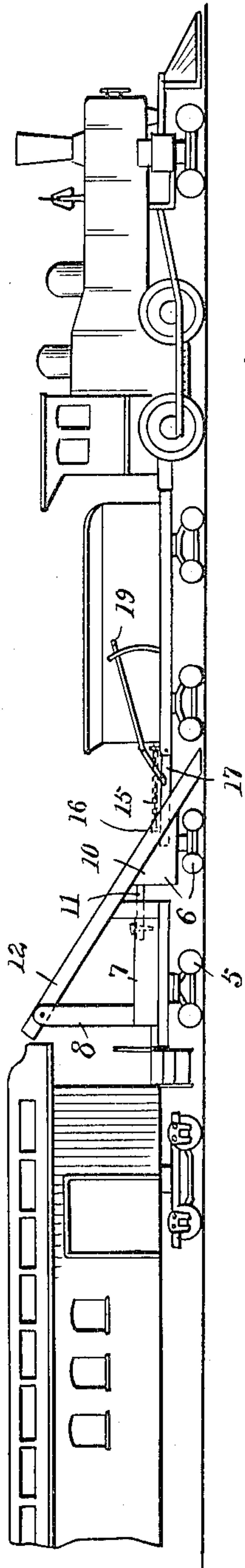


No. 843,463.

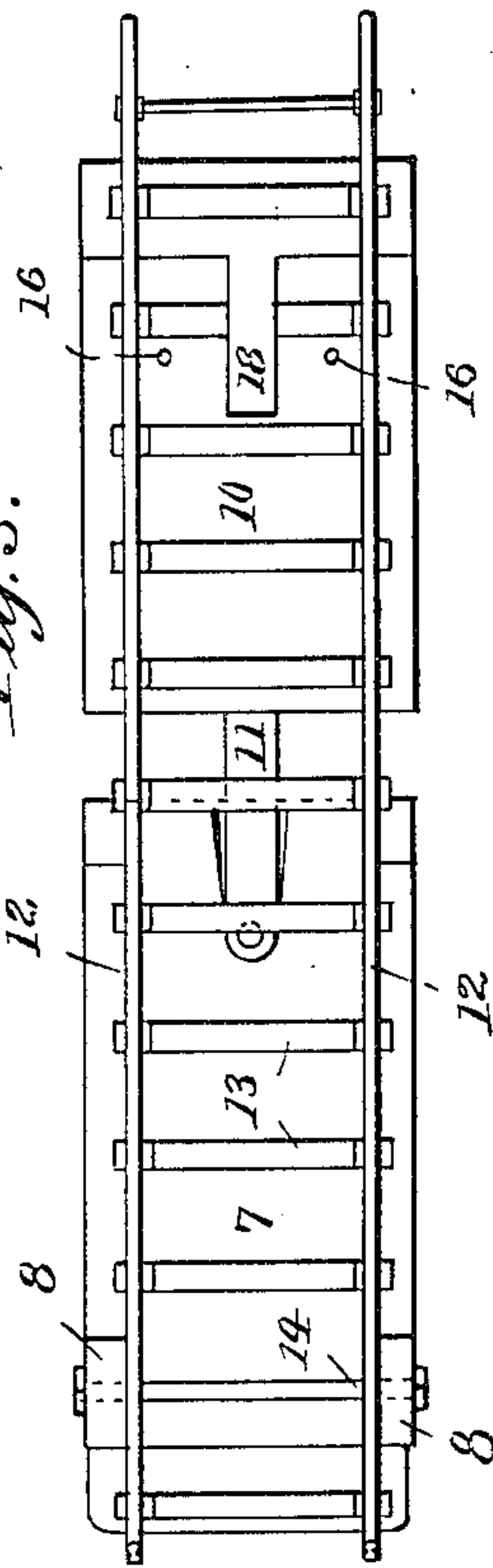
PATENTED FEB. 5, 1907.

D. KEREKES.  
RAILWAY TRAIN SAFETY DEVICE.  
APPLICATION FILED SEPT. 10, 1906.

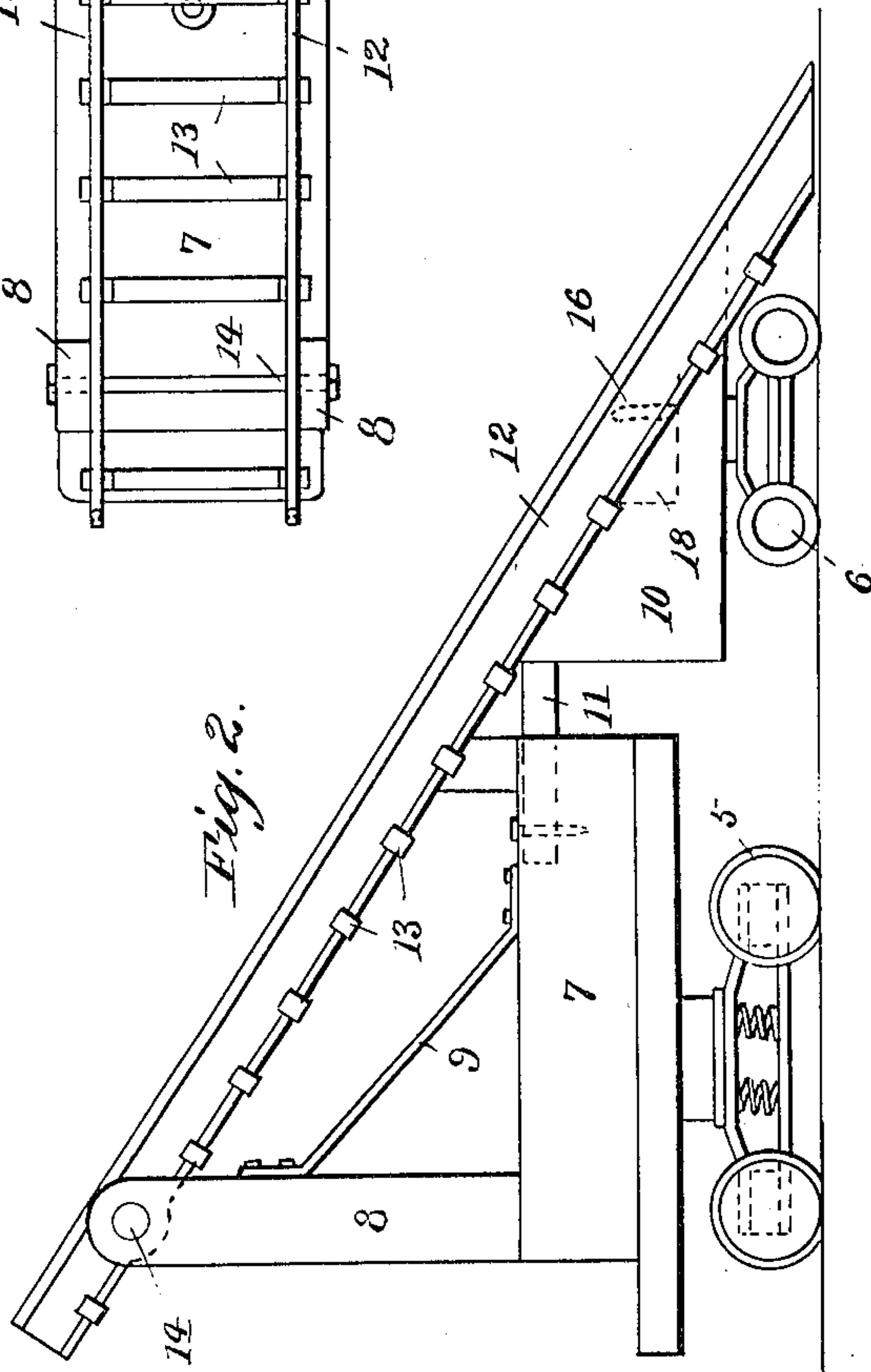
*Fig. 1.*



*Fig. 3.*



*Fig. 2.*



Witnesses

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# UNITED STATES PATENT OFFICE.

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## RAILWAY-TRAIN SAFETY DEVICE.

No. 843,463.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed September 10, 1906. Serial No. 334,074.

*To all whom it may concern:*

Be it known that I, DANIEL KEREKES, a citizen of the United States, and a resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Railway-Train Safety Devices, of which the following is a specification.

This invention relates to an improved device for connection to ordinary railway-trains to lessen the loss of life and destruction of property in case of a collision—such, for instance, as one train running into another.

It is the purpose of the invention to provide a special construction of car for connection intermediate of the coal-car or tender and front car of a railway-train; to design the car in such a way as to permit of it being drawn idly along with the train under ordinary conditions, but in case of a collision—as, for instance, a head-on collision of two locomotives—to be jammed up under the tender and engine in such a way as to lift the same from their rails and throw them to one side out of the way, thus serving to relieve the situation of the most serious feature by taking up the force of the abutting trains, and so retarding the coaches as to prevent them from coming in contact with those of the abutting train.

With the above objects in view my invention resides and consists in the novel construction and combination of parts shown upon the accompanying sheet of drawings, forming a part of this specification, upon which similar characters of reference denote like or corresponding parts throughout the several figures, and of which—

Figure 1 shows a side elevation of a portion of a railway-train with my improved derailing device connected therein. Fig. 2 is an enlarged side elevation of the derailing-car shown in Fig. 1. Fig. 3 is a top plan view of the construction shown in Fig. 2.

Upon the accompanying drawings I have endeavored to illustrate the principle of my device without special reference to minor details, which obviously can be supplied or changed as occasion may require.

Generally speaking, the device comprises a pair of connected trucks upon which is

mounted a pair of inclined rails that are normally arranged in line with the rails of the track and so supported and arranged as to have their lower forward ends closely follow the surface of the track immediately in the rear of the wheels of the rear truck of the tender. These inclined rails serve to receive the wheels of the tender when forced up in case of sudden stoppage of the locomotive, as in a collision.

Referring in detail to the characters of reference marked upon the drawings, 5 represents the rear truck, and 6 the front truck, of my improved device.

7 indicates the rear portion of the body of the car, and 8 standards attached thereto. These standards may obviously be reinforced in any suitable manner—as, for instance, by means of braces 9. As shown, a forward body 10 is mounted upon the forward truck 6 and is pivotally connected to the rear body by a link-and-pin connection 11, as shown. The inclined rails 12, before mentioned, are carried upon the truck-bodies 10 and may be tied together in any suitable manner—as, for instance, that indicated by 13, which obviously retains the rails at a proper distance apart and likewise rigidly in place. The upper edges of the inclined rails are pivoted, as at 14, to the standards 8, before mentioned, which affords a slight vertical movement to the forward and lower end of the rails as would be caused in the operation of the device in case of an accident. The connection between the tender and forward truck of my improved device may be in the form of a pair of chains 15, as shown, connected intermediate of the bumper of the tender, and pins 16 in the forward body 10 of the car. These connections are such as to insure the chains automatically pulling off of the pins 16 in case the tender is shoved up on the inclined rails, thus disconnecting the tender and engine from the trains and allowing the same to be thrown out of the way without liability of dragging the cars with them.

17 represents a tongue, one end of which is hinged to the tender and the other end adapted to fit in the pocket 18 of the forward body 10. This tongue may be raised and lowered by the lever 19, pivoted to the tender in a way to connect and disconnect its forward end



from the pocket 18, before mentioned. In the forward running of the train this tongue is designed to be thrown up and disconnect from the pocket 18, leaving the connection 15  
5 entirely free to draw the train, whereas in backing the tongue is lowered, as shown in Fig. 1, to form a rigid connection that will insure the movement of the cars in advance of the locomotive, as would be desired.

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

1. In a derailing-car for railway-trains, the combination with a rear truck, of a pair of  
15 rails pivotally connected thereto and arranged at an incline, a front truck to support the

lower ends of the rail close to and in line with the rails of the truck.

2. In a derailing-car for railway-trains, the combination with a pair of trucks pivotally  
20 connected together, a pair of rails mounted at an angle upon the forward truck and pivotally connected to the rear truck, and means for connecting said car intermediate of a railway-train.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut, this 5th  
day of September, A. D. 1906.

DANIEL KEREEKES.

Witnesses:

JOHN PALOVICS,

STEVEN LASKO.