

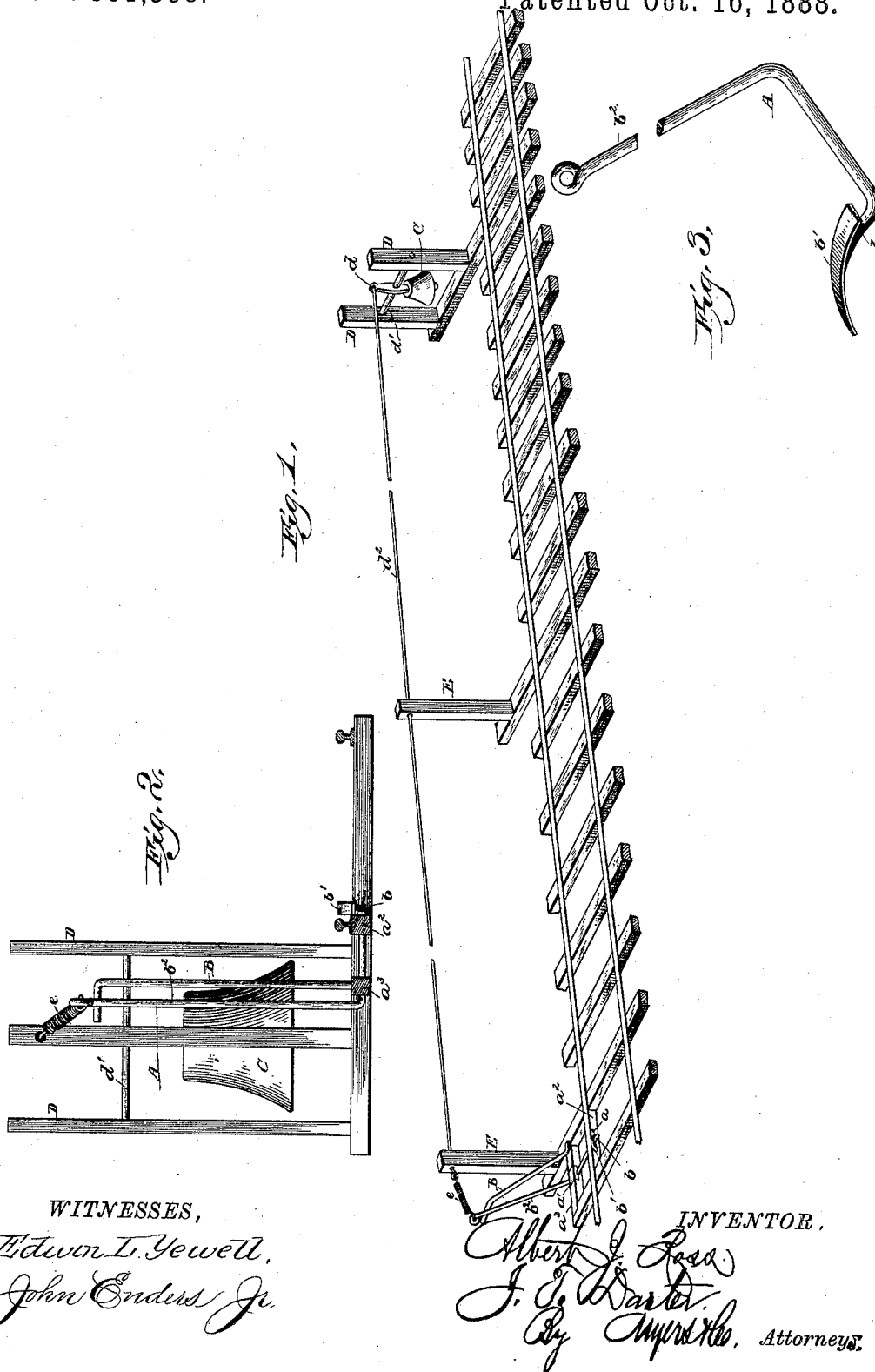
(No Model.)

A. J. ROSS & J. T. DARTER.

AUTOMATIC RAILWAY SIGNAL.

No. 391,388.

Patented Oct. 16, 1888.



WITNESSES,
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UNITED STATES PATENT OFFICE.

ALBERT JAMES ROSS AND JOHN T. DARTER, OF MADISONVILLE, TEXAS,
ASSIGNORS OF ONE-THIRD TO A. O. WOODBURY, OF SAME PLACE.

AUTOMATIC RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 391,388, dated October 16, 1888.

Application filed July 24, 1888. Serial No. 280,953. (No model.)

To all whom it may concern:

Be it known that we, ALBERT JAMES ROSS and JOHN T. DARTER, citizens of the United States of America, residing at Madisonville, in the county of Madison and State of Texas, have invented certain new and useful Improvements in Railway-Signals, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention pertains to certain new and useful improvements in railroad-signals, and it comprises the detail construction, combination, and arrangement of parts, substantially as hereinafter fully set forth, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a view in perspective, showing our invention as applied in practice. Fig. 2 is an end view of Fig. 1. Fig. 3 is a detail view.

Referring to the drawings, A designates a bent lever, the horizontal portion of which is secured in boxes or bearings a' , the former being secured to a cross-piece, a'' , beneath one of the rails, and the other to a cross-piece, a''' , attached to two adjoining ties or sleepers, as shown. The inner short end, b , of this lever A is curved or bent, as shown, and is disposed adjacent one of the rails. To this curved end is secured a spring-plate, b' , the shape of which corresponds to that of said end, beyond which it slightly projects. The spring-plate b' serves to prevent a sudden jarring of or injury to the parts, the wheel of the engine first coming in contact with and depressing said spring-plate before moving lever A.

B is a stop-rod rigidly secured at its lower end to the ground or to the cross-piece a''' , and the upper end of this rod is bent at right angles and is designed to limit the movement of the outer longer end, b'' , of the lever A.

C is a gong or bell, whose handle d is pivotally secured upon a cross-rod, d' , mounted between and supported by two posts or uprights, D D, disposed near the track. To the upper end of this handle d is connected one end of a wire, e , which, after being passed

through apertures in supporting posts, as E, is connected to a coil-spring, e , the other end of which is secured to the end of lever A. By means of this spring, lever A is normally held in contact with the top rod, B.

In practice the gong or bell C is disposed at a station or crossing, and the lever A and its adjuncts are secured some distance therefrom, say, one-fourth or one-half or three-fourths of a mile, as may be desired. When the wheels of a passing train come in contact with the spring and bent end of the lever A, which are normally on a line with the tread of the rail, said end is lowered or depressed, causing the movement in the same direction of the outer end of said lever, which, through the agency of the wire, will cause the ringing or sounding of the gong or bell C as the wheels of the trucks of each car come in contact with the end of the lever. Immediately upon the passage of a wheel, or after the wheels of the last car of a train have passed the point where the lever is located, said lever will be returned to its normal position by means of the coil-spring.

It is obvious that with slight changes our invention is capable of use in connection with a double track, the gong or bell being operated in a manner similar to that herein described.

We claim as our invention—

The herein-described improved railroad-signal, consisting of the lever having an inner short end, the spring-plate secured at one end to the short end of said lever, the inclined stop-rod B, rigidly secured at one end, the wire, the coil-spring connected to said lever and to said wire, the supporting-posts, the gong or bell, its vertical handle, and its cross-rod, all constructed and arranged substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

ALBERT JAMES ROSS.

J. T. DARTER.

Witnesses:

JNO. G. MCHENRY,

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