

H. WISE.

## Operating Locomotive Whistles.

No. 153,879.

Patented Aug. 4, 1874.

Fig. I.

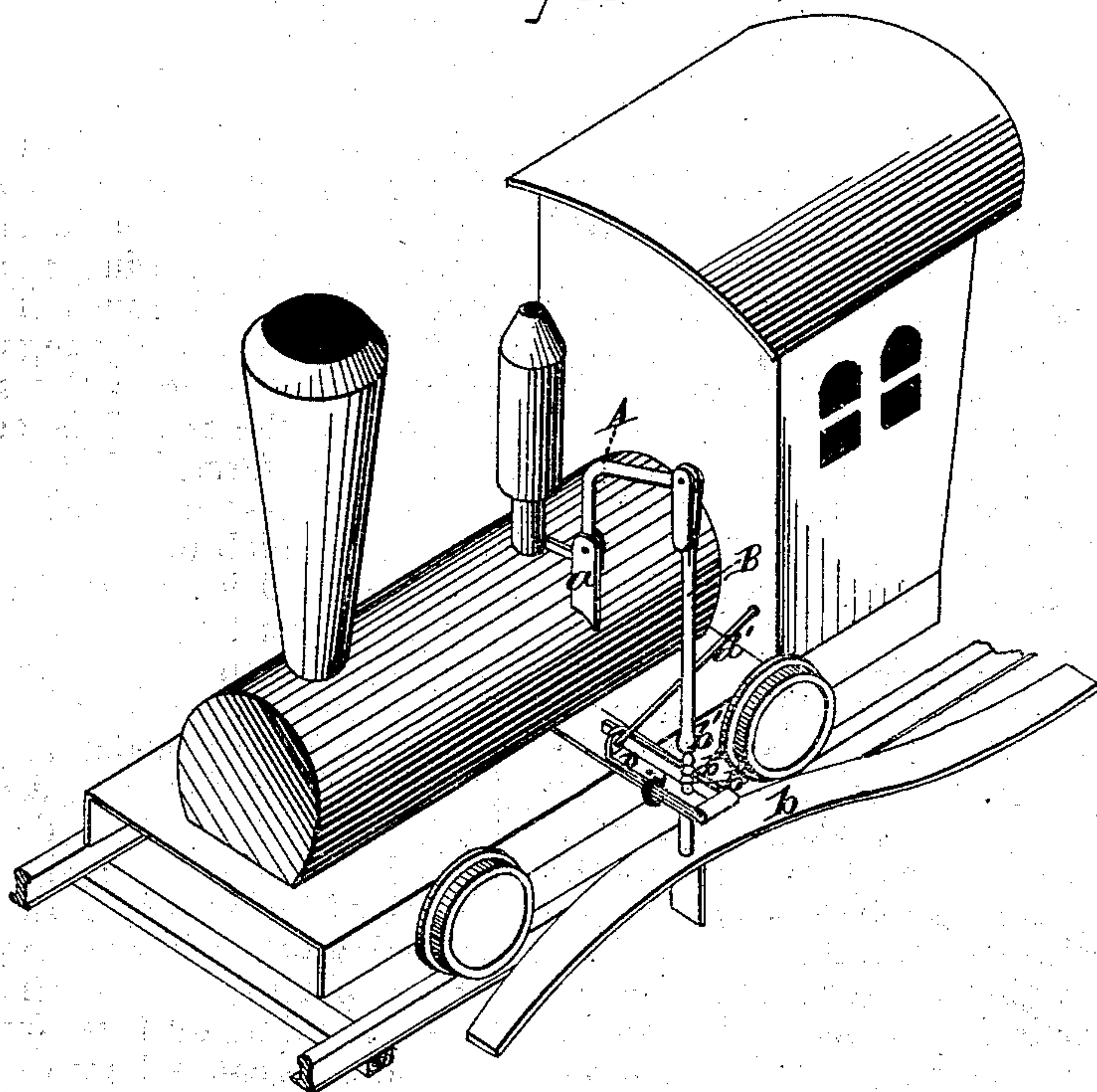
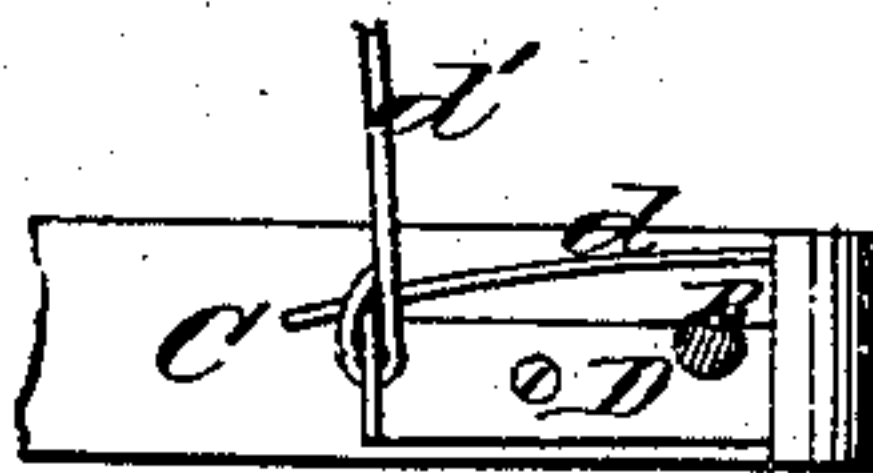


Fig. 2.



WITNESSES=

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# UNITED STATES PATENT OFFICE.

HENRY WISE, OF BUNKER HILL, ILLINOIS.

## IMPROVEMENT IN OPERATING LOCOMOTIVE-WHISTLES.

Specification forming part of Letters Patent No. **153,879**, dated August 4, 1874; application filed April 10, 1874.

*To all whom it may concern:*

Be it known that I, HENRY WISE, of Bunker Hill, in the county of Macoupin and State of Illinois, have invented a certain new and useful Improvement in Locomotive-Signals, of which the following is a full, clear, and exact description, reference being had to the annexed drawing, in which—

Figure 1 is a perspective view of my improved signal, and Fig. 2 is a plan view of a detachment thereof.

Corresponding parts in the two figures are designated by like letters.

This invention relates to a certain improvement in locomotive-signals; and it consists in combining with a bell-cranked lever, adjusted in place in such a manner as to connect with the lever for blowing the whistle, a notched rod, reaching down through and a short distance below a plate attached to the engine, and supplied with a lever, from which a rod extends to the engineer, the said notched rod being moved vertically by means of an incline or trip, of which there are two, one situated on either side of the track, with which the lower end of the said rod comes in contact, and ascends as the engine passes the same, substantially as hereinafter more fully set forth.

In the annexed drawing, A refers to a bell-cranked lever, fulcrumed between or in a bifurcated stud, *a*, suitably secured to the boiler of the engine opposite the whistle, one end of which lever engages with the lever that blows the whistle, and the other end of which is pivoted to or in the bifurcated end of a rod, B. The rod B extends down through an opening or aperture in and below the plate C a suitable distance, by which it is caused to strike and ascend an incline or trip, *b*, as the engine

passes the same, of which there are two, one situated upon either side of the track, to enable the said rod to be moved vertically, or operated as the engine moves in either direction. The said inclines or trips are disposed at the point or points alongside the track where it is desired to give the signal. The lower portion of the rod B is supplied below the shoulder *b*<sup>1</sup> formed thereon, and at *b*<sup>2</sup> *b*<sup>2</sup> with indentations or notches, as seen in Fig. 1, the object of which will be explained hereinafter. The plate C is suitably secured to and extends outward from the engine, as observed in the drawing. Fulcrumed upon the plate C is a lever, D, the outer or free end of which enters and is retained in any one of the notches of the rod B by a spring, *d*, pressing against its inner end, to keep the said rod in an elevated or raised position, by which the whistle may be kept blowing as long as desired. A rod, *d'*, attached at one end to the inner end of the lever D, and extending to the engineer, enables him to retract the said lever from the notched rod B, and thus cause the whistle to cease blowing at his pleasure.

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

The lever A, attached to the whistle-rod, notched rod B, perforated plate C, spring lever D, incline *b*, and rod *d'*, substantially as and for the purpose specified.

In testimony whereof I have hereunto signed my name this 6th day of April, 1874, in presence of two subscribing witnesses.

HENRY WISE.

Witnesses:

J. A. BEACH,  
F. Y. HEDLEY.