

No. 637,447.

Patented Nov. 21, 1899.

C. K. CORDREY.
RAILWAY SWITCH.

(Application filed Sept. 17, 1897.)

(No Model.)

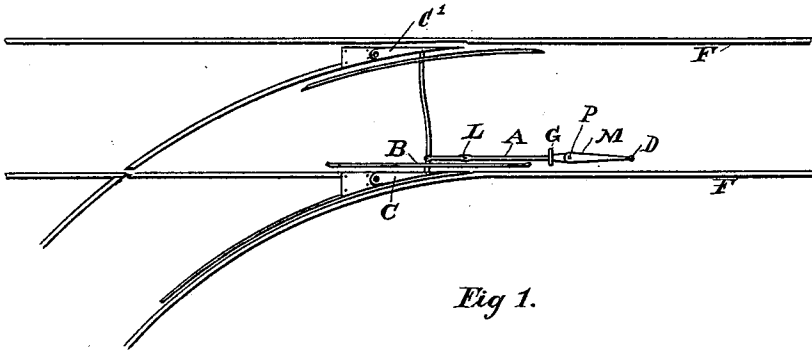


Fig. 1.

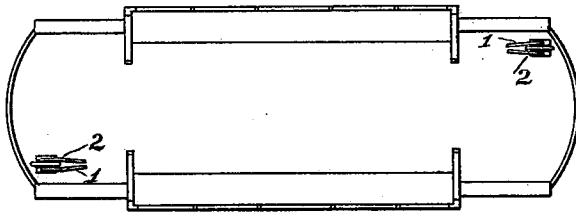


Fig. 2.

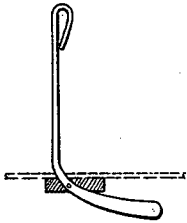


Fig. 4.

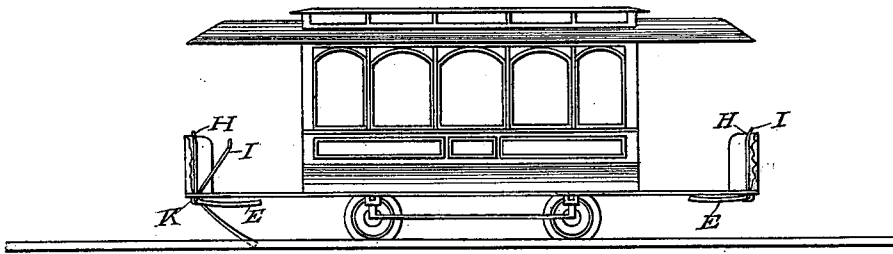


Fig. 3.

Witnesses.

Marie Campbell.

Edward M. McLaughlin

Inventor.

Chas. K. Cordrey
By C. D. Campbell
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES K. CORDREY, OF BELLEFONTAINE, OHIO.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 637,447, dated November 21, 1899.

Application filed September 17, 1897. Serial No. 651,996. (No model.)

To all whom it may concern:

Be it known that I, CHARLES K. CORDREY, a citizen of the United States, residing at Bellefontaine, in the county of Logan and State of Ohio, have invented certain new and useful Improvements in Railway-Switches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

The object of this invention is to provide means for switching street-cars from one track to another automatically by the moving car and moving in opposite directions.

Figure I is a top view showing the horizontal lever and end connection with switch-tongue. Fig. II is a top view showing the location of the lever on the platform of a street-car. Fig. III is a side view of car, showing the lever on the platform at each end of car and position of the shoe on lower end of lever when the upper end of lever is pulled toward operator.

A horizontal lever A, as shown in Fig. I, is placed inside of main rail of the track, pivoted near its center, of same altitude of rail and at such a distance from the main rail as to permit the passage of an actuating-shoe between the said lever A and main rail. That end of lever A which is opposite the switch-tongue is connected with said switch-tongue C by a link or extension-bar B, passing through a slot in the main rail or shield and pivoted at end of said lever A and near end of switch-tongue C. On the other end of said horizontal lever A a V-shaped oscillating enlargement D is made to be actuated laterally outward and inwardly as to the main rail by shoes attached to the lower ends of levers and numbered 1 and 2, respectively, on the left-hand side of each platform on the car, their relative position being shown on Fig. II. These levers are all pivoted at the platform and their lower portions are bent or curved toward the main body of the car, and when in their normal position and not actuated remain a suitable distance above the track.

When the operator on the platform desires to open or close the switch, should he desire to continue on the straight track, he pulls back lever No. 1, which drops the trip or shoe at the lower end of the lever down to the side of the main rail, and as it passes between the rail and the oscillating enlarged part of the horizontal lever at D it pushes it laterally from the main rail, and by reverse action of the opposite end connected to the switch-tongue by the link or extension-bar B opens the switch. When the operator on the car in approaching the switch desires to close the switch, he pulls lever No. 2, which drops the trip or lever at its lower end and as it passes, by motion of the car, by contact pushes the lever at D toward the said rail in opposite direction from which it was moved by lever No. 1 and by reverse action of the other end through the link or extension-bar B closes the switch and the car passes on the curved track.

I am aware that prior to my invention devices have been invented to open and close switches by mechanism operated from the car. I therefore do not claim such a combination broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The combination in a railroad-switch, the horizontal, fulcrumed lever-bar, pivoted at its front end at D, to the track, (to prevent displacement by jar of contact with operating device,) jointed at P, and pivoted to the track at L, having the enlargement or cam M, and connected to extension-bar B, that operates the switch-tongues, and the notches or recesses in the rails in which the ends of the switch-tongues fit, as and for the purpose set forth.

In testimony whereof I hereto affix my signature in presence of two witnesses.

CHAS. K. CORDREY.

Witnesses:

JACOB SCHEIDEMANTEL,
A. W. NONEMAN.