No. 836,042. PATENTED NOV. 13, 1906.

R. JOHNSTON.

SWITCH BLOCK FOR TROLLEY TRACKS.

APPLICATION FILED MAR. 5, 1906.

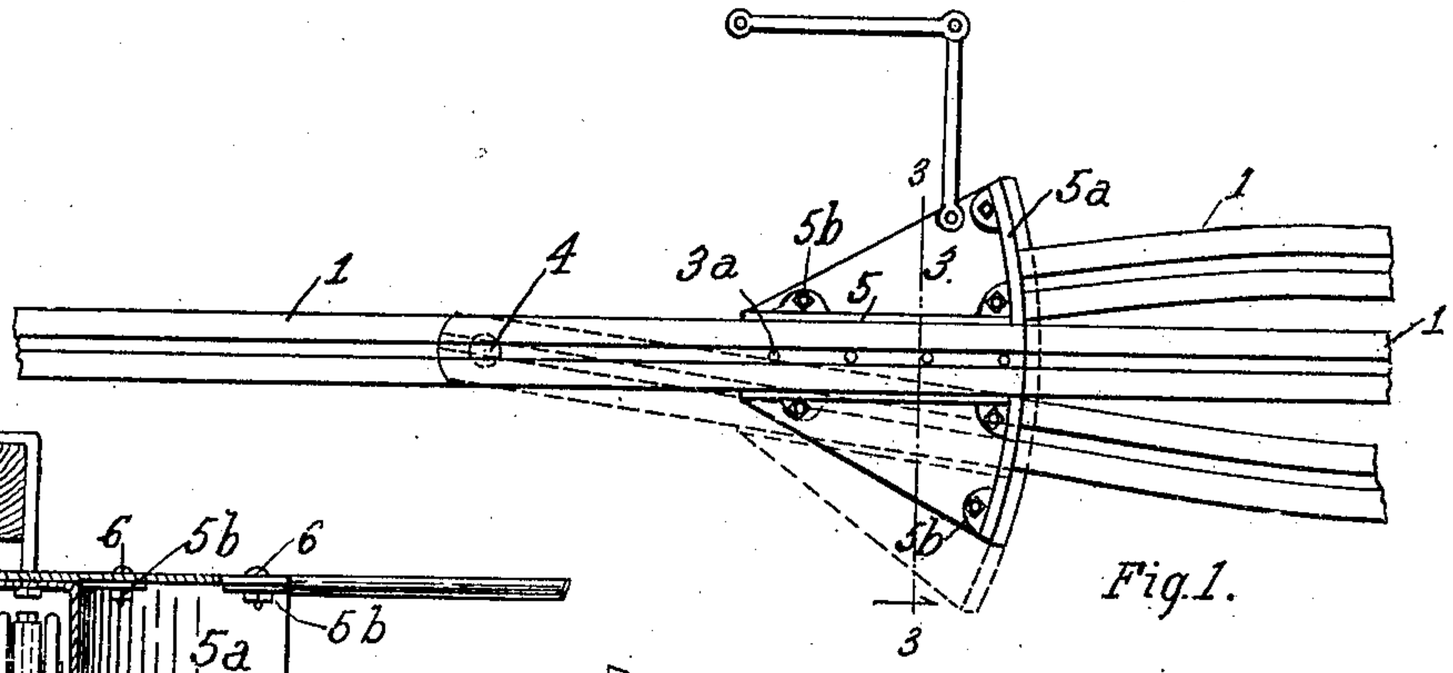

Fig. 1.

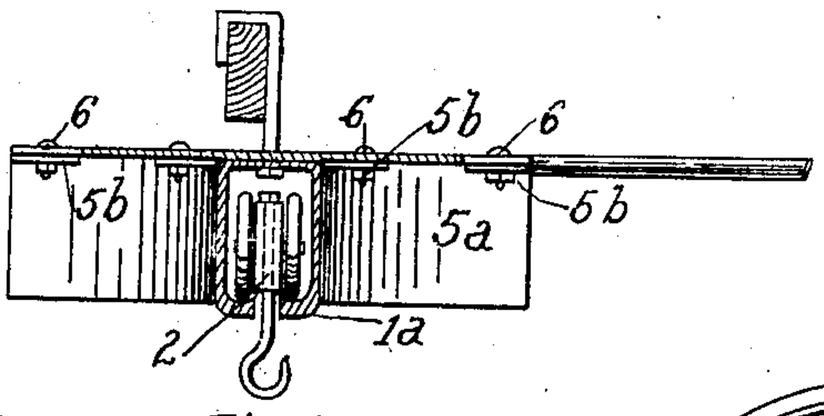

Fig. 3.

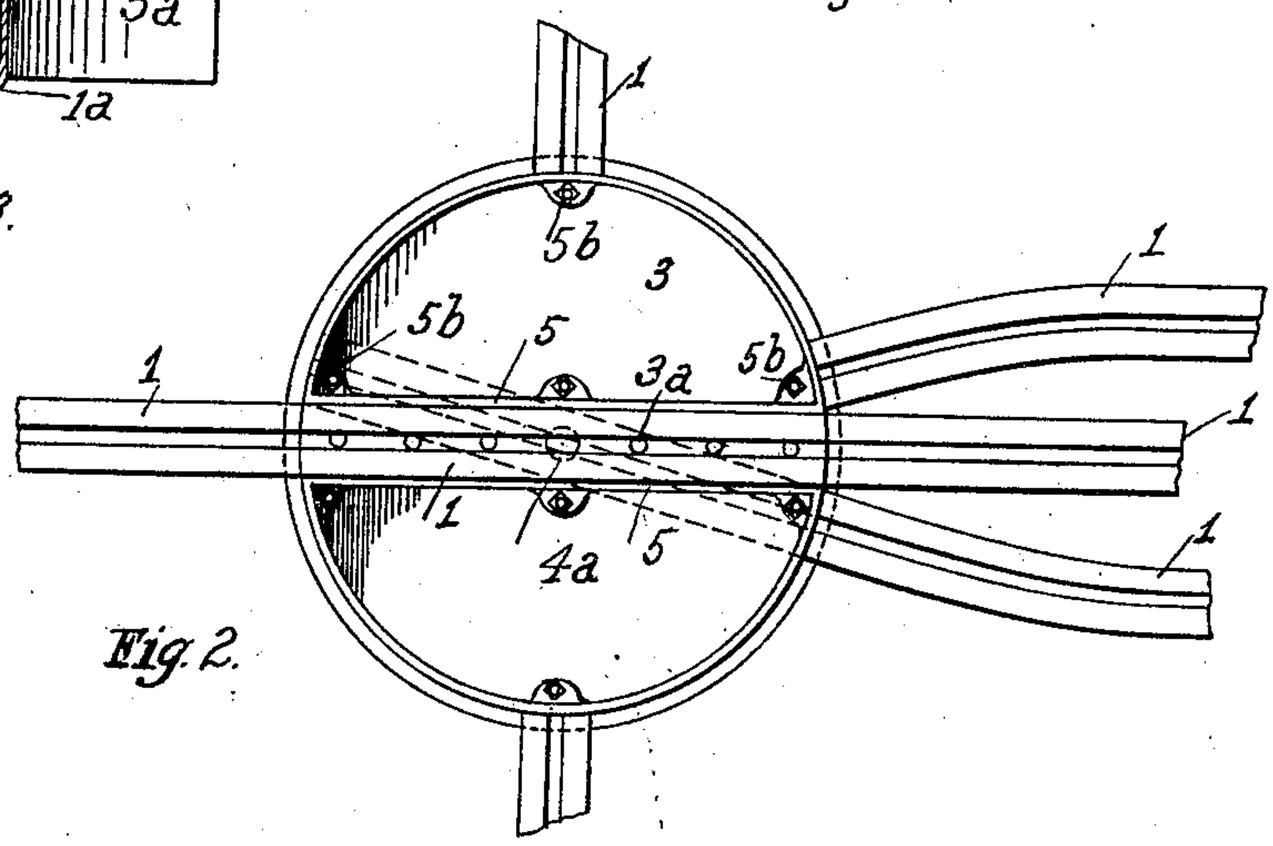

Fig. 2.

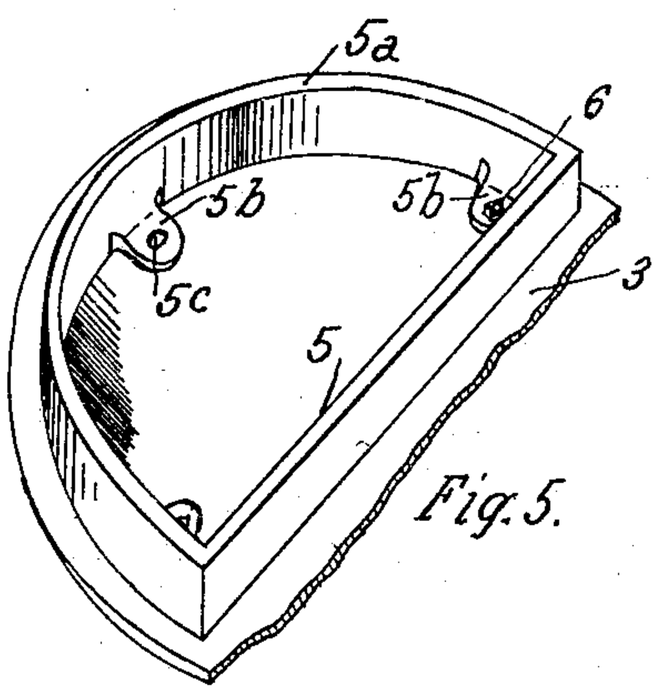

Fig. 5.

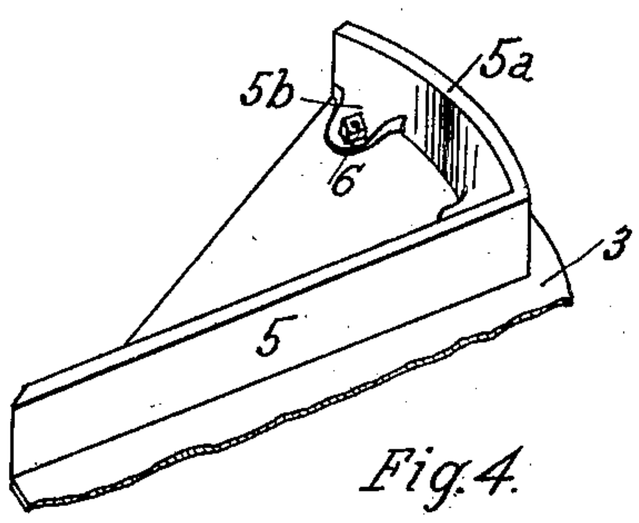

Fig. 4.

Witnesses.
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UNITED STATES PATENT OFFICE.

ROBERT JOHNSTON, OF SPRINGFIELD, ILLINOIS.

SWITCH-BLOCK FOR TROLLEY-TRACKS.

No. 836,042. Specification of Letters Patent. Patented Nov. 13, 1906.

Application filed March 5, 1906. Serial No. 304,288.

To all whom it may concern:

Be it known that I, ROBERT JOHNSTON, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented a certain new and useful Switch-Block for Trolley-Tracks, of which the following is such a full, clear, and exact description as will enable others skilled in the art to which it appertains to make and use my said invention.

This invention relates to improvements in switches for overhead-trolley tracks.

The purpose of the invention is to provide a switch-block of improved construction adapted to prevent cars from running off the track and easily attachable to and usable with trolley-tracks as now ordinarily constructed.

The invention consists in the novel features of construction and combinations of parts shown in the annexed drawings, to which reference is hereby made, and hereinafter particularly described, and finally recited in the claims.

In the drawings, Figure 1 is a plan, viewed from below, of a trolley-track provided with an oscillating switch-tongue and equipped with switch-blocks. Fig. 2 is a plan, viewed from below, of trolley-tracks and a turn-table equipped with switch-blocks. Fig. 3 is an enlarged vertical section on the line 3 3 of Fig. 1. Fig. 4 is an isometric projection of a segmental switch-block usable in connection with an oscillating switch-tongue, and Fig. 5 is an isometric projection of a semicircular switch-block adapted for use in connection with a track-section on a turn-table.

The tracks consist of a suitable number of cast-iron sections 1, having longitudinal channels 1^a, in which the trolley-wheels run. The track-sections are secured on suitable stationary supports with the ends of the sections abutting against each other in a manner well known in the art. The trolley 2 travels in the channels 1^a, as clearly shown in Fig. 3. In case the switch-blocks are used in connection with an oscillating switch-tongue one of the track-sections will be mounted to turn on a fixed pivot 4, and a segmental plate 3 will be secured by rivets 3^a or equivalent securing devices to the top of the oscillative track-section. The switch-block usable with the oscillating switch-tongue has a straight member 5, which lies alongside the track-section 1, and an integral curved member 5^a, which extends downward across the adjacent ends of the track section or sections with which the oscillating switch-tongue coöperates. It also has lugs 5^b, pierced by holes 5^c, which receive bolts 6, connecting the blocks with the plate 3. The members 5 fit closely against the track-section 1 and prevent turning or lateral movement of the blocks. The edge of the plate 3 at the free end of the track-section is a segment of a circle and projects somewhat over the adjacent parts of the coöperating track-sections and serves to support the free end of the oscillating or rotating track-section, as the case may be. The members 5^a are segments of a circle of less radius than that of the plate 3.

In the modified form of the device (shown in Figs. 2 and 5) the base-plate 3 is circular instead of segmental and is secured to the track-section in the manner already described. The switch-blocks are semicircular in form, and the straight member 5 fits alongside the track-section 1, and the curved member 5^a is of less diameter than the plate 3, but otherwise conforms to half the circumference of the base-plate 3.

In assembling the parts the plate 3—segmental or circular, as the case may be—is secured on the track-section. The blocks are placed on the track-section with the member 5 abutting against the side of the track-section and are secured by the bolts 6. When the parts are thus assembled, the members 5^a will extend downward and lie across the ends of all of the tracks except the one track in use and close the tracks which are in disuse, so that the trolley cannot run off those tracks.

A special practical advantage of the device herein set forth is that it may be attached to trolley-tracks now in common use without material change of the tracks and without changing the stationary support for the tracks.

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

1. The combination of a turnable track member, a plate secured on and extending beyond said turnable track member, blocks having straight members lying alongside the turnable track member and having integral

curved members conforming to the circle in which the track member turns and means for securing said blocks on said plate.

2. The combination of stationary track members, a turnable track member adapted to match the stationary track members respectively, a plate secured on the turnable track member and overlapping the adjacent parts of the stationary track members and blocks secured on said plate and having members adapted to lie across the ends of the stationary track members which are in disuse.

In witness whereof I have hereunto subscribed my name, at Springfield, Illinois, this 5th day of February, 1906.

ROBERT JOHNSTON.

Witnesses:

J. ERNEST CALDWELL,

O. D. DU BOIS.