

No. 726,501.

PATENTED APR. 28, 1903.

A. BOUVIER.
SWITCH.

APPLICATION FILED JULY 1, 1902.

NO MODEL.

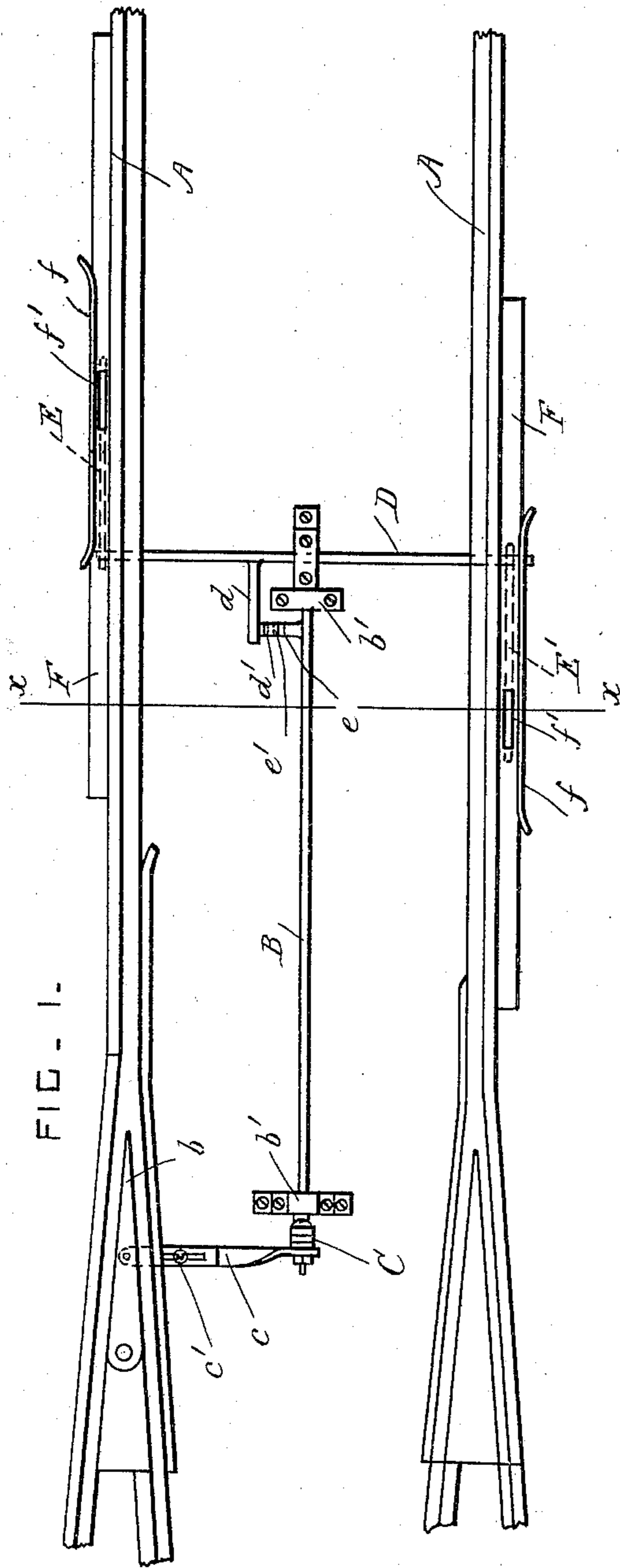


FIG. 1.

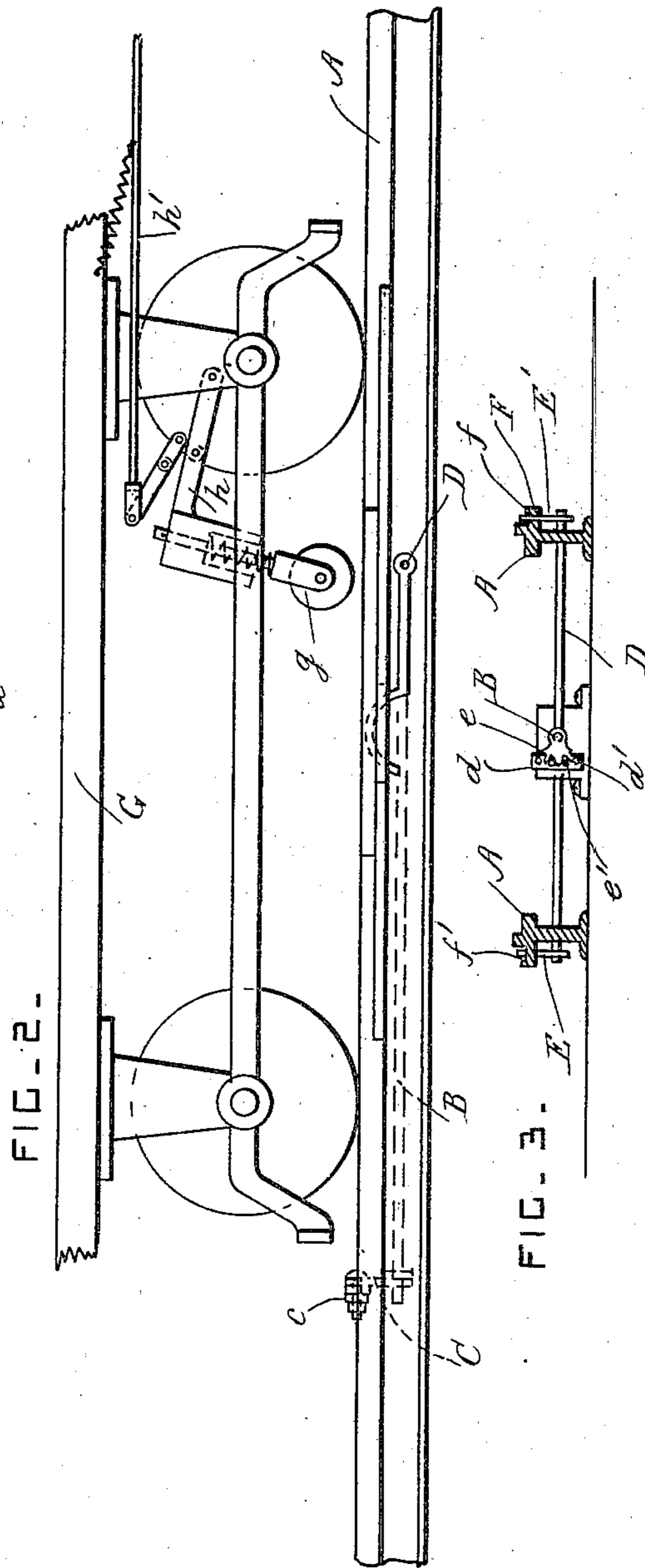


FIG. 2.

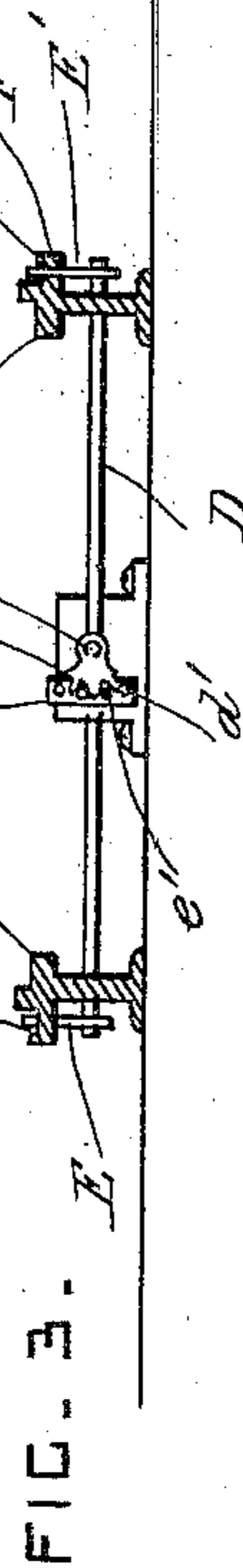


FIG. 3.

WITNESSES

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ALEXANDER BOUVIER, OF CONCORD, MASSACHUSETTS.

SWITCH.

SPECIFICATION forming part of Letters Patent No. 726,501, dated April 28, 1903.

Application filed July 1, 1902. Serial No. 113,995. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER BOUVIER, a citizen of the United States, residing at Concord, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Switches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to switches for street-railroads; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a plan view of the switch. Fig. 2 is a side view showing also a portion of a car. Fig. 3 is a cross-section taken on the line $x x$ in Fig. 1.

A represents the main rails, and b is the point of the switch.

B is a shaft which is arranged longitudinally between the rails A and journaled in bearings b' .

C is a crank on one end of the shaft B, and c is a rod which connects the said crank with the point b . This rod is made in two parts, so as to be longitudinally adjustable, and its parts are connected together by a bolt c' , which slides in a slot formed in one of the said parts.

D is a shaft which is journaled crosswise of the rails A and provided with an arm d , having teeth d' at its free end. The shaft B is provided with an arm e , which is provided with teeth e' at its free end which gear into the teeth d' .

E and E' are treadles secured upon the end portions of the shaft D and projecting in opposite directions.

F represents plates secured to the rails A

and provided with guides f and a slot f' between the said guides for the curved portion of each treadle to project through.

The car-frame G is provided with a depressible spring-controlled roller g for actuating the treadles. This roller is carried by an arm h , pivoted to the frame, and is depressed by lever-and-rod mechanism h' of any approved construction. When the roller is depressed, it runs along the plate F between the guides and actuates the point by depressing the treadle which projects through the slot of the said plate.

What I claim is—

1. The combination, with rails having slotted plates secured beyond them on each side of the track, of a pivoted switch-point, a cross-shaft provided at its ends with treadles which project in opposite directions and which work in the said slotted plates, a longitudinal shaft arranged between the said rails, and connections between the said point and longitudinal shaft and between the said cross-shaft and longitudinal shaft, substantially as set forth.

2. The combination, with track-rails, and a slotted plate secured to one rail outside the track and having an upwardly-projecting guide at its outer part; of a pivoted switch-point, a cross-shaft provided at one end with a treadle which works in the said slotted plate outside the track, and operative connections between the said cross-shaft and switch-point, substantially as set forth.

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

ALEXANDER BOUVIER.

Witnesses:

ALICE J. MURRAY,
FRED. K. DAGGETT.