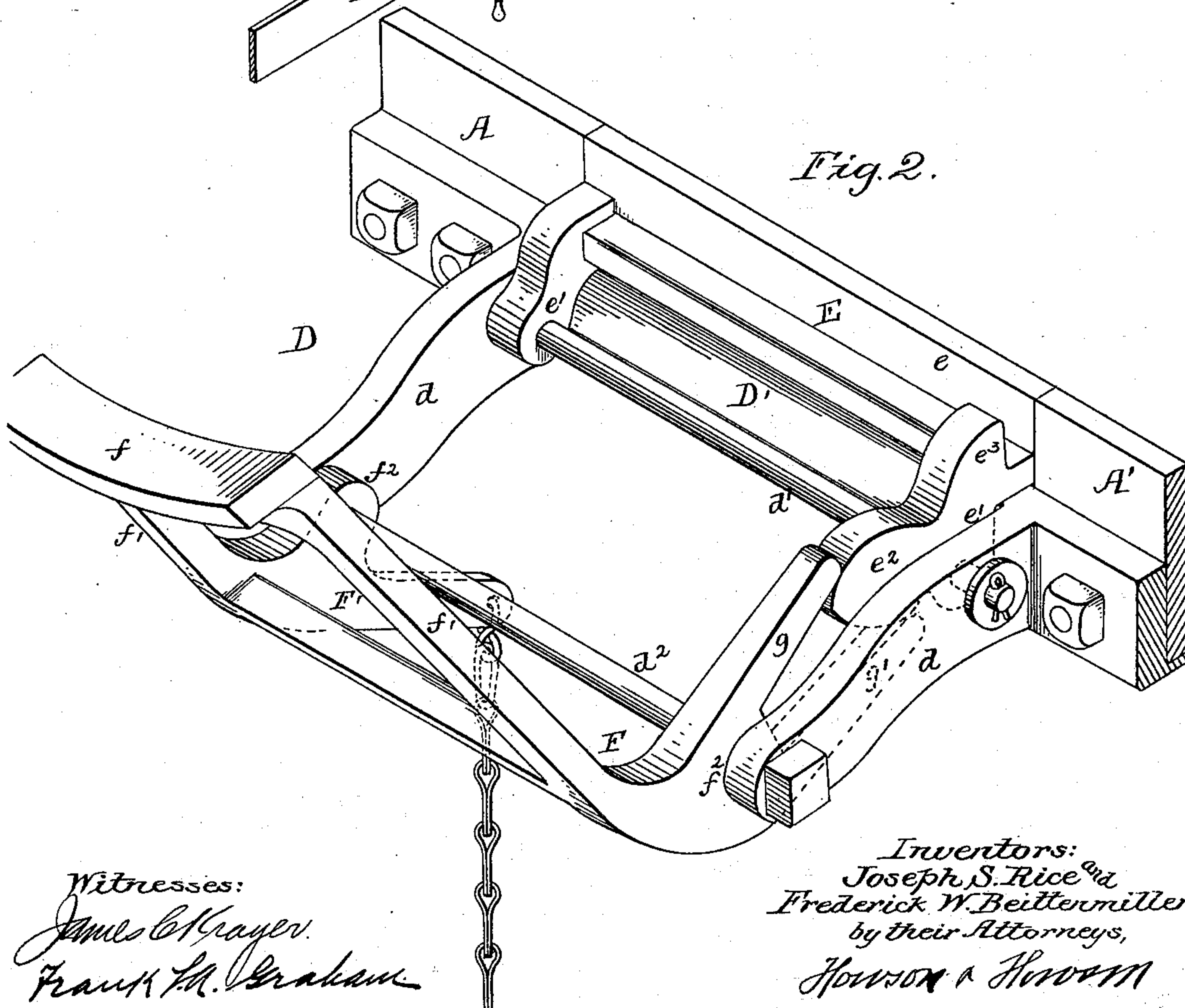


Fig. 2.



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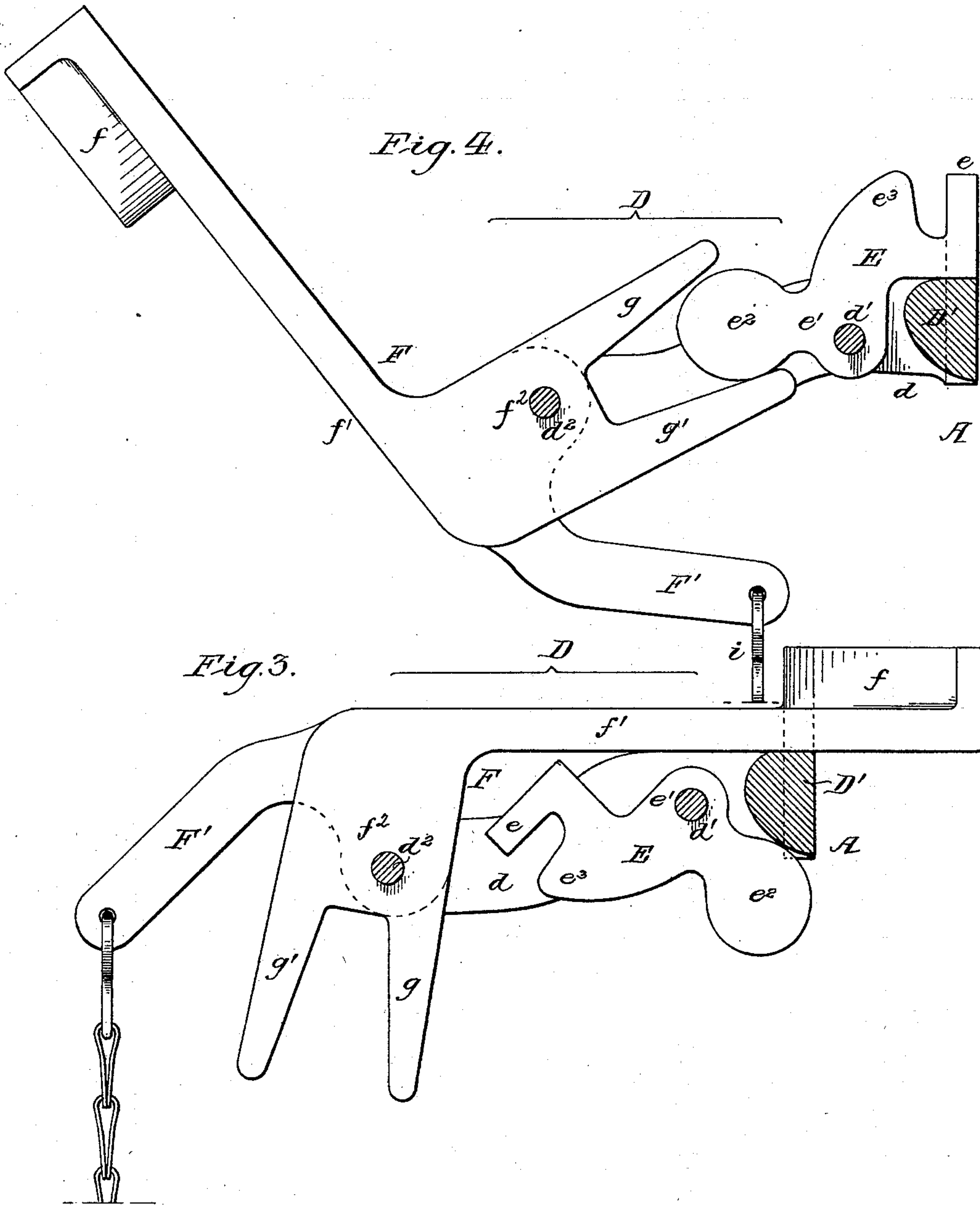
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2 Sheets—Sheet 2.

J. S. RICE & F. W. BEITTENMILLER.
OVERHEAD SWITCH.

No. 604,266.

Patented May 17, 1898.



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UNITED STATES PATENT OFFICE.

JOSEPH S. RICE AND FREDRICH W. BEITTENMILLER, OF PHILADELPHIA,
PENNSYLVANIA.

OVERHEAD SWITCH.

SPECIFICATION forming part of Letters Patent No. 604,266, dated May 17, 1898.

Application filed March 7, 1898. Serial No. 672,905. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH S. RICE and FREDRICH W. BEITTENMILLER, citizens of the United States, and residents of Philadelphia, Pennsylvania, have invented certain Improvements in Overhead Switches, of which the following is a specification.

Our invention relates to switches for single overhead-trolley tracks used in slaughter and storage houses and like places.

The object of our invention is to construct the switch of two interlocking portions, one adapted to guide the trolley to one track and the other adapted to guide the trolley to another track. In the present instance one of these portions is straight and the other curved; but it will be understood that the shape of these sections depends entirely upon the location of the switch and the tracks.

In the accompanying drawings, Figure 1 is a perspective view of our improved switch, showing the curved section in line with the tracks and the straight section thrown out. Fig. 2 is a perspective view showing the straight section in line and the curved section thrown out. Fig. 3 is a sectional view showing the curved section in line. Fig. 4 is a sectional view showing the straight section in line.

A is the track of a single-rail trolley system, having an extension A' beyond the switch D. B is the connecting-rail, extending to another system of tracks or to a siding. In packing beeves, for instance, in storage-houses these tracks are arranged in series, and certain quarters of a beef are hung on certain tracks, so that when the beeves are transferred—for instance, from a car or wagon to a storage-house—they are hooked onto the trolleys and are pushed along the track A and shifted to any of the tracks, according to the quarter hung upon the trolley. For instance, all the hind quarters are arranged on one track, the fore quarters arranged on another, and so on, so that in removing the meat from the storage-houses they can select without trouble or confusion the portions desired. It will be seen, therefore, that these switches for transferring the meat to given

tracks must be operated very quickly and must be so arranged as to avoid complication.

The switch structure D is constructed in the following manner:

Secured in the present instance to the rails A A' is a frame D', having brackets d d , to which are attached pivot-bars d' d^2 . Pivoted to the bar d' is the straight rail-section E, consisting of the rail proper, e , and lugs e' , through which the bar d' passes. Pivoted to the bar d^2 is the curved rail-section F, having a curved rail f , forming part of or secured to the arms f' , which have lugs f^2 , through which the pivot-bar d^2 passes.

The section F has two arms g g' , which extend toward the section E, forming a fork, and working between these arms is a cam e^2 , projecting from one of the lugs e' of the rail E. This lug has also an extension e^3 , against which strikes the arm g of the rail-section F when the said rail-section is thrown up out of position.

On the rail-section F is an operating-arm F', to which is attached a cord or chain i , preferably provided with a suitable handle within easy reach of the operator. The arm F' is so arranged in respect to the pivot that it will swing to either side, according to the position of the rail-section F, and by pulling down upon the cord when in either position it will shift the rail-section F. All that is necessary, therefore, is for the operator to move the trolley to a point in close proximity to the switch, and if he finds that the switch wants setting, so as to shift the trolley upon the proper track, he simply pulls down upon the cord and the switch is shifted. If another operator comes and wishes to transfer his trolley to another track, he pulls down upon the cord and shifts the switch again, so that there is no complication in the operation. There is only one movement for shifting in position either the curved or the straight section.

The weight of the rail-section F is sufficient to hold it when it is thrown into operative position, and when it is thrown out of operative position its center of gravity passes the vertical line of the pivot, and this section

then acts as a weight to hold the rail-section E in position, as indicated in Fig 4.

There is a space between the projection e^3 and the rail e of the rail-section E to allow
5 the wheels of the trolley to pass over the rails.

We claim as our invention—

1. The combination in an overhead switch, of rails, two pivoted rail-sections interlocking one with the other, an arm on one section so
10 arranged as to pass on either side of the pivot of the said section when operated, so that a down pull will shift the rails of the sections when in either position, substantially as described.

15 2. The combination in an overhead switch, of rails, the two pivoted rail-sections, one section interlocking with the other, the rail of one section acting as a weight when thrown back to hold the other rail-section in position,
20 substantially as described.

3. The combination in an overhead switch, of rails, two pivoted rail-sections E, F, arms g g' on the rail-section F, a cam e^2 on the rail-section E adapted to work between the said

arms and a projection e^3 on the rail-section E against which the arm g of the rail-section F strikes when the said rail-section is thrown
25 out and the rail-section E is thrown in, and means for operating the said rail-section F, substantially as described.

4. The combination in an overhead switch, of rails, a frame secured to said rails, arms on the frame, two pivot-rods secured to said
30 arms, a straight rail-section pivoted to one rod and having a cam, a curved rail-section pivoted to the other rod and having arms engaging the cam, and an operating-arm on the curved rail-section, substantially as described.

In testimony whereof we have signed our
40 names to this specification in the presence of two subscribing witnesses.

JOSEPH S. RICE.

FREDRICH W. BEITENMILLER.

Witnesses:

THOMAS C. WEAR,
G. PERCY FOX.