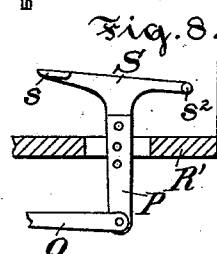
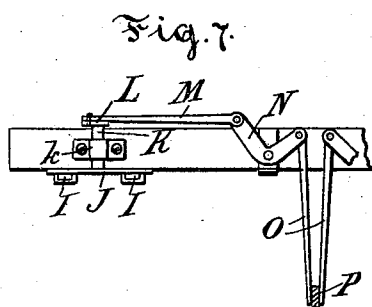
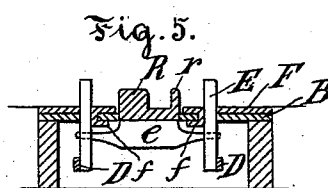
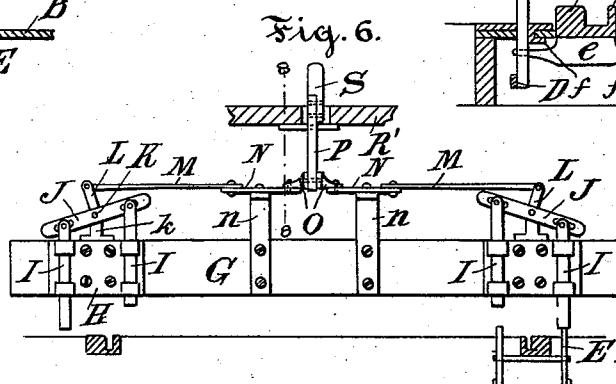
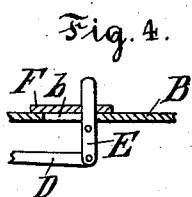
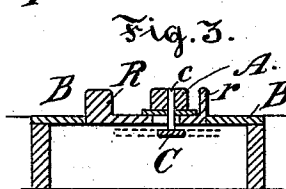
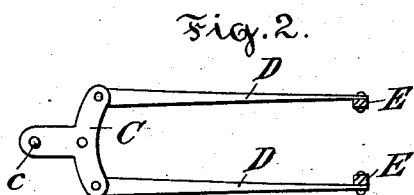
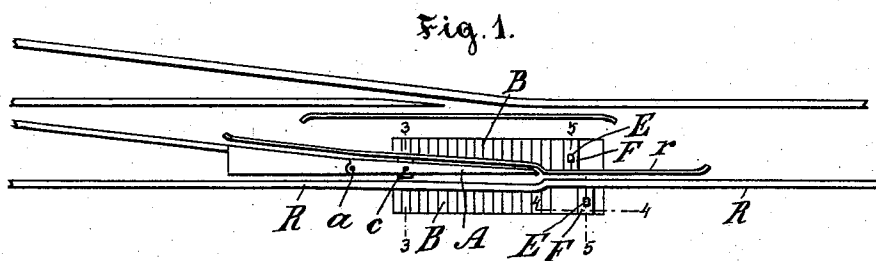


(No Model.)

O. BEAUDRY.
DEVICE FOR OPERATING SWITCHES.

No. 536,008.

Patented Mar. 19, 1895.



Witnesses:
J. Matte
Leon C. J. Veilleux

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UNITED STATES PATENT OFFICE.

OSCAR BEAUDRY, OF OTTAWA, CANADA, ASSIGNOR OF ONE-HALF TO
CHARLES LEBLANC, OF SAME PLACE.

DEVICE FOR OPERATING SWITCHES.

SPECIFICATION forming part of Letters Patent No. 536,008, dated March 19, 1895.

Application filed December 10, 1894. Serial No. 531,313. (No model.)

To all whom it may concern:

Be it known that I, OSCAR BEAUDRY, a citizen of Canada, residing at Ottawa, in the county of Carleton, Province of Ontario, Canada, have invented certain new and useful Improvements in Devices for Operating Switches; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to a device for operating switches automatically from the car, and may be applied to electric or other cars, and enables the motor man or driver of the car to cause the car to take any track that may be desired, thus obviating the necessity of having an attendant at the switch, or stopping the car.

In the drawings—Figure 1 is a plan of the switch. Fig. 2 is a view of the mechanism under the switch. Fig. 3 is a section on line 3—3, Fig. 1. Fig. 4 is a section on line 4—4, Fig. 1. Fig. 5 is a section on line 5—5, Fig. 1. Fig. 6 is a front view of the operating mechanism on the car and shows a section of the track. Fig. 7 is a top view of the same. Fig. 8 is a section on line 8—8, Fig. 6.

The rails R and guard rails r are of the constructions in ordinary use for street railway switches. The tongue A is pivoted at a. Under that portion where the rails diverge, on the side the pivoted tongue is situated, is a boxing covered by the corrugated plates B, at either side of the rails. Pivoted to the under side of the channel, formed by the rail and guard, in which the tongue operates, is a T-shaped lever C. A pin c at the end of the single arm projects up through a slot in the channel and into the tongue A. The two other arms of the lever are connected by pitman rods D, to the lower end of the upright levers E. These levers are pivoted on a rod e secured to the under side of the rail, as shown in Fig. 3. The upper ends of these levers project through slots b in the corrugated plates B. Sliding plates F are secured by tongues f over these slots, and through which the levers E pass and slide as they are operated.

It will be seen that if the outside projecting lever is operated by a car approaching

the switch the tongue will be moved so as to throw the diverging track open. If the other one be operated the straight or main line will be opened.

The mechanism on the car for operating the above device is as follows: On each end of the front piece G of the car truck are slidably secured, on a plate H, the bars I, one over each side of the rail and vertically over the levers E. These bars I slide vertically and have their upper ends pivoted to the two ends of a cross head J, carried on a shaft K, journaled on a suitable bearing k secured on the top of the said front piece G. A crank arm L is secured to this shaft K on the other side of the bearing k, and connected by a pitman M to a bell crank lever N pivoted on a bracket n secured to the front of the truck G. The other arm of the lever N is connected by a pitman O, to a lever P, pivoted to and passing through a slot in the floor R, of the car. To the top of this lever P is secured a cross piece S having footholds s, s², at either end. The mechanism above described is placed at each side of the car, i. e., there are two sliding bars I at each end of the front piece G as shown in Fig. 7, and this mechanism is all operated by the lever P and cross piece S. Thus if the foot piece s² nearest the front of the car is depressed it will cause the bars on the outside to be depressed so as to come in contact with a lever E on the outside of the rail and so operate the switch in the manner before described. When the foot piece s is depressed the other bars are operated and the corresponding lever E operated. This mechanism is placed on both ends of the car.

Having now fully described my invention, what I claim is—

1. In a switch adapted to be operated by the car passing over it, the combination with a T shaped lever pivoted under the tongue of the switch and connected therewith by a pin, pitman rods connecting the two arms of the said T shaped lever with the vertical levers E, sliding plates F having apertures through which the said levers E pass, and means for holding the said sliding plates slidably in slots in the corrugated plates B, substantially as set forth.

2. In a switch adapted to be operated by

mechanism carried by a car passing over it, the combination with the levers E passing through slots corrugated plates B, the corrugated plates B having slots for the passage of the said levers E, of the sliding plates F, and the tongues f holding the said plates in position, substantially as set forth.

3. In a device for operating a switch automatically from the car passing over it, the combination with the vertically sliding bars I carried on the frame of the truck of the car, pivoted to the cross head J, the cross head J,

shaft K journaled on the said frame and carrying at one end the said cross head, a crank arm L secured to the said shaft K, the pitman M connecting the said crank L to a bell crank lever N, the bell crank lever N, connected by a pitman rod O to a lever P, the said lever P adapted to be operated by the driver or motor man, substantially as set forth.

OSCAR BEAUDRY.

In presence of—

JOS. MATTE,

LEON C. J. VEILLEUX.