

(No Model.)

J. MEYER & G. F. STARKWEATHER.
TRAMWAY SWITCH.

No. 502,982.

Patented Aug. 8, 1893.

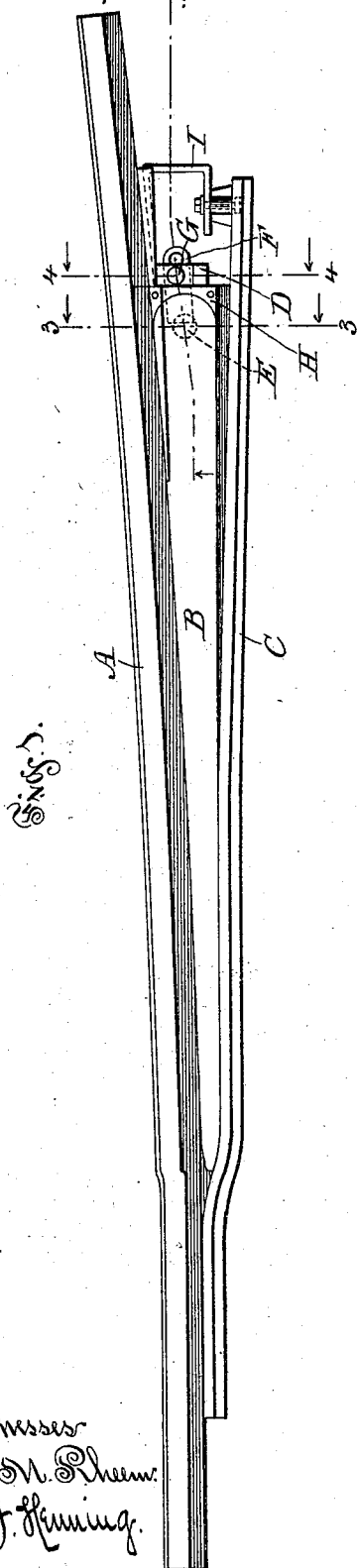


Fig. 1.

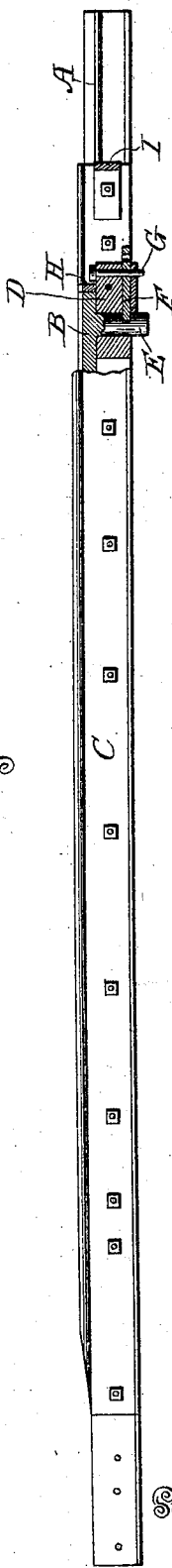


Fig. 2.

Fig. 3.

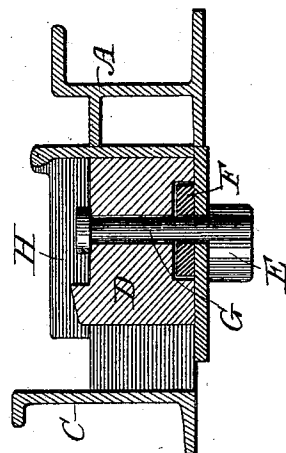
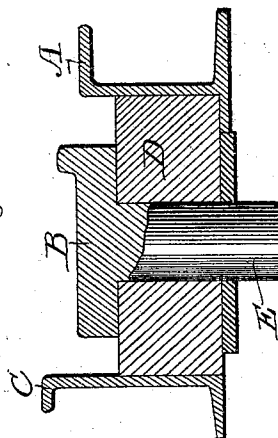


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

JULIUS MEYER, OF NEW YORK, N. Y., AND GLEASON F. STARKWEATHER,
OF CHICAGO, ILLINOIS, ASSIGNORS TO THE PAIGE IRON WORKS, OF
CHICAGO, ILLINOIS.

TRAMWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 502,982, dated August 8, 1893.

Application filed April 1, 1892. Serial No. 427,321. (No model.)

To all whom it may concern:

Be it known that we, JULIUS MEYER, residing in New York, in the county of New York and State of New York, and GLEASON F. STARKWEATHER, residing in Chicago, in the county of Cook and State of Illinois, both citizens of the United States, have invented certain new and useful Improvements in Street-Railway Switches, of which the following is a specification, reference being had to the accompanying drawings.

Our invention relates to street railway switches having a movable tongue by which the car is directed to one track or the other. As such switches are usually constructed, the tongue cannot be conveniently removed for cleaning the recess in which it works or for repairs, without disturbing the pavement.

It is the object of our invention to so facilitate the removal and replacement of the tongue that it can be taken up and replaced, or a new one substituted, in a few moments without disturbing the main body of the switch, or the surrounding pavement.

In the accompanying drawings: Figure 1 represents a plan of our improved switch. Fig. 2 is a side elevation of the same, a portion near the pivot of the tongue being shown in section. Fig. 3 is a cross section on line 3 3 Fig. 1. Fig. 4 is a cross section on line 4 4 Fig. 1.

Both the sections shown in Figs. 3 and 4 are viewed from the direction of the arrows in Fig. 1.

A is the track rail; B is the switch tongue; and C is the guard rail. The several parts are held in proper relation with each other by means of a suitable filling piece or pieces D. The tongue B turns on the pivot E, which is welded or otherwise securely attached to the tongue. The pivot E has a recess cut in one or both sides so as to accommodate the slide F, which enters an aperture of the filling piece D and projects into the aperture which re-

ceives the pivot pin E. The withdrawal of the slide F is prevented by means of a locking pin G which is dropped into a hole formed in the block D and through a hole in the slide F which registers therewith. The head of the pin G does not project as high as the tongue B so that there is sufficient space left to accommodate a plate H which fits over the pin G and covers the opening immediately at the rear of the tongue B. In the plan view shown in Fig. 1 said plate has been removed in order to show the parts below. The outer end of said plate is supported upon the bracket I.

In the construction herein described, the tongue can be removed in a few moments and is readily replaced, while at the same time perfect security is afforded against the accidental lifting of the tongue from any cause.

We claim—

1. The combination with the movable tongue of a street railway-switch; of a locking device adapted to hold said tongue from rising, consisting of a slide entering a recess in the pivot-pin and a pin passing through said slide and adapted to prevent its withdrawal, substantially as described.

2. The combination with a street railway-switch having a movable tongue and having an aperture forming the bearing for the pivot-pin of said movable tongue, and having a second aperture intersecting the pivot-pin bearing; of a slide fitted to the latter aperture and projecting into a recess in said pivot-pin; and a locking pin entering said slide and adapted to prevent its withdrawal, substantially as described.

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