

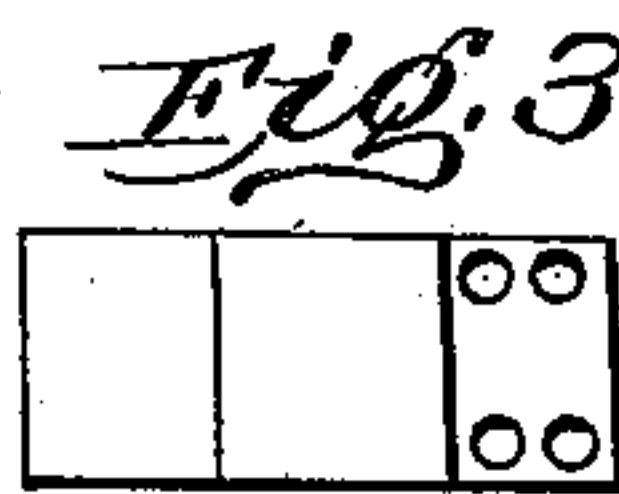
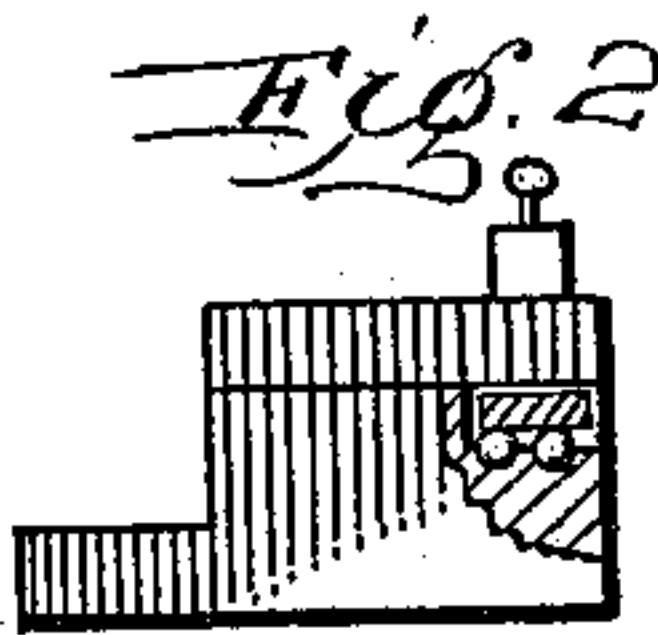
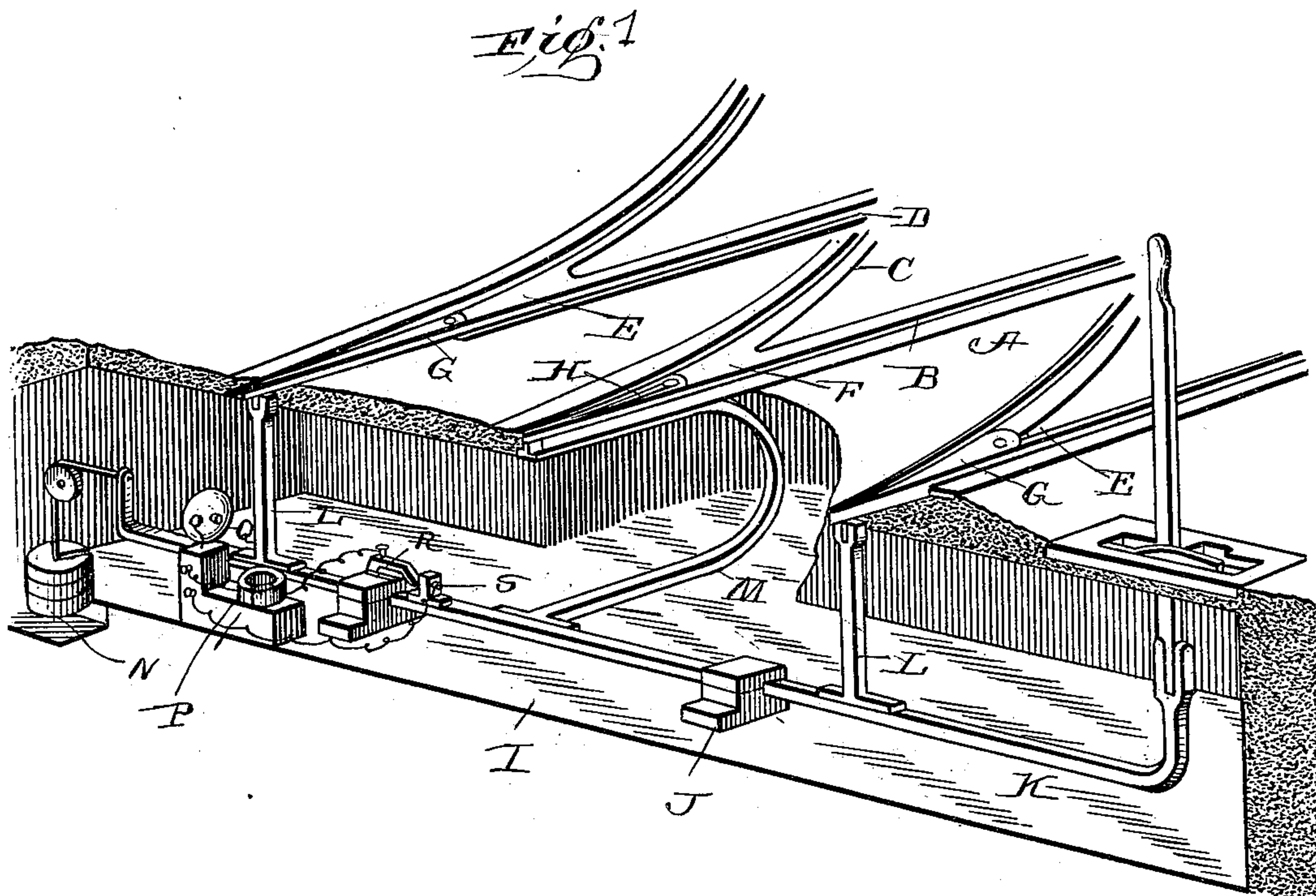
No. 668,509.

Patented Feb. 19, 1901.

J. FLOYD.  
STREET RAILWAY SWITCH.

(Application filed Feb. 3, 1900.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN FLOYD, OF WASHINGTON, DISTRICT OF COLUMBIA.

## STREET-RAILWAY SWITCH.

SPECIFICATION forming part of Letters Patent No. 668,509, dated February 19, 1901.

Application filed February 3, 1900. Serial No. 3,912. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN FLOYD, a citizen of the United States of America, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Street-Railway Switches, of which the following is a specification.

This invention relates to street-railway switches, and more particularly to that class in which the rail and slot points are moved automatically.

The object of my present invention is to provide a switch of such a character with an alarm which will be turned on when the switch is set for the branch track.

With this and other objects in view my invention consists in the particular construction of the various parts and in the novel manner of combination and arrangement of said parts, all of which will be described hereinafter and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view of the complete invention. Fig. 2 is a detail view of the circuit-closing device. Fig. 3 is an enlarged detail sectional view of one of the roller-bearings.

Referring by letters to the drawings, A represents the rails of the main track, having in the center thereof a slot B and C, the rails of the branching track having in the center thereof a slot D. The main and branching tracks form at the point of junction frogs E. Likewise the slots between the tracks form a frog F. Pivoted to the frogs formed by the rails are points G, and pivoted to the frog formed by the slots is a point H, which is cut out in the center, as clearly shown in Fig. 1 of the drawings, in order to make that portion of the construction light and to give it as little bearing-surface as possible, which will prevent it from sticking in frosty weather to a great degree. The adjustment of these points will be hereinafter explained. Extending across and beneath the tracks at the point of junction is a casing I, having mounted therein, upon socket roller-bearings J, a sliding or shifting bar K, provided with two uprights L, which are connected to the rail-points G, and a curved arm M, which is connected to the slot-point H and which is so constructed that it provides against the plow coming in contact therewith. This bar is

further provided with a weight N upon one end and a lever upon the other for shifting the bar and operating the switch.

Situated within the casing, approximately near the sliding bar, are a battery P and a bell Q, which are connected by suitable wiring to a contact-block R, mounted on one of the roller-bearings, and to a similar block S, mounted on the shifting bar. These blocks are adapted to be forced into contact when the switch is set for the branch track, thus automatically giving an alarm, which will indicate that the branching track is open.

It will be obvious that various changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the main features of my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a railway-switch, a shifting bar mounted in roller-bearings having a curved arm attached to a skeleton slot-point and two uprights connected to the rail-points, of a weight upon one end of the slot-bar and a lever upon the other for operating the switch, substantially as shown and described.

2. In a railway-switch, the combination with the rail and slot points, a shifting bar mounted in roller-bearings having a curved arm connected to a skeleton slot-point, and two uprights connected to the rail-points, of a weight upon one end of the shifting bar and a lever upon the other, of an alarm adapted to be turned on by the shifting bar, the bar being operated by the said lever, substantially as shown and described.

3. In a railway-switch, the combination with the rail and slot points, a shifting bar mounted in roller-bearings, the said bar having a curved arm connected to a skeleton slot-point and two uprights connected to the rail-points, of a circuit-closing device upon the shifting bar, connected to the battery and to a bell, of a weight upon one end of the shifting bar and a lever upon the other adapted to operate the switch, substantially as shown and described.

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