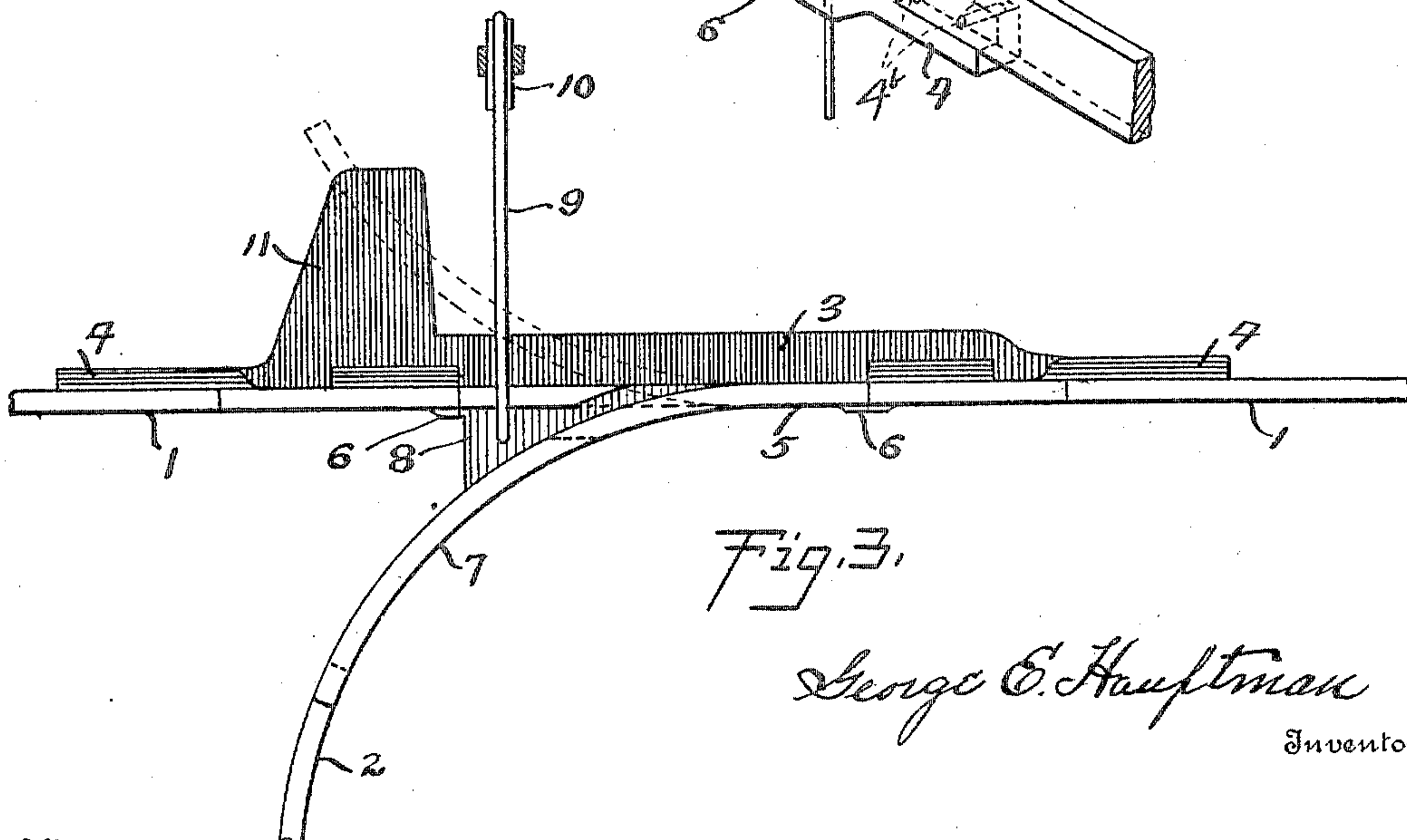
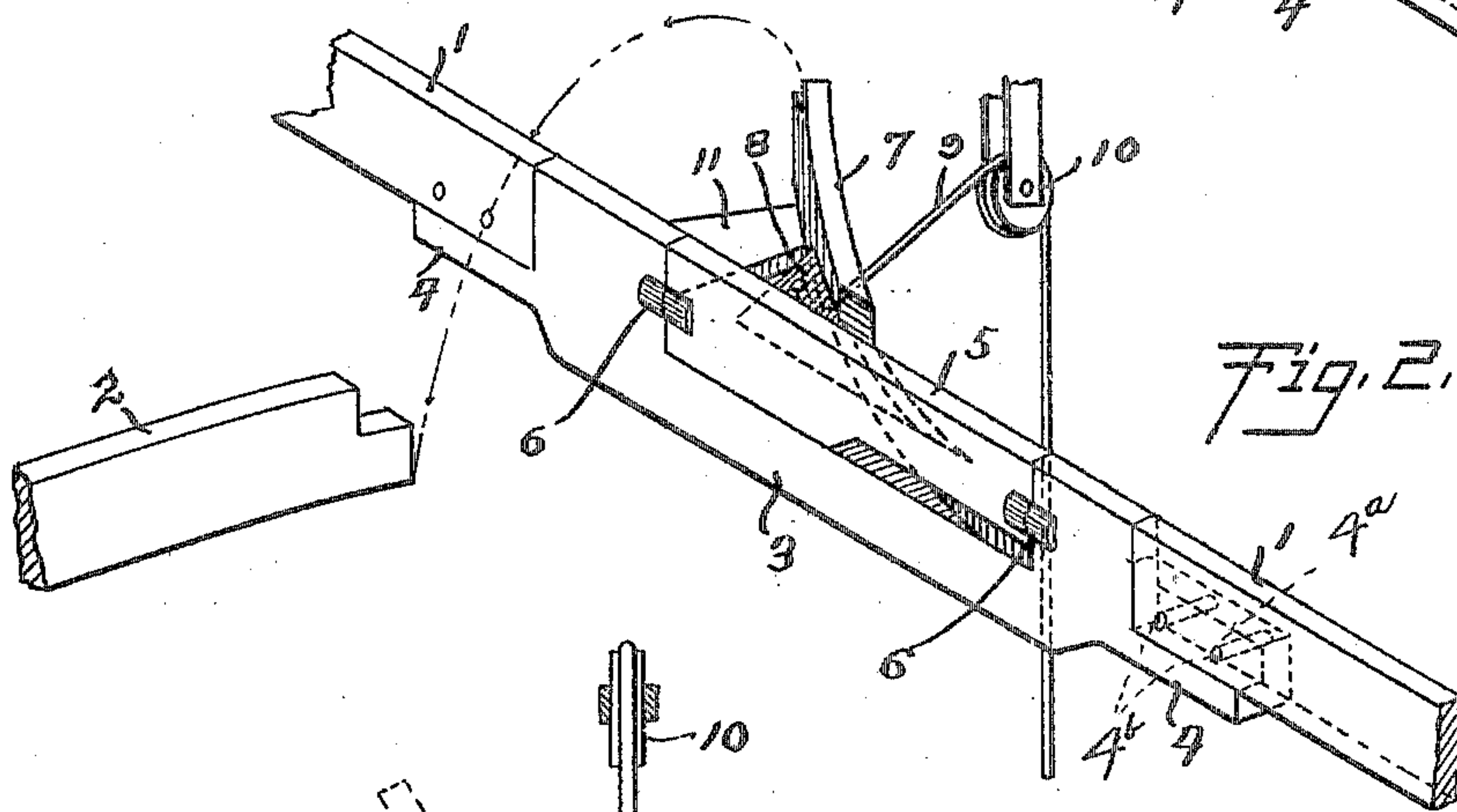
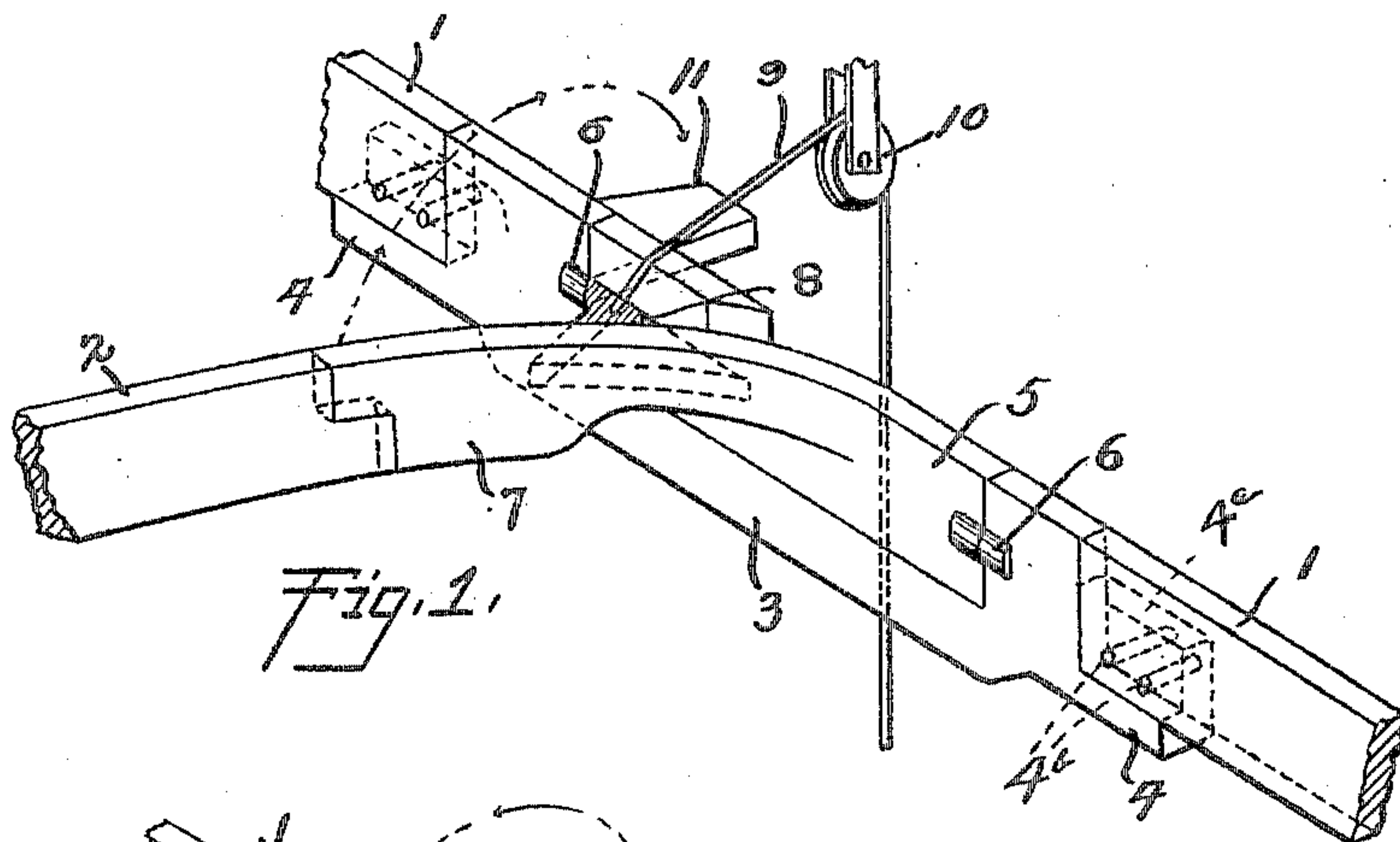


No. 797,850.

PATENTED AUG. 22, 1905.

G. E. HAUPTMAN.
SWITCH FOR OVERHEAD TRACKS.
APPLICATION FILED MAY 6, 1904.



George E. Hauptman

Inventor

Witnesses

C. J. Smith
D. O. Barnell.

By Arnold J. Orgill

Attorney

UNITED STATES PATENT OFFICE.

GEORGE E. HAUPTMAN, OF OMAHA, NEBRASKA.

SWITCH FOR OVERHEAD TRACKS.

No. 797,850.

Specification of Letters Patent.

Patented Aug. 22, 1905.

Application filed May 6, 1904. Serial No. 206,768.

To all whom it may concern:

Be it known that I, GEORGE E. HAUPTMAN, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Switches for Overhead Tracks; 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.

My invention relates to switches for overhead or suspension carriers.

One object of the invention resides in the provision of a switch for the purpose named wherein simplicity, inexpensiveness, durability, and efficiency are the result.

A still further object of the invention is to provide stores, factories, or other houses with a device of the character mentioned wherein the same will be reliable in action and readily operated from the floor above which the tracks are placed.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the present invention.

In the drawings, Figure 1 is a perspective view of a construction embodying my invention, the switch being shown in closed position. Fig. 2 is a similar view illustrating the switch in closed position. Fig. 3 is a plan view, also showing the switch in closed position.

Referring now more particularly to the accompanying drawings, the reference character 1 designates portions of spaced track-sections arranged in alinement, the same being of any particular form or material, there being a track-section 2 forming a side track branching from the main track-sections 1.

Interposed between the spaced track-sections 1 is a bridge-block 3, having a recess formed in its upper part intermediate its ends, the opposite ends of the block being of a peculiar formation to provide a positive connection therebetween and the adjacent track-section.

In other words, each end of the block is provided with a reduced projecting portion 4 and another portion 4^a, directed at a right angle to the aforesaid portion and extending from one side of the block, the said portions forming an angular seat for the reception and support of the corresponding ends of the adjacent track-sections 1. Both of these portions 4 and 4^a are designed to lie flush with the respective faces of the rail-sections, the portion 4^a being pierced by pins, bolts, or other suitable elements 4^b, which latter are designed to also pierce the corresponding track-sections, as clearly shown in the accompanying drawings. A reversible frog is pivoted within the aforementioned recess of the bridge-block, the frog being journaled in the latter, as indicated by the reference character 6. This frog comprises a straight track portion 5, a curved track portion 7, and a connecting-web 8. It will be observed that the side track 2 has a reduced portion forming a seat for the support of the correspondingly-reduced end of the curved track-section 7. It will be observed, too, that the curved track-section is formed of the same piece of material from which the connecting-block is formed.

A cord or similar element is secured to the web 8 of the reversible frog, passed over the pulley 10, suspended off from one side thereof, and thence downwardly to a convenient position. When the switch is in closed position, as illustrated in Fig. 1, a sudden pull on the cord 9 will turn the frog on the horizontal axis between the pivot-points 6, the outer end of the curved track portion 7 describing the arc shown by arrows in Fig. 1 and resting upon a supporting-bracket 11, as illustrated in Fig. 2. When the switch is in the open position, (shown in Fig. 2,) a sudden pull upon the cord 9 will reverse the position of the frog, the same turning, as before, on the horizontal axis and the end section 7 moving as indicated by the arrows in Fig. 2, thus bringing the frog to the original position. (Shown in Fig. 1.)

It is thought that the operation of the switch will be fully understood by reference to the accompanying drawings and that the simplicity of the structure and operation will be apparent without further explanation.

What I claim is—

1. In a switch for overhead carrier-tracks,

track-sections arranged in direct alinement, the adjacent ends of the track-sections being spaced apart, a block bridging the space between the sections and having its opposite ends overlapping the bottom and one side of the corresponding track-section, means piercing the ends of the block and track-sections to secure the former in direct alinement with the latter, the upper portion of the block having a recess formed therein, a reversible frog pivotally supported in said recess and adapted to turn therein on a horizontal axis, one side of the frog forming a straight track portion and the other side thereof forming a curved track portion, adapted to connect with the said track, and means for reversing the position of the frog.

2. In a switch for overhead carrier-tracks, track-sections arranged in alinement, the adjacent ends of the sections being spaced apart, a side track arranged at an angle to the aforesaid track-sections, and spaced therefrom, a block bridging the space between the sections and having its opposite ends constructed and arranged to overlap the bottom and one side of the corresponding track-section, pins piercing the overlapping side portion and the corresponding rail-section to secure the latter to the former, the upper portion of the block having a rest formed therein, a reversible frog pivotally supported in said recess and adapted to turn therein on a horizontal axis, one side of the frog forming a straight portion and the other side thereof forming a curved track portion, a connecting-web between said straight and curved portions, and means connected to the said web for reversing the position of said frog.

3. In a switch for overhead carrier-tracks, track-sections arranged in direct alinement, the ends of the sections being spaced apart, a block bridging the space between the track-sections and having its opposite ends provided with a seat including an upwardly-directed side flange, and means associated with the side flange of the seats and the corresponding track-section to secure the latter within the corresponding seat.

4. In a switch for overhead carrier-tracks, track-sections arranged in direct alinement, the adjacent ends of the sections being spaced apart, a side track arranged at an angle to the aforesaid track-sections and spaced therefrom, a block bridging the space between the sections and having its opposite ends constructed and arranged to overlap the bottom and one side of the corresponding track-section, means associated with the overlapping side portion and the corresponding rail-sections to secure the latter to the former, the upper portion of the block having a recess formed therein, a reversible frog pivotally supported in said recess and adapted to turn therein on a horizontal axis, one side of the frog forming a straight portion and the other side thereof

forming a curved track portion, a connecting-web between the said straight and curved portions, a support carried by the aforesaid block, and means associated with the frog for reversing the position of the latter, the aforesaid curved track portion of the frog resting upon said support when the straight track portion thereof is switched into alinement with the track-sections.

5. In a switch for overhead carrier-tracks, track-sections arranged in direct alinement, the adjacent ends of the sections being spaced apart, a block bridging the space between the track-sections and having its opposite ends provided with a seat including an upwardly-directed side flange, means associated with the side flange of the seats and the corresponding track-section to secure the latter to the former, a hanger disposed to one side of said block, and means associated with the block and the hanger for reversing the position of the frog.

6. In a switch for overhead carrier-tracks, track-sections arranged in direct alinement, the adjacent ends of the sections being spaced apart, a side track arranged at an angle to the aforesaid track-sections and spaced therefrom, a block bridging the space between the sections and having its opposite ends constructed and arranged to overlap the bottom and one side of the corresponding track-section, pins associated with the overlapping side portion and the corresponding rail-section to secure the latter to the former, the upper portion of the block having a recess formed therein, a reversible frog pivotally supported in said recess and adapted to turn therein on a horizontal axis, one side of the frog forming a straight portion and the other side thereof forming a curved track portion, a connecting-web between the said straight and curved portions, a support carried by the aforesaid block, a hanger disposed to one side of said block, and means associated with the block and the hanger for reversing the position of the frog, the aforesaid curved portion of the frog resting upon said support when the straight track portion thereof is switched into alinement with the track-sections.

7. In a switch for overhead carrier-tracks, track-sections arranged in direct alinement, the ends of the sections being spaced apart, a block bridging the space between the track-sections and having its opposite ends provided with a seat including a side flange, one side of the block between its seats having an off-standing flange portion, one portion of said flange portion being extended to form a support, means associated with the side flange of the seats and the corresponding section to secure the latter to the former, the upper portion of the block having a recess formed therein, a reversible frog pivotally supported in said recess and adapted to turn therein on a horizontal axis, one side of the frog forming a straight portion, and the other side thereof

forming a curved track portion, and means associated with the frog for reversing the position of the latter, the aforesaid curved track portion of the frog resting upon the aforesaid support when the straight track portion thereof is switched into alinement with the track-sections.

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

GEORGE E. HAUPTMAN.

Witnesses:

HOWARD J. COWGILL,
D. O. BARNELL.