

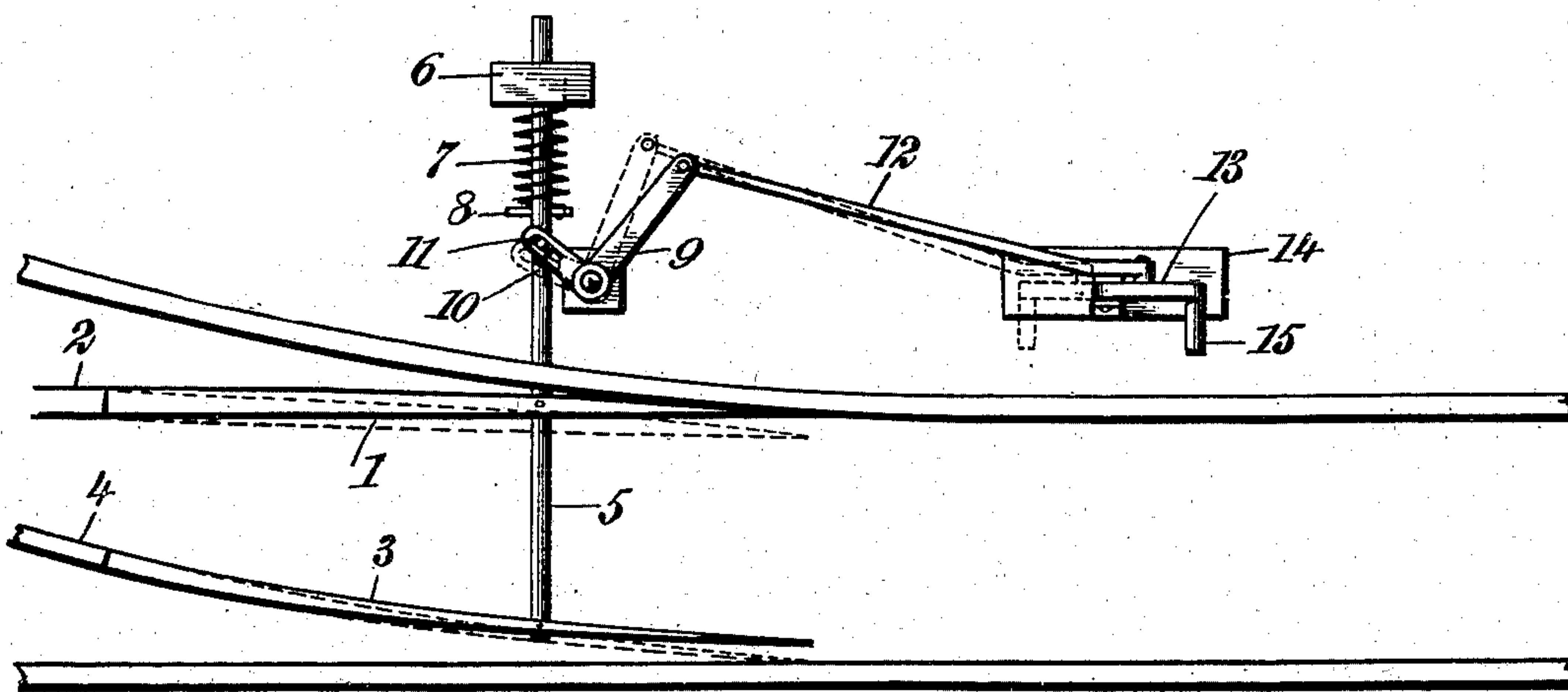
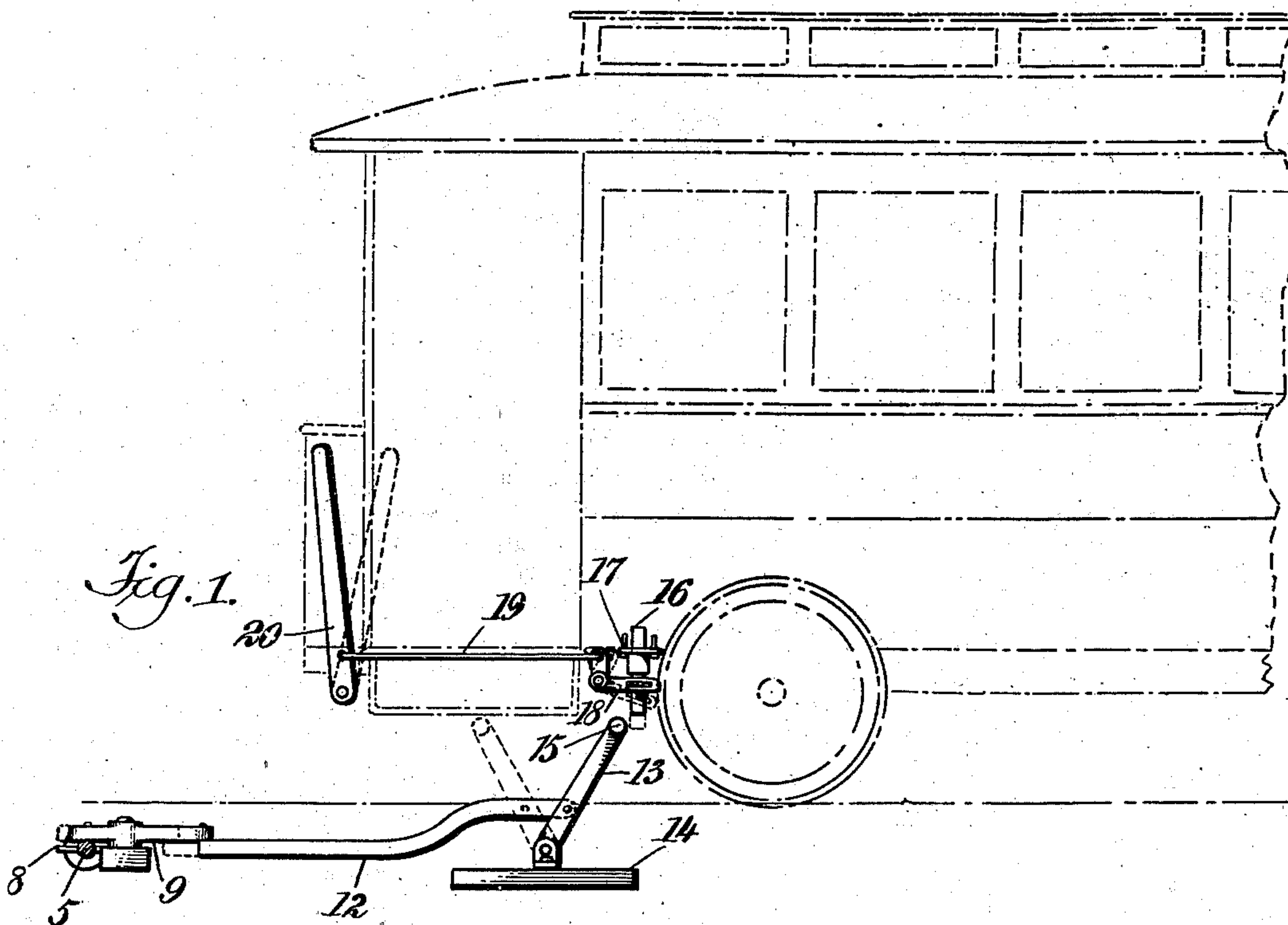
No. 749,626.

PATENTED JAN. 12, 1904.

J. W. OSBORNE.
SWITCH MECHANISM.

APPLICATION FILED MAR. 17, 1903.

NO MODEL.



WITNESSES:

WITNESSES:
A. R. [unclear]
C. R. [unclear]

INVENTOR

John W. Osborne

BY

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN W. OSBORNE, OF EXETER, ILLINOIS, ASSIGNOR TO WILLIAM
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SWITCH MECHANISM.

SPECIFICATION forming part of Letters Patent No. 749,626, dated January 12, 1904.

Application filed March 17, 1903. Serial No. 148,192. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. OSBORNE, a citizen of the United States, and a resident of Exeter, in the county of Scott and State of Illinois, have invented a new and Improved Switch Mechanism, of which the following is a full, clear, and exact description.

This invention relates to improvements in switch mechanism for railways, the object being to provide a mechanism of this character of simple construction that may be operated in one direction by a device carried by a car and under the control of the motorman or other attendant.

I will describe a switch mechanism embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of a switch mechanism embodying my invention, and Fig. 2 is a plan view thereof.

Referring to the drawings, 1 designates a switch-tongue having swinging connection with a main rail 2, and 3 is another switch-tongue having swinging connection with a siding or switch-rail 4. These tongues 1 and 3 are connected to an operating-rod 5, extended underneath one of the rails and outward to one side thereof and guided through a block 6. A spring 7 is connected at one end to the block 6 and at the other end to a pin 8, attached to the rod 5. This spring is a draw-spring and is designed to move the tongues in connection with the main rails, as indicated in Fig. 2. One member of an angle-lever 9 is provided with a slot 10, into which a pin 11 on the rod 5 extends, and from the other member of this angle-lever a draw-rod 12 extends to a connection with a lever 13, pivoted on a block or sleeper 14. At the upper end of this lever 13 is a laterally-extended arm 15, designed to be engaged by a tappet-bar 16, car-

ried by a car. This tappet-bar is movable vertically through a guide 17, attached to the car by means of an angle-lever 18, having a slot in one of its members, into which a pin on said tappet-bar extends. To the other member of this angle-lever 18 a draw-rod 19 is pivoted, the forward end of said rod 19 being pivoted to an operating-lever 20, mounted on the platform of the car.

In the operation should it be desired to switch the car from the main track the motorman or other attendant by moving the lever 20 to the position indicated in the dotted lines in Fig. 1 will cause the tappet-bar 16 to be moved downward, so as to engage with the arm 15 of the lever 13. As the car moves along this lever 13 will be tilted to the position indicated by the dotted lines in Fig. 1, thus moving the switch-points to the positions indicated in the dotted lines in Fig. 2, and these tongues will be held in such position by the wheels of the car. As soon as the car or cars shall have passed over the switch the spring 7 will move the switch-tongues to normal position—that is, into connection with the main track or rails.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a switch mechanism, the combination with railway-rails of swinging switch-tongues, a rod connecting the tongues and extended to one side of the track, a spring for moving the rod in one direction, an angle-lever having a slot in one of its members, a pin on the rod passing into said slot, a lever at one side of the track, and a rod having one end pivoted to said lever and the other end pivoted to said angle-lever.

2. In a switch mechanism, the combination with railway-rails, of swinging switch-tongues, a rod connecting the tongues and extended outward to one side of the track, a block in which the rod engages, a spring surrounding the rod and connected at one end to said block, a pin

on the rod to which the other end of said spring is secured, an angle-lever having a slot in one of its members, a pin on the rod passing into said slot, a vertical lever at one side
5 of the track, and a rod having one end pivoted to said vertical lever and the other end pivoted to said angle-lever.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN W. OSBORNE.

Witnesses:

WILLIAM H. TIPPIT,

A. W. PATTON.