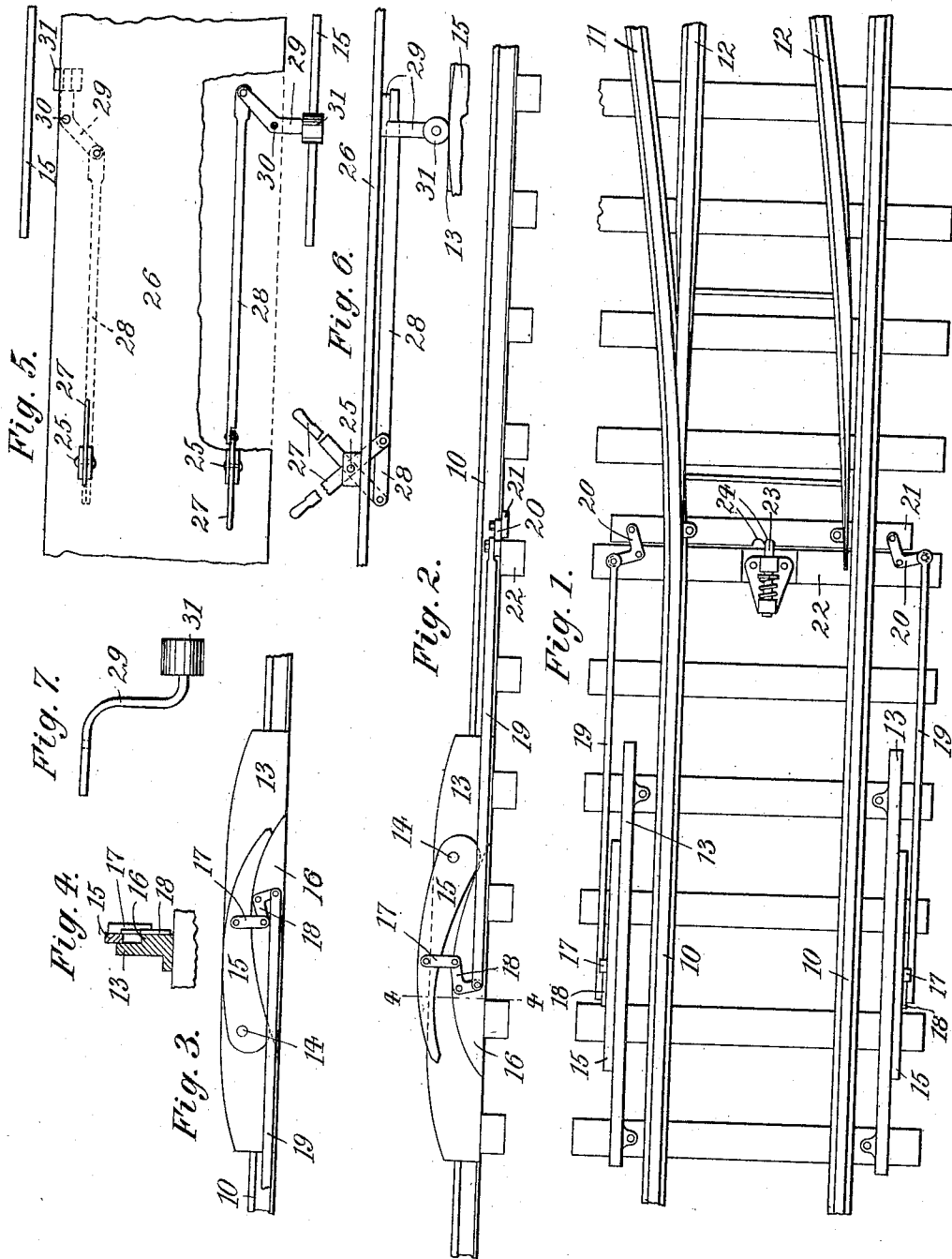


No. 836,719.

PATENTED NOV. 27, 1906.

F. R. TURECEK.
SWITCH OPERATING DEVICE.
APPLICATION FILED SEPT. 15, 1906.



Witnesses
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UNITED STATES PATENT OFFICE.

FERDINAND R. TURECEK, OF NEW YORK, N. Y.

SWITCH-OPERATING DEVICE.

No. 836,719.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed September 15, 1906. Serial No. 334,804.

To all whom it may concern:

Be it known that I, FERDINAND R. TURECEK, a citizen of the United States, residing at New York city, (Manhattan,) county and State of New York, have invented new and useful Improvements in Switch-Operating Devices, of which the following is a specification.

This invention relates to an improved switch-operating device that enables the engineer of a moving train to set a switch in advance of said train.

In the accompanying drawings, Figure 1 is a plan of a railway-switch embodying my invention; Fig. 2, a right-hand side view thereof; Fig. 3, a left-hand side view of part thereof; Fig. 4, a cross-section on line 4-4, Fig. 2; Fig. 5, a plan of the engine-floor, partly broken away, provided with the switch-operating levers; Fig. 6, a side view thereof, and Fig. 7 a detail of the bent arm for operating the switch.

The rails 10 of the main track may be connected to the rails 11 of the siding by the switch-rails 12. In front of the switch there extends along each of the rails 10 a block 13, to which is fulcrumed at 14 a lever 15. This lever has a curved upper and lower edge, the former projecting above the upper edge of block 13 when the lever is in its raised position. If the lever is depressed, its lower concave edge engages a corresponding convex upper edge of a rest 16, projecting laterally from block 13. To lever 15 is operatively connected by a link 17 and bell-crank 18 the forward end of a draw-bar 19, the rear end of which is connected by bell-crank 20 to a slide 21, to which the switch-tongs 12 are attached.

If, say, the right-hand lever 15 is depressed in manner hereinafter described, it will by rod 19 move slide 21 to the right, and thereby open the switch. In like manner a pressure on left lever 15 will close the switch, Fig. 1.

If either one of the levers is depressed as described, the other lever will be automatically raised by its connection with slide 21 through rod 19.

In order to lock the switch against accidental displacement, the tie 22 adjoining slide 21 is mortised for the reception of a spring-influenced bolt 23. This bolt engages either one of a pair of adjoining notches 24 formed in slide 21. These notches have curved walls, as shown, so that when the slide is moved in manner already described the bolt will be automatically thrown out of one notch and into the adjoining notch, as will be readily understood.

To operate levers 15, there are pivoted at 25 to the floor 26 of the engine a pair of hand-levers 27, which are connected by rods 28 to doubly-bent arms or levers 29, pivoted at 30 and carrying at their outer ends friction-rollers 31. If a lever 27 is thrown back, it will project its arm 29 out at right angles to the engine, and thereby cause the roller 31 to engage lever 15, and thus set the switch. As soon as this action has taken place lever 27 is thrown forward to swing arm 29 back under floor 26, and thus carry roller 31 out of its operative position.

I claim—

In a switch-operating device, a locomotive having a doubly-bent pivoted arm, and a roller carried by said arm, combined with a lever at the side of the main track adapted to be engaged by the roller, a slide operatively connected to the lever, and a switch-tong carried by the slide, substantially as specified.

Signed by me at New York city, (Manhattan,) New York, this 14th day of September, 1906.

FERDINAND R. TURECEK.

Witnesses:

FRANK V. BRIESEN,
ERNEST PFENNIGWERTH.