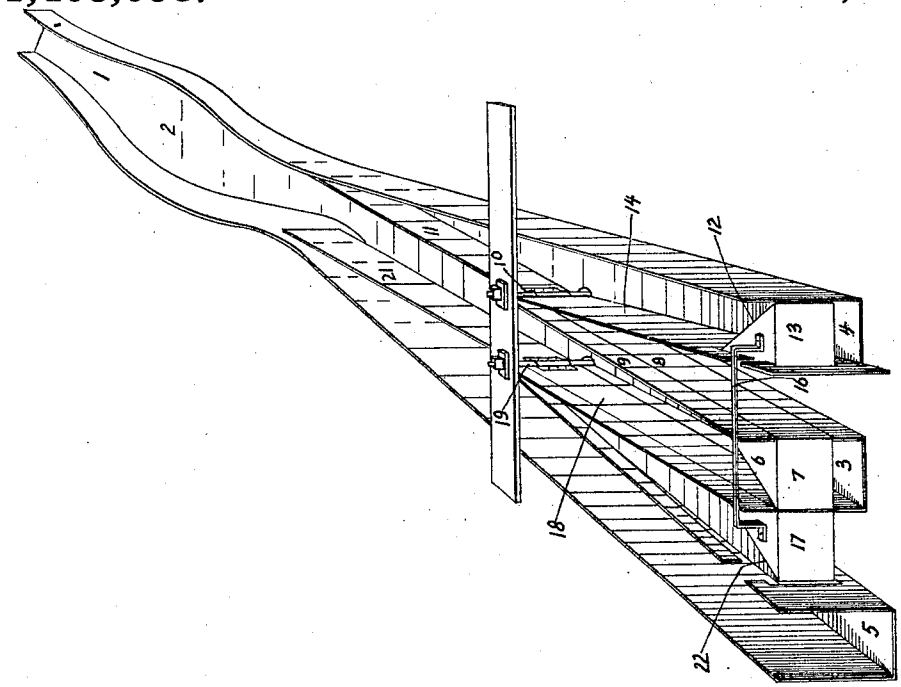
A. C. MYERS.

TRACK SWITCH.

APPLICATION FILED MAY 27, 1919.

1,403,053. Patented Jan. 10, 1922.



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Application filed May 27, 1919. Serial No. 300,077.

To all whom it may concern:

Be it known that I, ALBERT C. MYERS, a citizen of the United States, residing at Niles, in the county of Alameda and State of California, have invented new and useful Improvements in Track Switches, of which the following is a specification.

The present invention relates to an improvement in track switches. It has been especially designed for switching unburnt bricks sliding down a single track into a plurality of tracks in succession, but may be used for switching other articles and on tracks of other kinds.

In the accompanying drawing, the figure is a perspective view of my improved track switch.

Referring to the drawing, 1 indicates a track down which bricks slide in succession, the tracks being inclined at a sufficient angle, and sufficiently lubricated, if necessary, to permit the bricks to so slide.

The lower end of the track 1, which I term a departure track, is enlarged in width, as shown at 2, and the lower end of the enlarged portion 2 can communicate with three entrance tracks, 3, 4, and 5, by means of switches, hereinafter more fully described, the bricks entering these tracks in succession.

Supposing that the parts are in the position shown in the figure, the first brick passes down the middle track 3. In doing so, it impinges against an oblique upwardly extending surface 6 of a shifter 7, attached to the rear end of a lever 8, movable on a vertical pivot 10 through an opening in a side wall 9 of said track 3, causing said lever to swing out of said opening to the right, and a front portion 11 of the lever, which extends in front of the vertical pivot 10 of the lever, to swing to the left, thereby blocking the entrance to the track 3 and causing the next succeeding brick to pass down into the track 4. Said brick sliding down the track 4, impinges against an oblique upwardly extending surface 12 of a shifter 13, which is moved into and out of track 4 through a hole in the left-hand wall 14 of said track 4, causing the shifter to move to the left out of its position in the track 4 to a position in which it is clear of said track, also returning the shifter 7 to its original position in the track 3. Said shifter 13 is rigidly connected by a bar 16 with a shifter 17, and the movement to the left of the shifter 13 therefore also moves the shifter 17 into the track 5 through a hole in the right hand wall of said track, said shifter 17 being attached to a lever 18 movable into and out of holes in the right hand wall of the track 5, and in the left hand wall of the trough 3 and pivoted to a vertical pivot 19, and having a forwardly extending wall section 21. The movement to the left of the shifters 7 and 17 swings the forwardly extending wall sections 11 and 21 to the right, and, thereby obstructs the entrances to the tracks 3 and 4 and opens the entrance to the track 5, so that the next succeeding brick slides down the track 5. In sliding down said track, it impinges upon an upwardly extending oblique surface 22 of the shifter 17, and moves it and also the shifter 13, back to the positions shown in the figure, so that the parts are in their original position, and the next brick slides down the track 3, and the cycle of operations is then repeated.

I claim:—

1. In a track switch, the combination with a departure track having side walls, outer tracks having side walls, the outer of which walls merge into line and are contiguous with the side walls of the departure track and the inner side walls of which terminate so as to communicate the outer tracks with the departure track, an inner track having side walls terminating at and in close association with the ends of the inner side walls of the outer tracks, switch levers pivoted intermediate of their ends at points where the side walls of the inner and outer tracks meet and having their forward portions movable across the departure track between the side walls of said departure track, a shifter on the rear portion of one of said levers movable into and out of one of the outer tracks between said outer track and the inner track another shifter on the rear portion of the other lever movable into and out of the inner track between the other outer track and said inner track, another shifter movable into and out of the another outer track between said outer track and the inner track simultaneously with movement of the first named shifter and means of rigid connection between said first and last named shifters providing for simultaneous movement thereof.

2. In a track switch the combination with a departure track, outer tracks in communication with the departure track, an inner

track in communication with the departure track, all of said tracks converging to a common point of communication, of switch levers pivoted intermediate of their ends at the points where the several tracks connect with one another and having forward portions movable from opposite sides of said departure tracks across the latter, a shifter on the rear portion of one lever movable between the inner track and one outer track so as to extend into and out of said outer track, another shifter on the rear portion of the other lever movable between the other outer track and inner track so as to extend into and out of the inner track, another shifter movable into and out of the other outer track, between said track and the inner track so that when moved out of said track it will engage and move the second named shifter into the inner track and means of rigid connection between the first and last named shifters providing for simultaneous movement thereof, each of said shifters having upwardly extending oblique surfaces for engagement with objects moving on said tracks.

ALBERT C. MYERS.