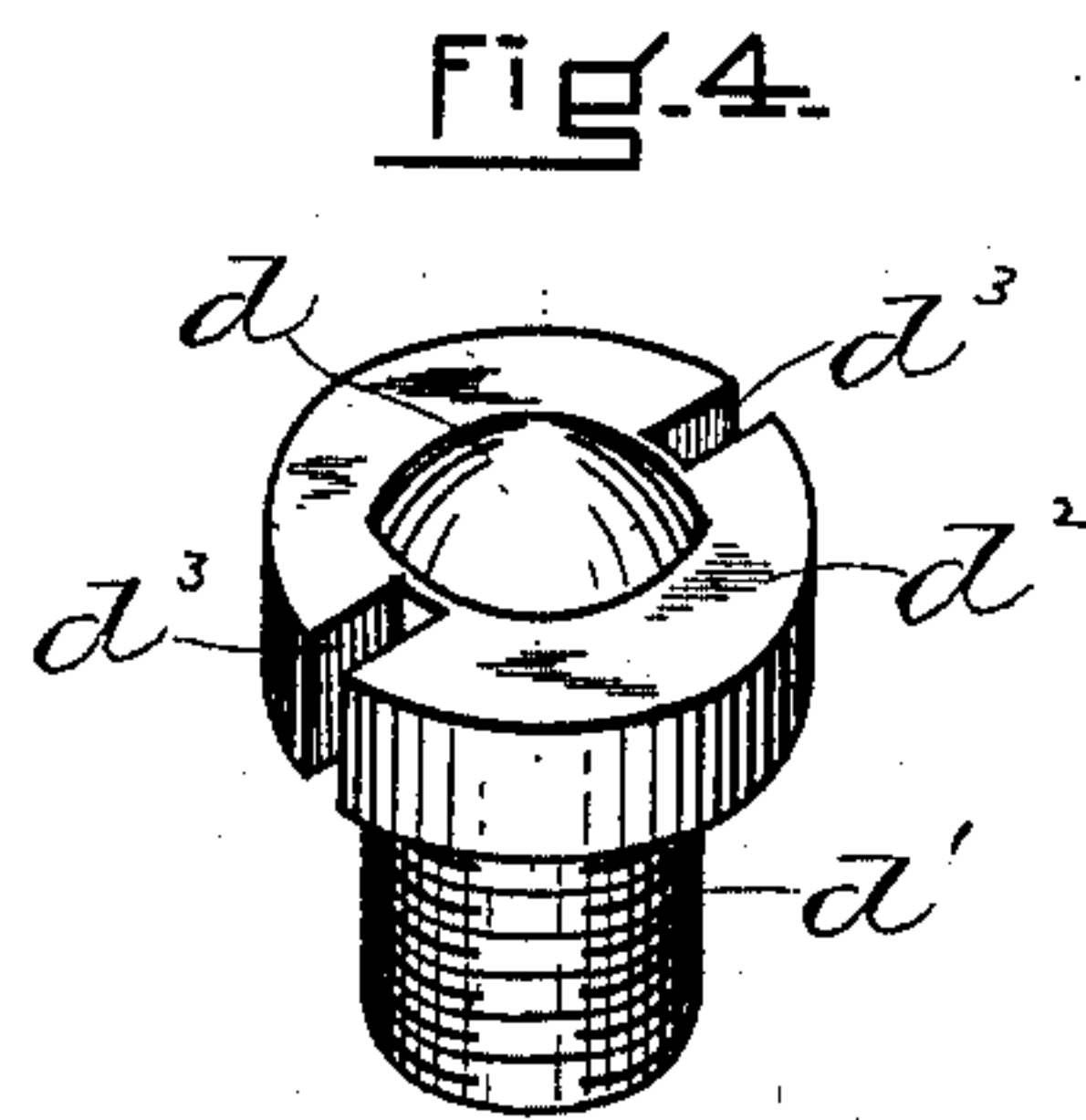
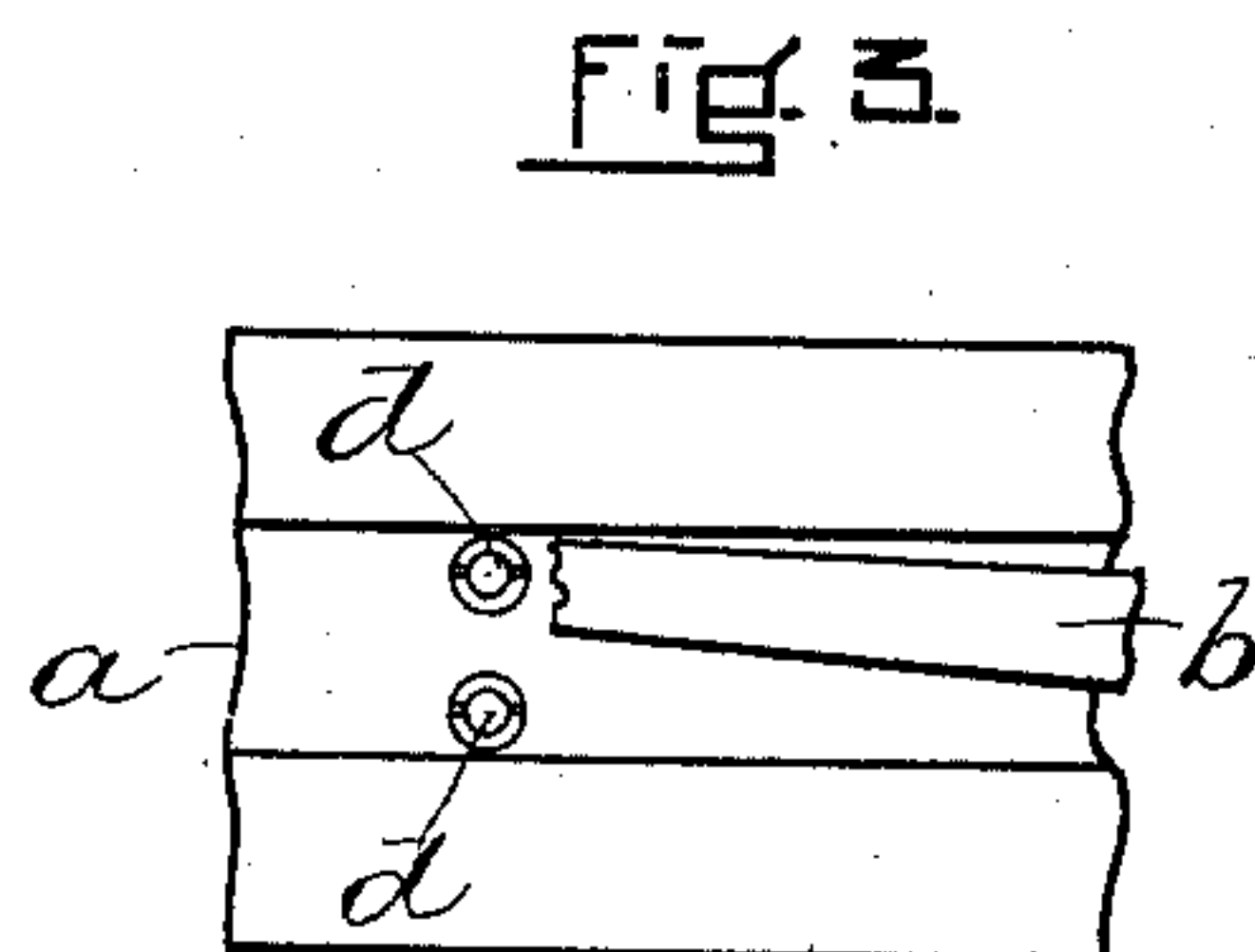
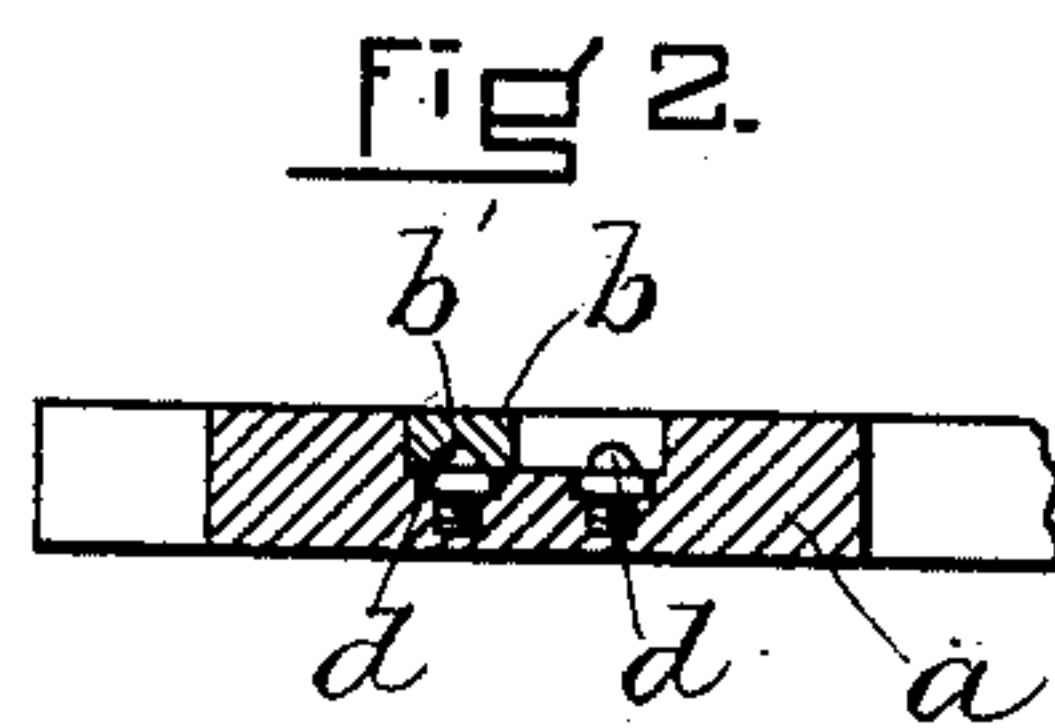
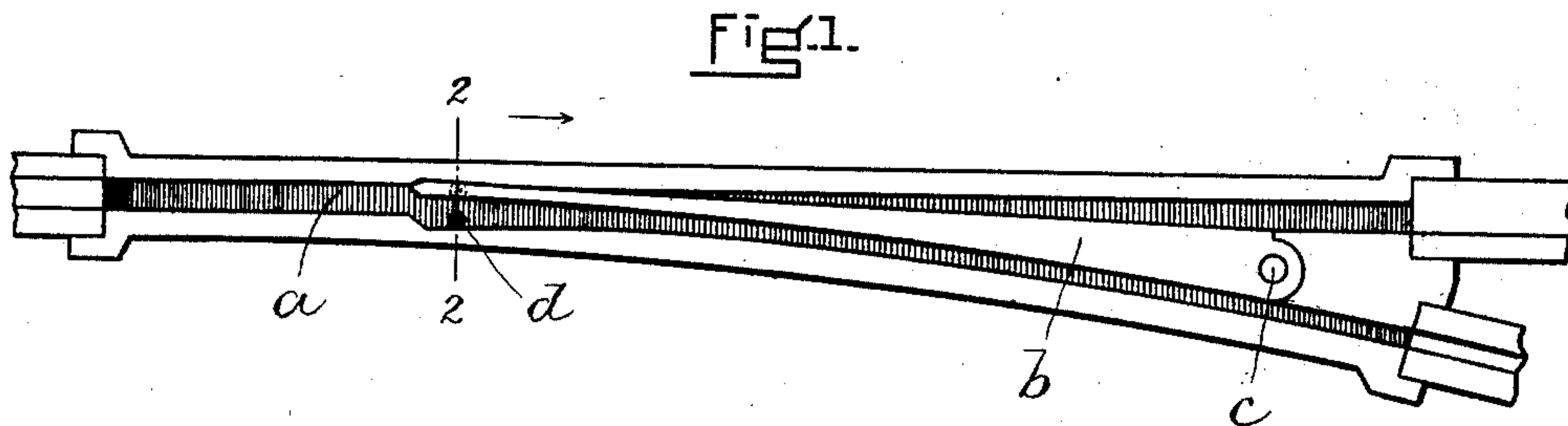


No. 719,557.

PATENTED FEB. 3, 1903.

H. BLANCHARD.
RAILWAY SWITCH.
APPLICATION FILED NOV. 13, 1902.

NO MODEL.



WITNESSES.
E. Batchelder
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UNITED STATES PATENT OFFICE.

HORACE BLANCHARD, OF BOSTON, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO CHARLES L. BOODRY, OF BOSTON, MASSACHUSETTS, AND HERBERT N. WILSON, OF LYNN, MASSACHUSETTS.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 719,557, dated February 3, 1903.

Application filed November 13, 1902. Serial No. 131,104. (No model.)

To all whom it may concern:

Be it known that I, HORACE BLANCHARD, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and
5 useful Improvements in Railway-Switches, of which the following is a specification.

This invention relates to street-railway switches of the ordinary type including a bed-plate having a rail-tread portion forming a
10 part of the main line and a diverging rail-tread portion forming a part of the branch, a switch tongue or point being pivoted to the bed-plate and adapted to coöperate with either of the rail-tread portions, thus making the
15 main line continuous or connecting it with a branch.

The invention has for its object to provide simple and effective means for preventing accidental movement of the switch-point from
20 either position to which it may be adjusted, so that there will be no possibility of accident caused by loose movement of the switch-point.

The invention consists in the improve-
25 ments which I will now proceed to describe and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a top plan view of a street-railway switch
30 embodying my invention. Fig. 2 represents a section on line 2 2 of Fig. 1. Fig. 3 represents a top plan view of a portion of the switch. Fig. 4 represents a perspective view of one of the tongue or point arresting de-
35 tents.

In the drawings, *a* represents the usual plate which forms a part of a street-railway track at a branch or siding, said plate hav-
40 ing the usual rail-tread portions adapted to constitute parts of the main-track rail and parts of a branch or siding.

b represents the usual switch tongue or point, which is pivoted at *c* to the plate *a* and is adapted to occupy either of two positions,
45 in one of which it makes the main-track rail continuous, while in the other it connects the main-track rail with the branch rail.

There is nothing new in the construction above described.

In carrying out my invention I provide the
50 bed-plate with two upwardly-projecting de-
tents *d d*, located at that portion of the bed-plate over which the outer end portion of the switch-tongue moves. The switch point or
tongue *b* is provided on its under side near
55 its outer end with a recess *b'*, adapted to re-
ceive either of said detents. The relative ar-
rangement of the detents and the recess *b'* is
such that when the switch-point is in one of
its operative positions its recess *b'* engages
60 one of the detents, the other being exposed.
When the switch-point is in its other opera-
tive position, the recess *b'* engages the other
detents. Each detent is preferably a convex
boss formed on the outer end of a screw-
65 threaded shank *d'*, adapted to be screwed into
a threaded socket formed for its reception in
the bed-plate *a*. I prefer to give the sides of
the boss *d* a gentle inclination, so that the
switch point or tongue *b* can be moved readily
70 onto each detent without undue resistance.
The shank *d'* is preferably provided with a
flange or head *d²*, having slots *d³*, adapted to
be engaged by a spanner for the purpose of
turning the shank in and out of engagement
75 with the bed-plate.

It will be seen that the detents constructed and arranged as shown, in connection with the recess in the under side of the switch-
tongue, provide for a secure maintenance of
80 the tongue in either of its operative positions
to prevent the liability of accidental displace-
ment from either position without adding
materially to the expense or complication of
the structure.

I claim—

1. A street-railway switch comprising a bed-plate having two upwardly-projecting de-
tents, and a switch tongue or point pivoted
to the bed-plate and having a recess in its
90 under side near its swinging end, adapted to
engage either of said detents, one of the de-
tents being arranged to engage the switch-
point when the main line is continuous, and

the other when the branch is connected with the main line.

2. A street-railway switch comprising a bed-plate having two screw-threaded openings,
5 screw-threaded shanks engaged with said threaded openings, each shank having a slotted head and an upwardly-projecting circular boss constituting a detent, and a switch tongue or point pivoted to the bed-plate and having

a recess in its under side near its swinging end adapted to engage either of said detents, as set forth.

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

HORACE BLANCHARD.

Witnesses:

CHAS. L. BOODRY,
C. F. BROWN.