

No. 646,496.

Patented Apr. 3, 1900.

D. KEREKES.  
SWITCH.

(Application filed Oct. 31, 1898.)

(No Model.)

Fig. 1

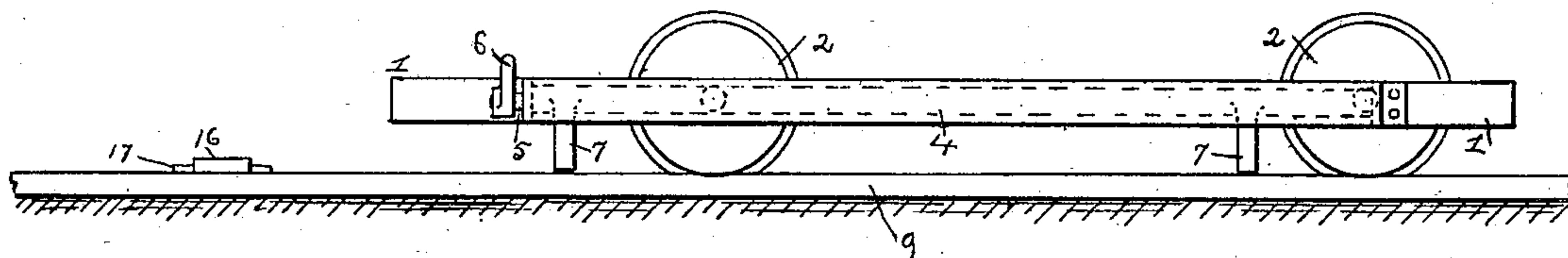


Fig. 2

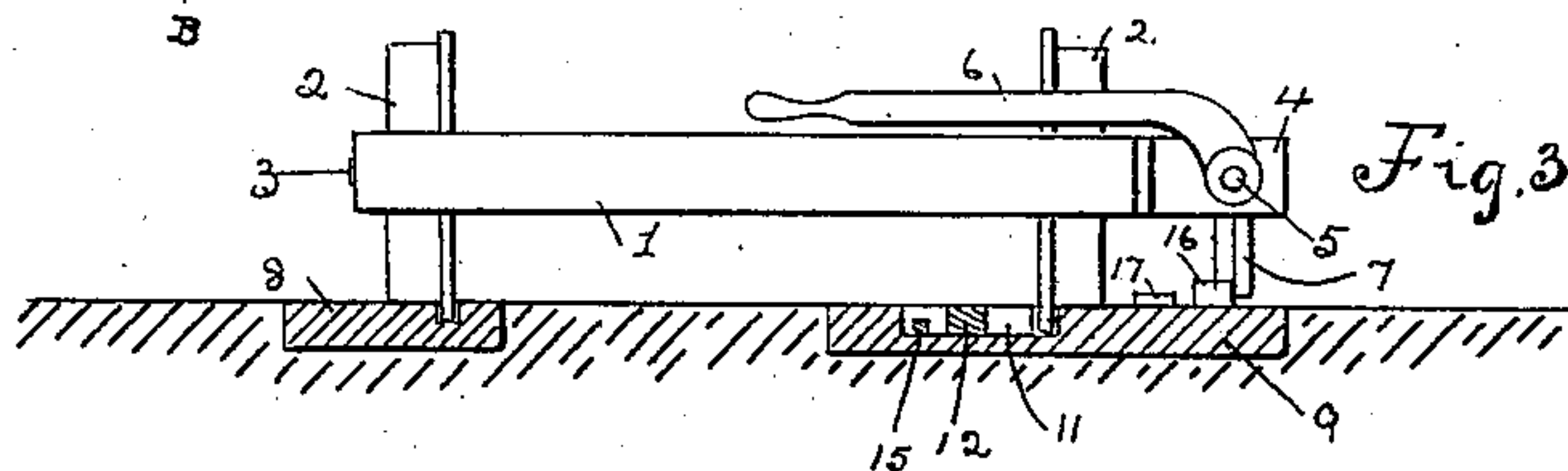
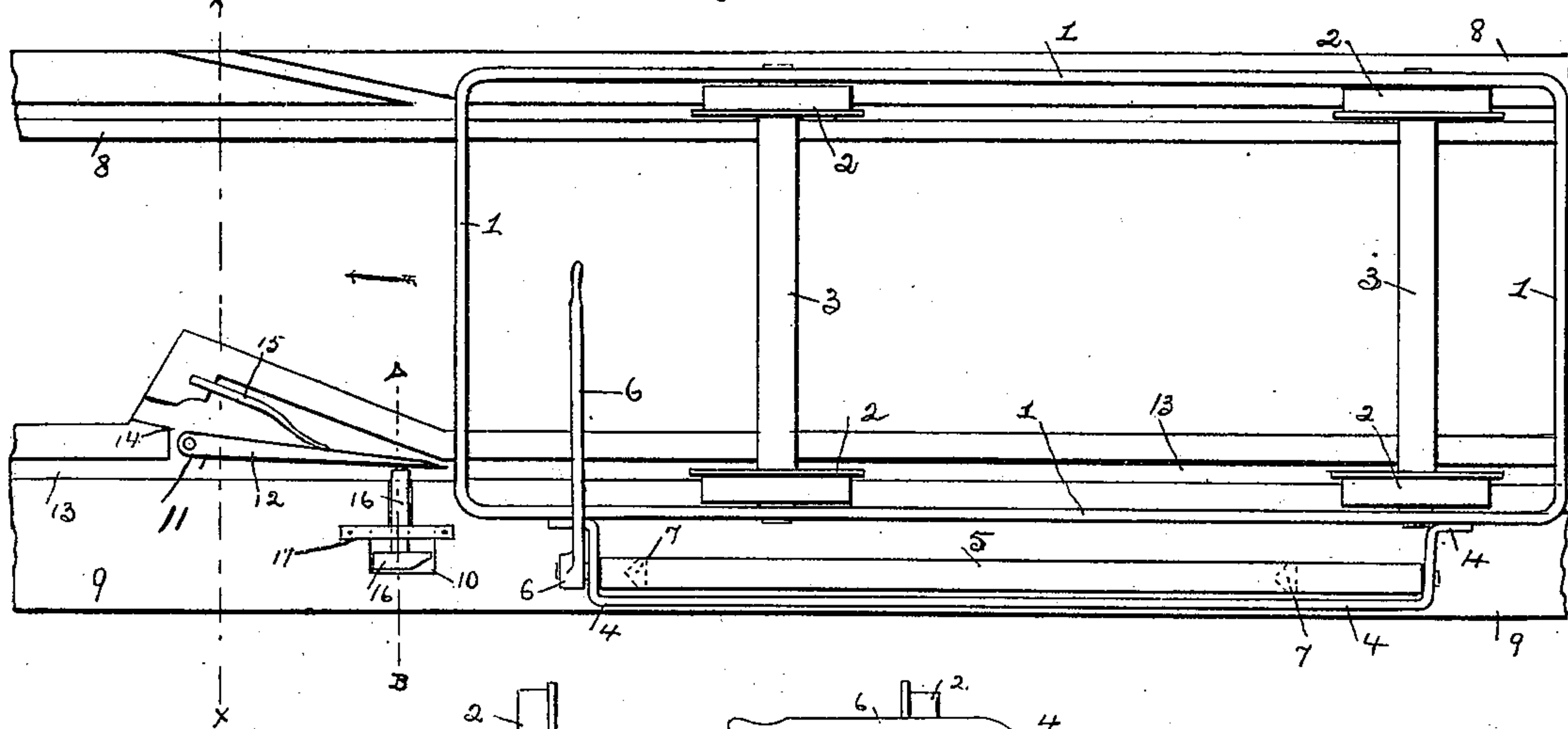


Fig. 4

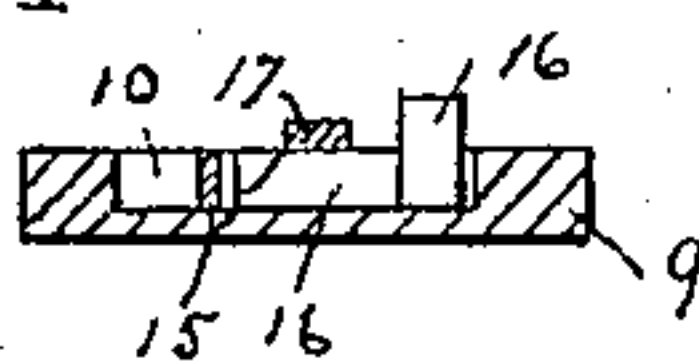
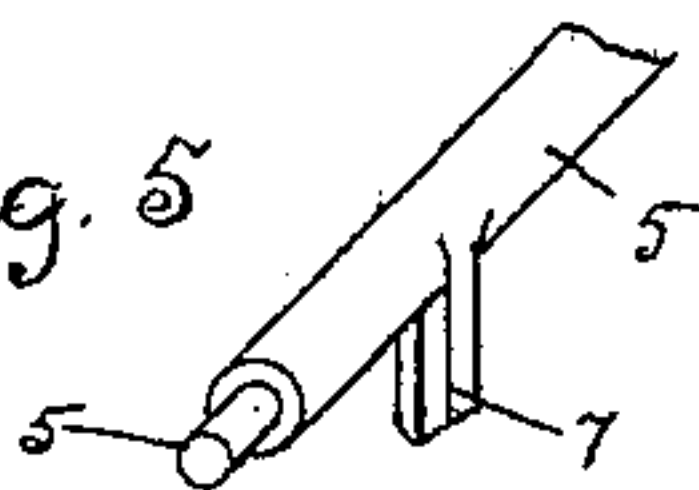


Fig. 5



Witnesses:  
Richard S. Harrison,  
Fred Boyle

Inventor  
Darius Kerekes  
Per O. W. Lewis  
J. S. S. S.

# UNITED STATES PATENT OFFICE.

DANIEL KEREKES, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO CAROLINE FEKETE, OF SAME PLACE.

## SWITCH.

SPECIFICATION forming part of Letters Patent No. 646,496, dated April 3, 1900.

Application filed October 31, 1898. Serial No. 695,109. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL KEREKES, a citizen of Hungary, residing at Pittsburg, in the county of Allegheny and State Pennsylvania, have invented certain new and useful Improvements in Switches; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in railway-switch mechanism.

The invention has for its object the provision of a means whereby a railway-switch may be opened direct from the car, thereby overcoming the necessity of the motorman or conductor having to stop the car and turn the switch-point or having some one to remain at the switch.

With the above object in view the invention consists in the novel construction, combination, and arrangements of parts, as will be hereinafter more specifically described in detail.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference designate like parts throughout the several views, in which—

Figure 1 is a side elevation of a car-truck and switch-rails with my improvements in connection therewith. Fig. 2 is a top plan view of the same. Fig. 3 is an end elevation of the truck and switch-rails, the rails being shown in section through X X of Fig. 1. Fig. 4 is an end elevation of one of the switch-rails, shown in section through A B of Fig. 1. Fig. 5 is a perspective view of a portion of the switch-operating mechanism removed from the car-truck.

Referring to the drawings, the numeral 1 designates the truck-frame, 2 the wheels, and 3 the wheel-axles. These may be of any of the well-known forms. Attached to the side of the frame and running parallel therewith is the frame 4. A shaft 5 extends along within this frame and is journaled within bearings at each end of the frame, and the forward shouldered end of this shaft projects out some dis-

tance from the frame and has the lever 6 attached. Formed upon the aforesaid shaft are the prongs 7 and 7' at right angles to the shaft and extending down almost to the surface of the track when in position for operating, as shown in the various views. The switch-rail 8 is of ordinary construction; but the rail 9 is of special shape, inasmuch as it is necessary to form therein the T-shaped depression 10 and the depressed portion 11 for the switch-point 12. These depressed portions are equal in depth to the groove 13 of the rail. The switch-point 12 is pivoted within the aforesaid depression by the pin 14. A leaf-spring 15 is suitably attached within the aforesaid depression, where it presses against the switch-point to close, as shown. A T-shaped operating-arm 16, the head of which extends a short distance above the track, is loosely fitted into the aforesaid T-shaped depression of the rail and is held down in contact by the strap 17.

In the views 1, 2, and 3 the switch-operating mechanism of the track is shown set for opening the switch-point. Now when the car moves forward the foremost downwardly-projected prong 7 comes in contact with the head of the T-shaped operating-arm 16, which projects above the track. The action of this prong upon the trip forces the trip inwardly sufficient to move the switch-point and allow the foremost truck-wheel to go through upon the straight track, and after the wheel has passed the switch-point the spring forces the point over again to its closed position. The rear prong 7' then comes into contact with the head of the trip and opens the switch-point for the rear wheel in a manner similar to that of the foremost prong and wheel. By raising the lever up at right angles the prongs are turned inwardly on a plane with the frame. This is the position they should assume when not in use.

It is understood that, if desired, another frame and mechanism may be applied to the opposite side of the truck for operating a switch at that side of the track.

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

1. In a switch-operating mechanism, the combination with a rail-section provided with



a T-shaped depression having an operating-arm suitably secured therein with a switch-tongue pivotally connected to the rail-section and adapted to bear against said operating-arm, of a rectangular frame adapted to be secured to one side of the car-body, a shaft journaled in the said frame, a pair of prongs formed integral with the said shaft and adapted to alternately engage the said operating-tongue, and a lever suitably connected to the said shaft, substantially as described.

2. In a switch-operating mechanism, a rectangular frame adapted to be secured to one side of a car-body, a shaft journaled in said frame and extending outwardly from one end thereof, a pair of downwardly-extending prongs formed integral with said shaft, and an operating-lever connected to one end of the shaft, in combination with a rail-section of a track having a spring-pressed switch-tongue pivotally secured thereto and having a depression arranged opposite the said switch-tongue, and a T-shaped operating-arm arranged in the said depression and adapted to be engaged by the said prongs for operating the said switch-tongue, substantially as described.

3. In a switch-operating mechanism, a rectangular frame adapted to be secured to one side of a car-body, a shaft journaled in the said frame and extending outwardly from one end thereof, a pair of downwardly-extending prongs formed integral with the said shaft, and an operating-lever connected to one end of the said shaft, in combination with a rail-section of a track having a T-shaped depression arranged therein, a T-shaped operating-arm mounted in said depression and having one arm thereof projecting upwardly above the rail-section, means for securing said arm in the depression, a switch-tongue pivotally connected to the said rail-section and opposite the said depression, and means secured to the said rail-section for keeping the said switch-tongue normally in engagement with one end of said arm, substantially as described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

DANIEL KEREKES.

Witnesses:

WM. H. LEAHY, Jr.,  
FRED BOYLE.