No. 803,542. PATENTED NOV. 7, 1905.

G. BERTOLD.

SWITCH.

APPLICATION FILED MAR. 18, 1905.

Fig. 1.

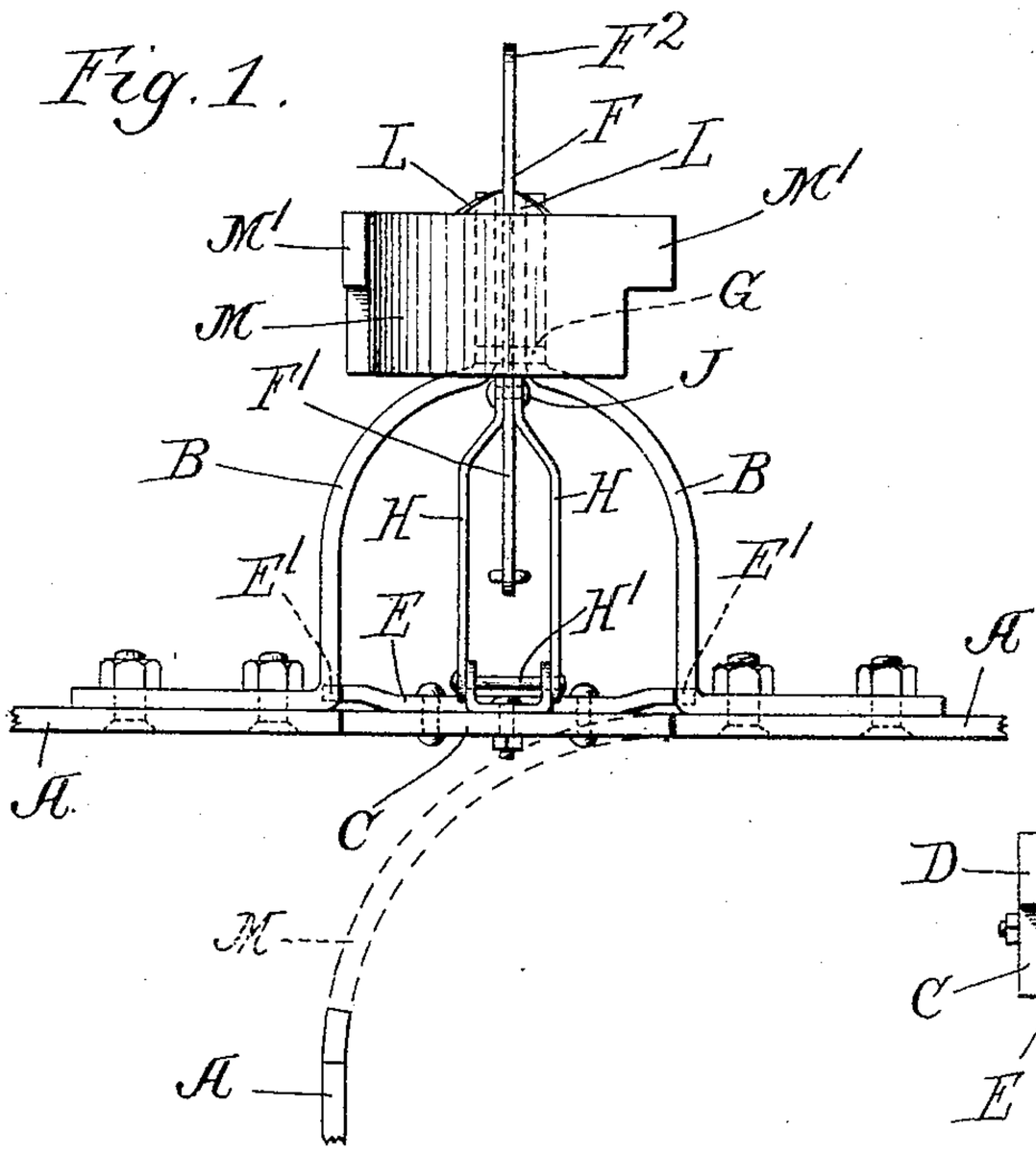


Fig. 2.

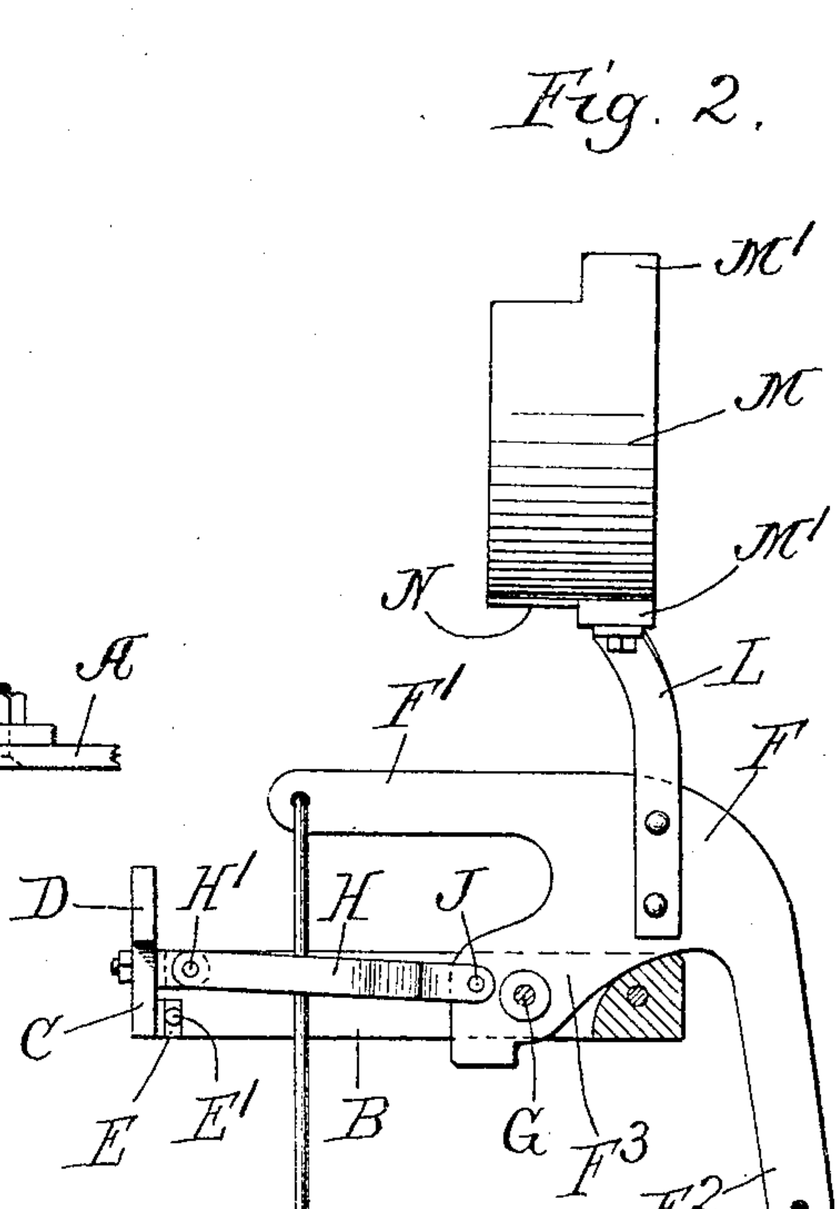


Fig. 3.

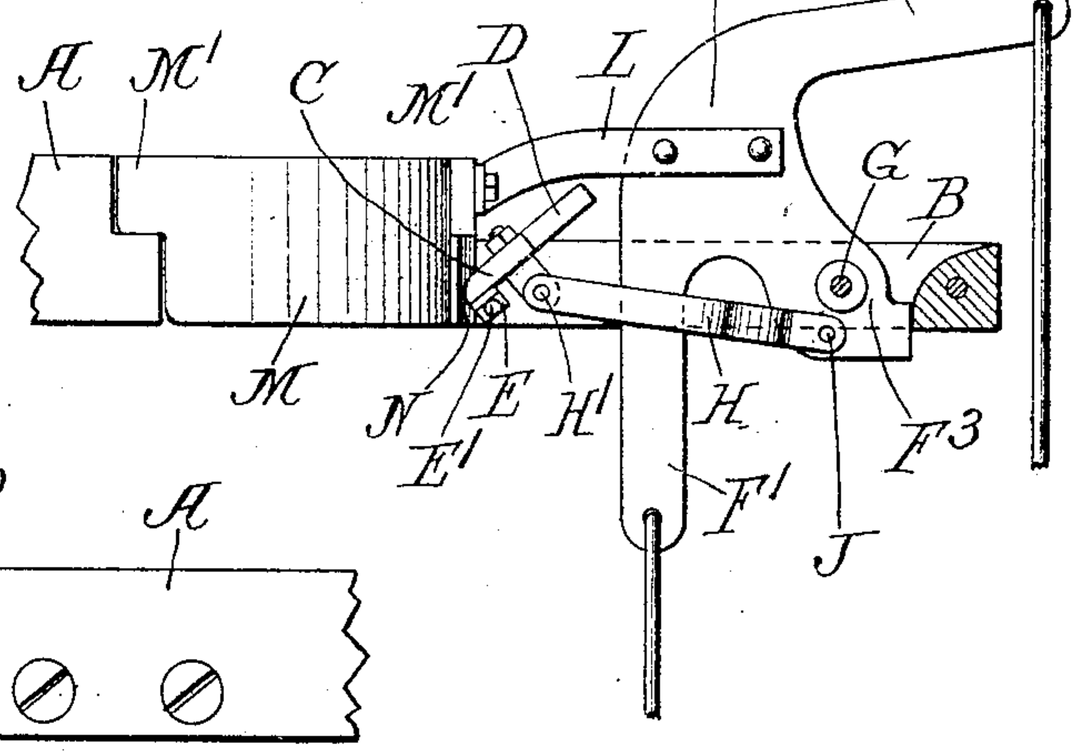
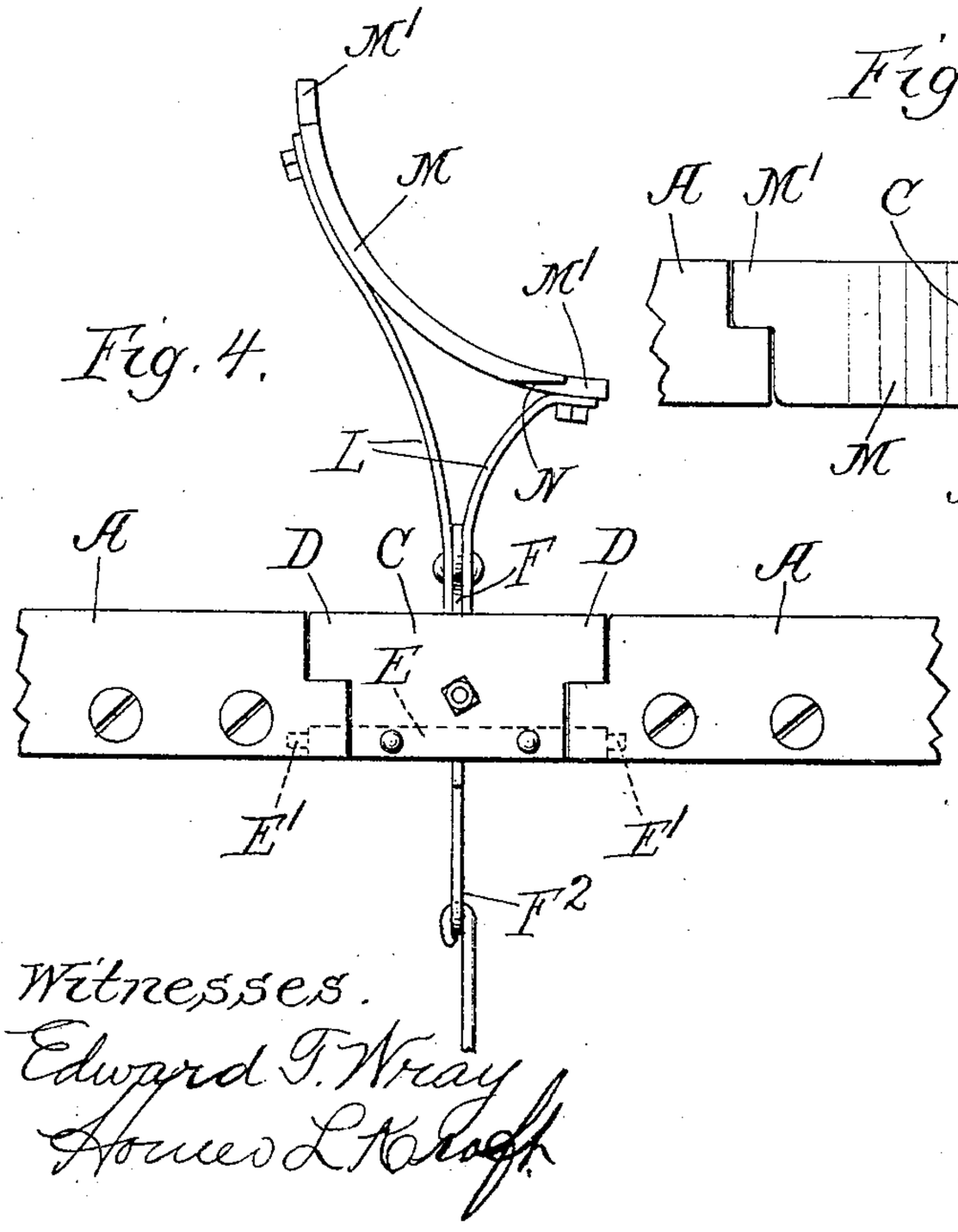


Fig. 4.



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UNITED STATES PATENT OFFICE.

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SWITCH.

No. 803,542. Specification of Letters Patent. Patented Nov. 7, 1905.

Application filed March 18, 1905. Serial No. 250,734.

To all whom it may concern:

Be it known that I, GEORGE BERTOLD, a citizen of the United States, residing at Buenos Ayres, Argentine Republic, have invented a certain new and useful Improvement in Switches, of which the following is a specification.

My invention relates to switches, and is shown in its application to a single-rail track of an overhead carrier-railway.

Figure 1 is a plan view with the switch displaced. Fig. 2 is a side elevation of the same with parts broken away. Fig. 3 is a side elevation with the switch in place. Fig. 4 is a front elevation.

As suggested, I have simply shown the device as applied to a single rail. In the case of the double-rail track there should be two devices of the kind, one on each side, and of course they could be easily connected in some way so as to operate simultaneously. It has not seemed necessary to illustrate the two-part switch.

Like parts are indicated by the same letter in all the figures.

A A are fixed track portions; B, a yoke firmly secured at one side of the said two track portions.

C is a movable straight-track portion having projecting ends D D to overhang corresponding portions of the fixed parts of the track to make a solid straight-rail track. On the back of the track portion C is the strap E, with projecting ends E′ E′ to engage the back of the fixed track portions A A so as to hold the movable track portion C in fixed relation when the parts are in the position indicated in Fig. 1.

F is an elbow-crank lever pivoted at G to the elbow B and provided with the arms F′ F², to each of which a controlling rod or arm may be attached. This elbow-crank lever has an inwardly-projecting portion F³ at its angle, and it is at the extremity of this portion that the pivot is located.

H H are bars pivotally connected at H′ to the back of the piece C and at J to the part F³ of the elbow-crank lever. Projecting from the ends of the part E are the pivot-pins E′ E′, which are received into the yoke, so as to pivot the part C. Now when the elbow-crank lever is turned on its pivot, as indicated in Fig. 3, the rail-section C will be tipped inwardly, as shown in Fig. 3. Rigidly secured to the elbow-crank lever is the arm L, bifurcated, as shown in Fig. 3, and carrying at its outer extremity the curved switch-section M. This section has projecting ends M′ M′ to be received upon corresponding projections on fixed portions of the track. When the elbow-crank lever is turned in the position indicated in Fig. 3, this curved track-section is brought into the position indicated in Fig. 3 and by dotted lines in Fig. 1. The lower corner of the lower portion of this curved track-section may be cut away at N, so as to avoid interference with the lower portion of the section C. As previously suggested, these parts may be greatly changed as to their structure, form, proportions, arrangements, and relations without departing from the spirit of my invention, and I look upon what I have illustrated as, in fact, to be taken as diagrammatic in an important sense.

The use and operation of my invention are as follows: When the straight track is desired and the switch is out of use, the parts will be in the position indicated in Figs. 1 and 2, the curved switch-section will be held up in the air at one side of and away from the rail, and the movable straight-rail section will be in position, firmly and securely held in proper relation to the other parts of the straight track. If the switch is to be used, by pulling on the proper end of the elbow-crank lever the straight-track section will be tilted backward out of the way, so as to interrupt the straight track and the curved switch-section will be brought into position abutting upon the ends of the interrupted straight rail and the switch-rail, and the curved switch connection will be made.

I claim—

In a switch, the combination of two fixed track-sections with an interval between them, a straight movable track-section pivotally supported in the interval, a curved movable switch-section, and an elbow-crank lever on which the curved switch-section is mounted on a link from said lever to the movable straight-track section, so that both sections are simultaneously operated by the movement of the elbow-crank lever.

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