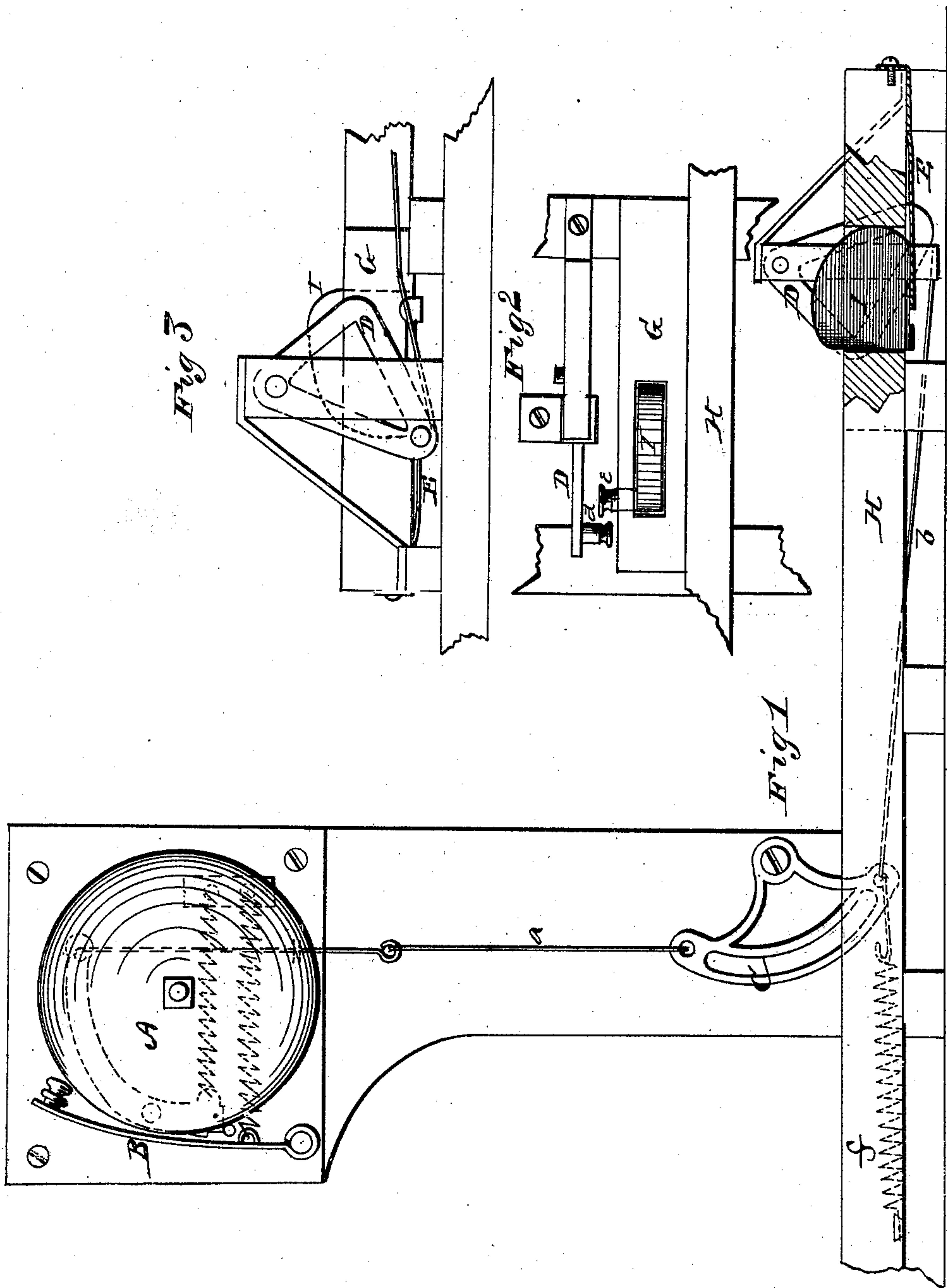


J. H. BARGAR.
RAILROAD-SIGNAL.

No. 171,083.

Patented Dec. 14, 1875.



WITNESSES
Frank L. Curand
C. L. Eversh. By

INVENTOR
J. H. Bargar
Hanche & Herson
Attorneys

UNITED STATES PATENT OFFICE.

JOSEPH H. BARGAR, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN RAILROAD-SIGNALS.

Specification forming part of Letters Patent No. **171,083**, dated December 14, 1875; application filed November 4, 1875.

To all whom it may concern:

Be it known that I, JOSEPH H. BARGAR, of Baltimore, in the county of Baltimore and in the State of Maryland, have invented certain new and useful Improvements in Railway Alarm-Signals; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a railroad-signal, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation of my railroad-signal. Figs. 2 and 3 are views of detached parts thereof.

A represents a gong or other bell, placed at a railroad-crossing, and provided with a hammer, B, for sounding the same. This hammer is, by a wire, *a*, connected with an elbow-lever, C, pivoted to the base of the post that supports the gong. The other end of the lever C has a wire, *b*, attached to it, which runs alongside the railroad-track, and is preferably inclosed within a tube. This wire *b* may run to any desired distance from the crossing, and is at such point attached to one arm of a pivoted elbow-lever, D. The other arm of this lever is, by a link, *d*, connected with a pin or arm, *e*, projecting from one end of a spring, E. The other end of the spring E is firmly fastened to the under side of a guard-bar, G, which is screwed to the outer side of the rail H. On the outer or free end of the spring E

is formed or permanently attached a rocker, I, which projects upward through a longitudinal slot in the guard G. This bar or guard G thus protects both the spring and the rocker from the shifting of the wheels. The band of the wheel runs over the rocker, and presses it down, operating the lever D, and, through the medium of the wire *b* and lever *c*, sounds the alarm. The wire *b* is kept tight at all times by means of springs *f*.

I am aware that a railroad-signal in which a bar pivoted and working in a slot adjoining the rail, and striking against a spring, is known.

With my invention the bar I and spring are connected together, and are virtually one piece. Hence the bar is not pivoted, but works freely up and down through the slot in the guard-bar. By this construction the spring is not liable to become twisted or broken by a sudden jar of the car-wheels on the bar, as would be the case where the bar is pivoted and the spring not connected thereto. The device I present is more simple in construction, and less liable to get out of repair, than that of the case above referred to.

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

The bar I, fastened to, and forming part of, the spring E, and working through a slot in the guard-bar G, in combination with the lever D, rods, and alarm, all substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of October, 1875.

JOSEPH HENRY BARGAR.

Witnesses:

WILLIAM A. SKINKLE,
H. A. HALL.