

C. R. EVANS.
Street Railway-Switch.

No. 168,889.

Patented Oct. 19, 1875.

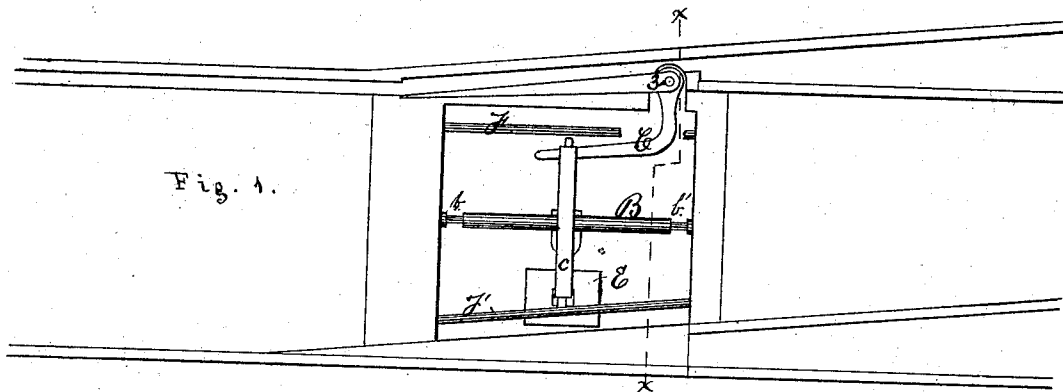


Fig. 2.

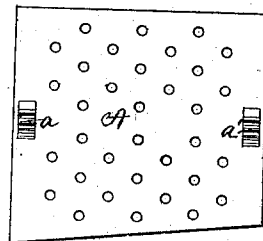
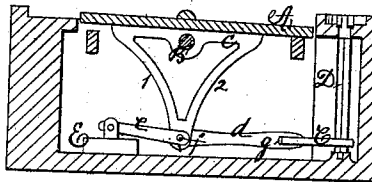


Fig. 3.



Witnesses.
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CHRISTOPHER R. EVANS, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN STREET-RAILWAY SWITCHES.

Specification forming part of Letters Patent No. 168,889, dated October 19, 1875; application filed April 23, 1875.

To all whom it may concern:

Beit known that I, CHRISTOPHER R. EVANS, a resident of the city of New Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Railway-Switches; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawing, making a part of this specification.

My invention relates to an improvement in the railway-switch patented by Thomas Newman, July 8, 1871, numbered 117,198; and it consists in disconnecting the cast-iron table from the working parts of the machinery beneath the same, to permit of the said table being readily raised and removed whenever it is found necessary to clean out the pit or to repair or readjust the machinery located within the same. It also consists in providing an anchor-block for the purpose of holding the switch in any desired position.

On the drawing, similar letters of reference indicate corresponding parts.

Figure 1 is a plan or top view of my improved switch, the table being removed in order to exhibit the machinery by which the switch-rail is operated. Fig. 2 is a bottom view of the table, showing the lugs, which rest upon journals on the supporting-shaft. Fig. 3 is a cross-sectional elevation through the line *x x* in Fig. 1.

A is the oscillating table, which is supported and held in position by means of the lugs *a a'*, resting in the journals *b b'* of the supporting-shaft B, and by the cross-bar *c*, through which the shaft B passes, as shown, from the two brackets 1 2, united at their lower ends, at which point the trip-lever *d* and anchor-lever *e* are pivoted, as at *f*. In the outer end of the trip-lever is constructed an elongated slot, *g*, through which the pointed end of the bent arm

C is inserted. The opposite end of the said arm is securely fastened to the vertical shaft D, to the top of which the butt-end of the switch-rail is secured by the key 3. By operating the switch-rail from the butt-end of the same I obviate the necessity of punching the said rail at any intermediate point in order to make the proper connection thereto, which, it is well known, weakens the same, and often renders it totally unfit for use. E is an anchor-block secured to the outer end of the lever *e*, and serves the purpose of holding the switch in any position in which it may be brought by the movement of the platform A. F F' are beams which support the outer edges of the platform, and govern the oscillation of the same. The box or frame-work supporting my improved switch should be floored with thick plank, and, if deemed necessary, one or more metal rails may be secured on the inside of the same, to permit of the anchor-block E moving freely over the same.

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

1. The table or platform A, having lugs *a a'*, shaft B, and journals *b b'*, the same being combined and arranged to operate substantially as described.

2. The cross-bar *c*, with brackets 1 2, shaft B, with journals *b b'*, the trip-lever *d*, arm C, vertical shaft D, all in combination with the platform A, as and for the purpose specified.

3. The platform A, cross-bar *c*, having brackets 1 2, shaft B, having journals *b b'*, trip-lever *d*, arm C, vertical shaft *d*, lever *e*, and anchor-block E, the same being combined and arranged to operate substantially as described.

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