

No. 875,733.

PATENTED JAN. 7, 1908.

W. A. POINDEXTER.

APPLIANCE FOR OPENING AND CLOSING SWITCHES ON CAR LINES.

APPLICATION FILED JULY 30, 1906.

FIG. 1.

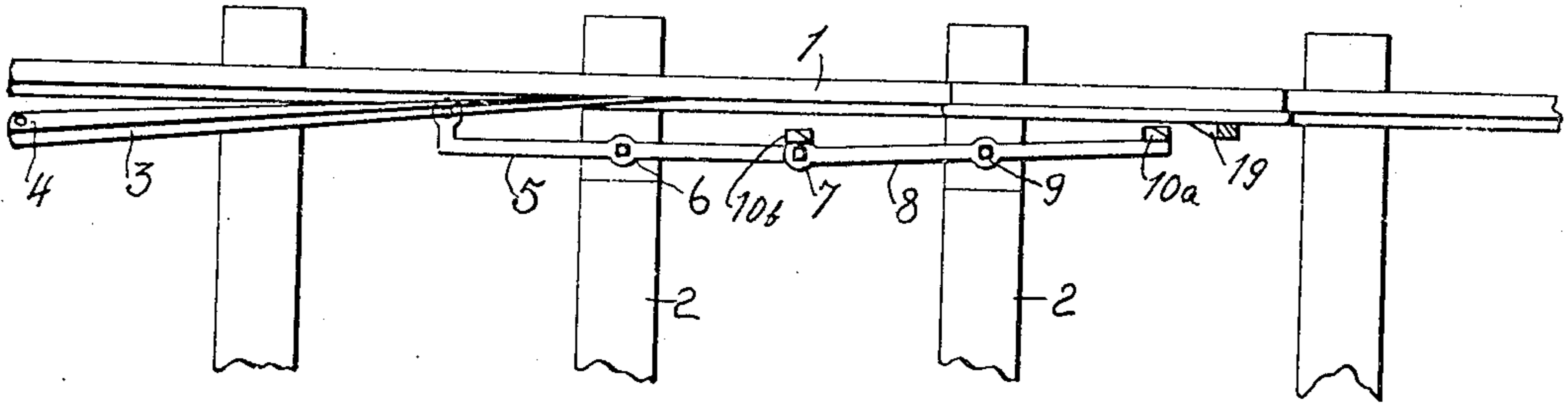


FIG. 2.

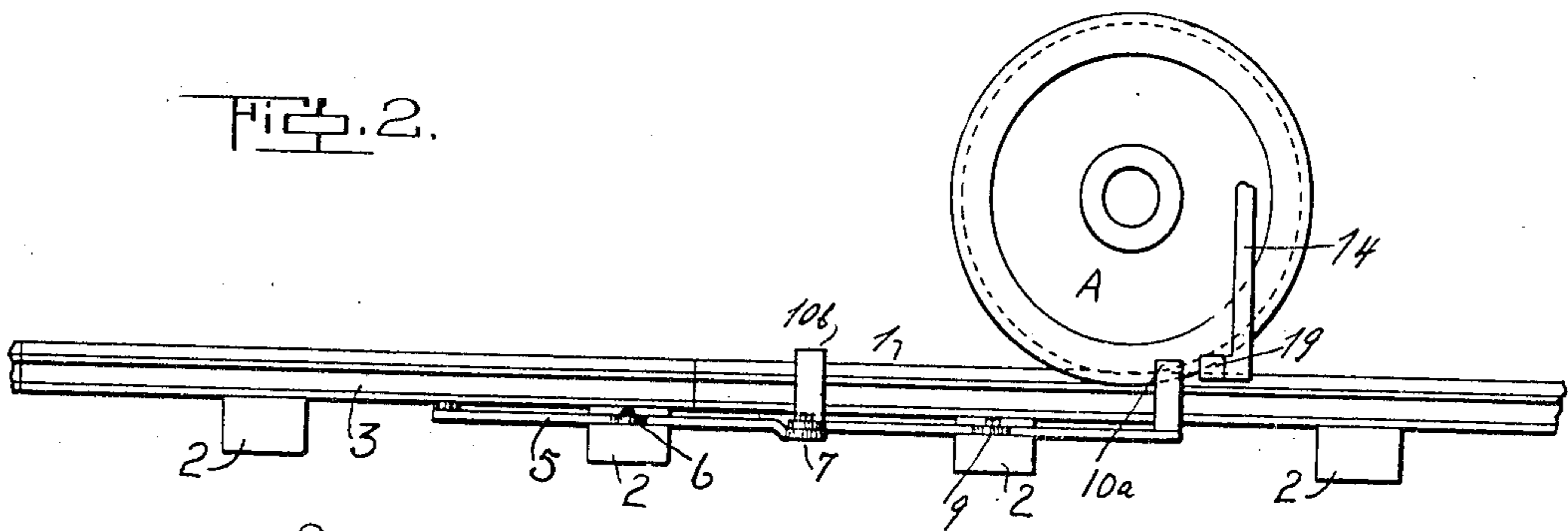
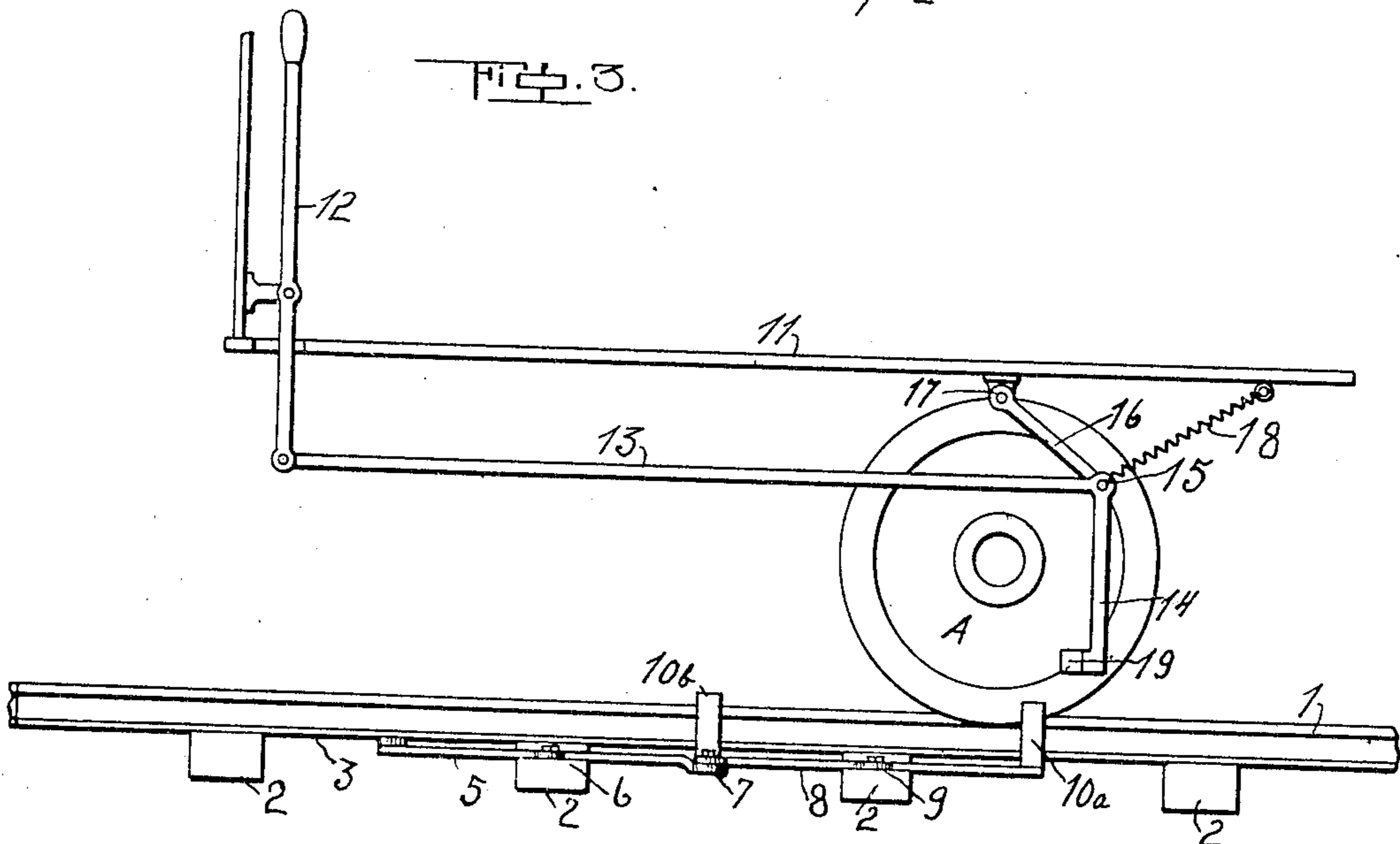


FIG. 3.



WITNESSES:

*J. L. Frank*

William A. Poindexter INVENTOR  
By *Charles H. Livingston* Att'y.

# UNITED STATES PATENT OFFICE.

WILLIAM ALBERT POINDEXTER, OF ALLEGHENY, PENNSYLVANIA.

APPLIANCE FOR OPENING AND CLOSING SWITCHES ON CAR-LINES.

No. 875,733.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed July 30, 1906. Serial No. 328,491.

*To all whom it may concern:*

Be it known that I, WILLIAM A. POINDEXTER, a citizen of the United States, and resident of Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Appliances for Opening and Closing Switches on Car-Lines, of which the following is a full, clear, and concise description.

My invention relates to switch actuating appliances and especially to that class which may be positively operated from the car.

The object of my invention is to provide a suitable operating appliance which will permit of control from the car without impeding the progress of said car or train, which will be positive in its action and practically free from danger of disarrangement.

I accomplish these objects by the novel combination and arrangement of parts as will be more fully set out in the following description.

In the accompanying drawings which form part of the specification: Figure 1 illustrates a plain view of a section of a rail and switch point, showing my novel arrangement of levers connected thereto. Fig. 2 is an elevation view of the same parts showing the relation of a car wheel and engaging car lever. Fig. 3 is a similar view showing also a section of car platform with the operator's lever and connections therefor.

Referring again to the drawings for a detailed description: 1 is a pair of car wheels of usual construction resting on the ties 2. 3 is the switch point pivoted at 4. The lever 5, pivoted at 6 is connected at one end to the switch point 3, and at the other end 7 to a second lever 8, pivoted at 9. This second lever 8 has at its ends projecting lugs 10<sup>a</sup> and 10<sup>b</sup>, preferably beveled as shown. It is apparent that these levers 5 and 8 may be placed in a suitable box when used in connection with street car tracks and paved streets and have only the lugs 10<sup>a</sup> and 10<sup>b</sup>

projecting above the pavement and there may be sufficient vertical play to the lever with or without supporting springs, so that when the said projecting lugs 10<sup>a</sup> and 10<sup>b</sup> are struck by the wheels of passing wagons and the like, they may readily depress to allow the passage of said wagon with little resistance. It will be understood that these projecting lugs project only slightly above the flange of the rail.

The car 11 represented diagrammatically has an operating lever handle 12 connected to the bent lever arm 13 and the depending arm 14 adjacent to the car wheel A rigidly connected with the arm 13 and is suspended at 15 by the swinging arm 16 attached to the car at 17. A suitable spring 18 holds the depending arm 14 in its normal position clear of obstruction; the end of the arm 14 is preferably beveled as shown at 19.

The object of the device is apparent from the description, it merely being necessary to state that the beveled lug 19 of the arm 14 is brought down by the operation of the lever handle 12 to engage either of the lugs 10<sup>a</sup> or 10<sup>b</sup> and wedge it away from the rail, thereby throwing the switch point either out or in accordingly as 10<sup>a</sup> or 10<sup>b</sup> respectively is wedged out.

Claim.

In a railway switch operating device, in combination with the rail, a switch point and a car, of a primary centrally pivoted lever having a projecting lug at each end thereof, a centrally pivoted secondary lever having one extremity directly attached to the primary lever and the other extremity directly attached to the switch point, and a movable arm depending from said car to selectively engage either of said lugs, substantially as described and for the purposes set forth.

WILLIAM ALBERT POINDEXTER.

Witnesses:

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JOHN A. ELLSESSOR.