

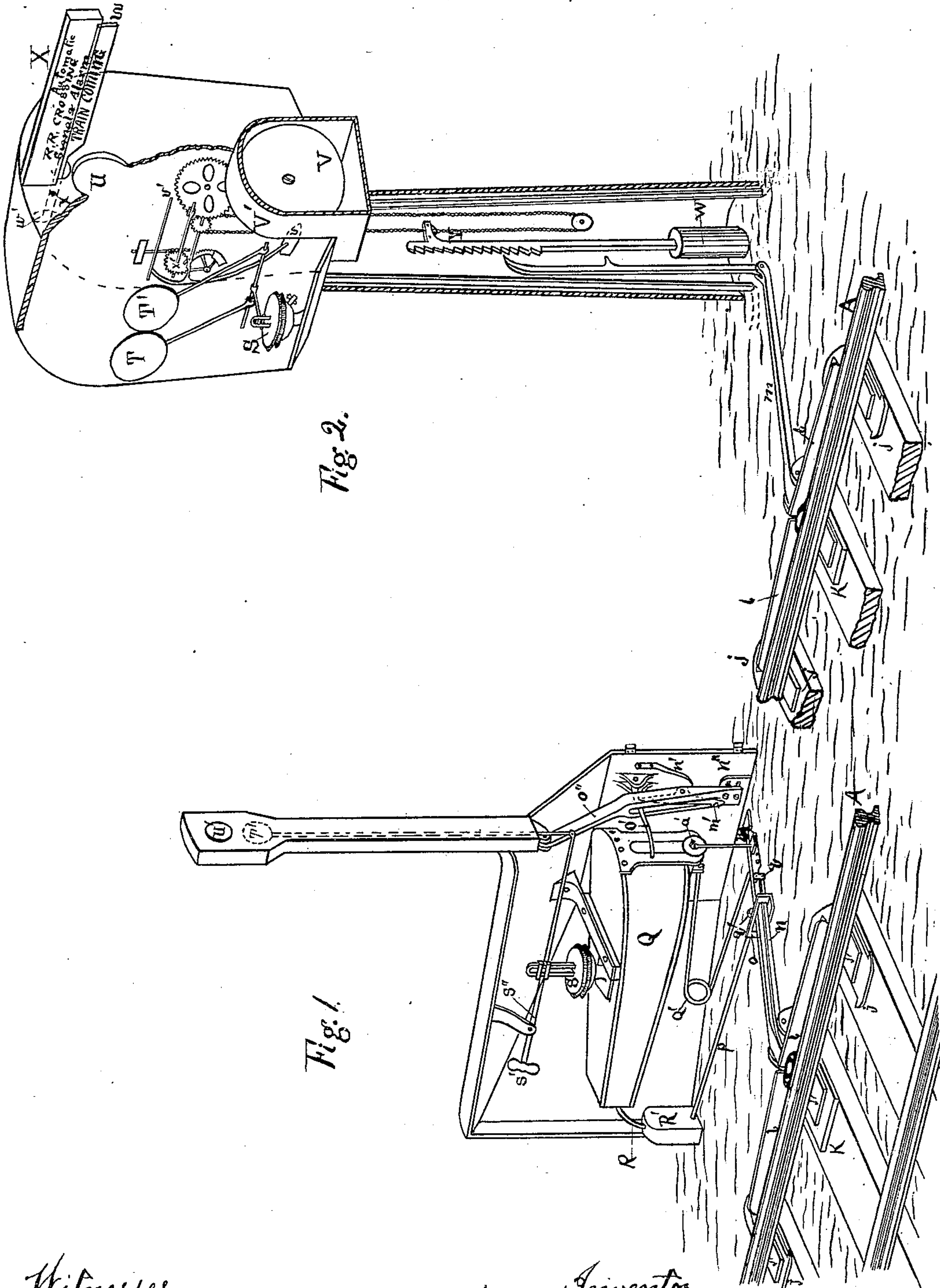
(No Model.)

2 Sheets—Sheet 1.

J. S. McLEOD.
RAILROAD SIGNAL.

No. 246,624.

Patented Sept. 6, 1881.



Witnesses,
Jno. G. Stewart Jr.
Edmund S. Cobb.

Inventor, *J. S. McLeod*

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

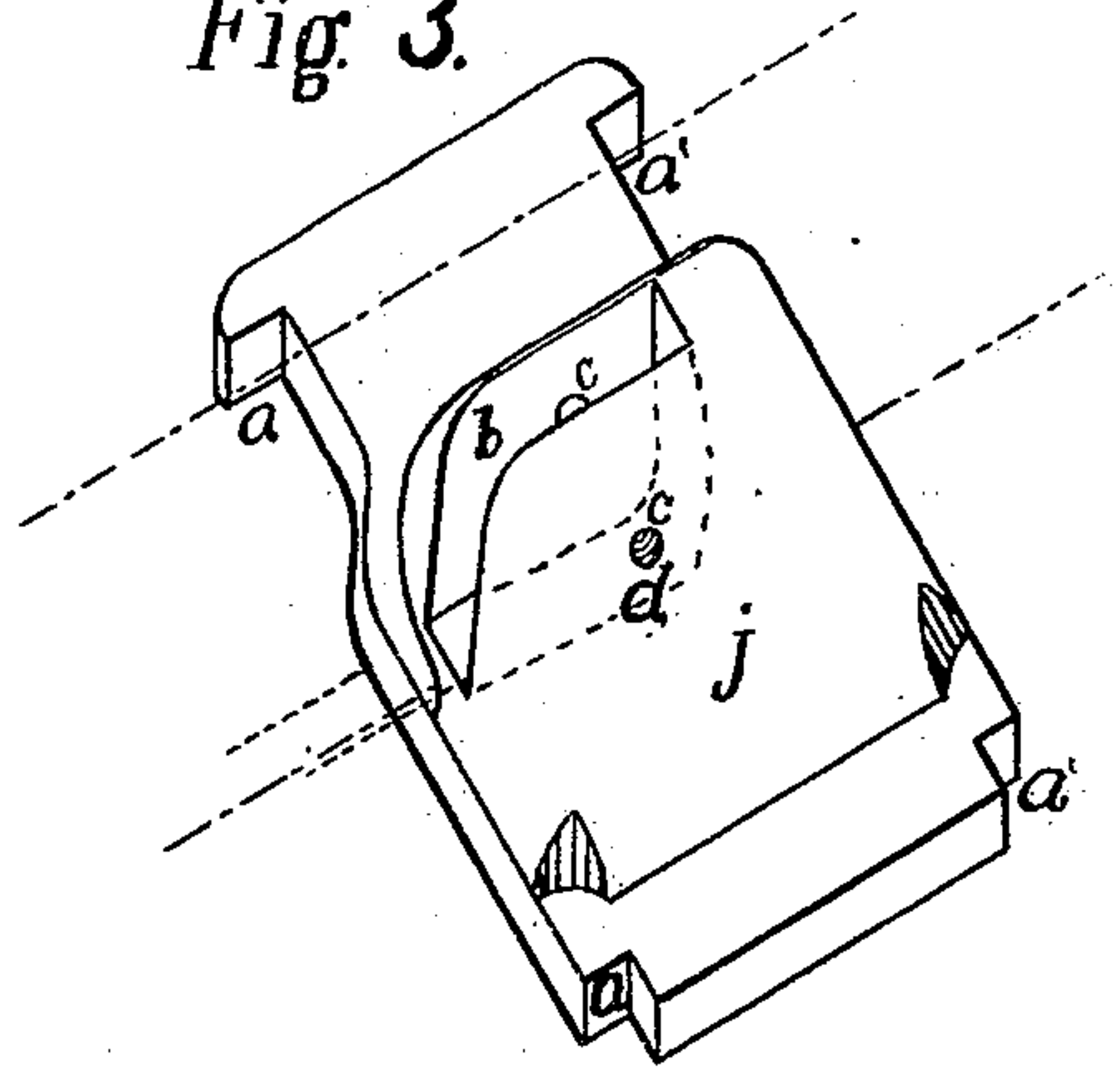


Fig. 4.

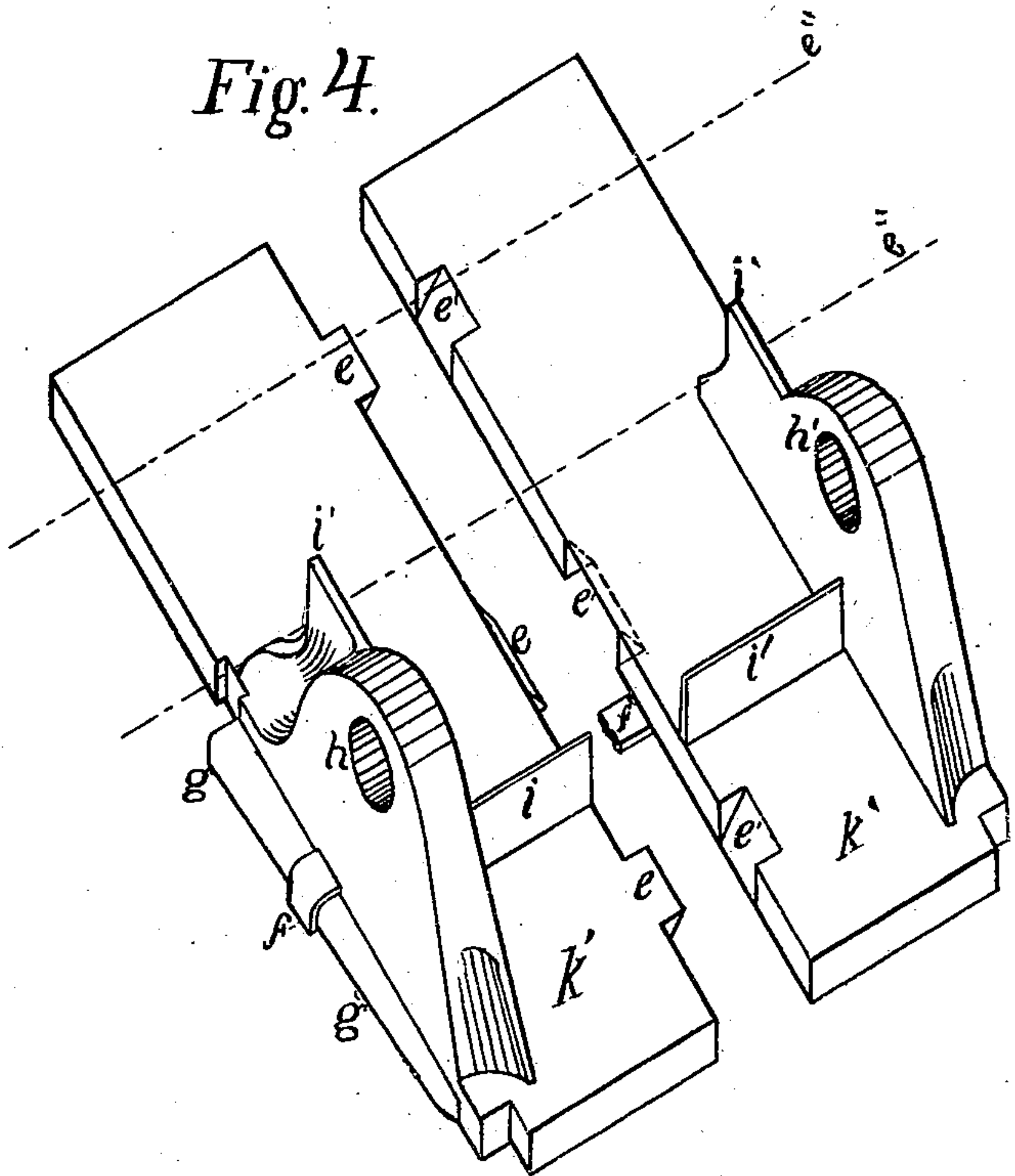


Fig. 6.

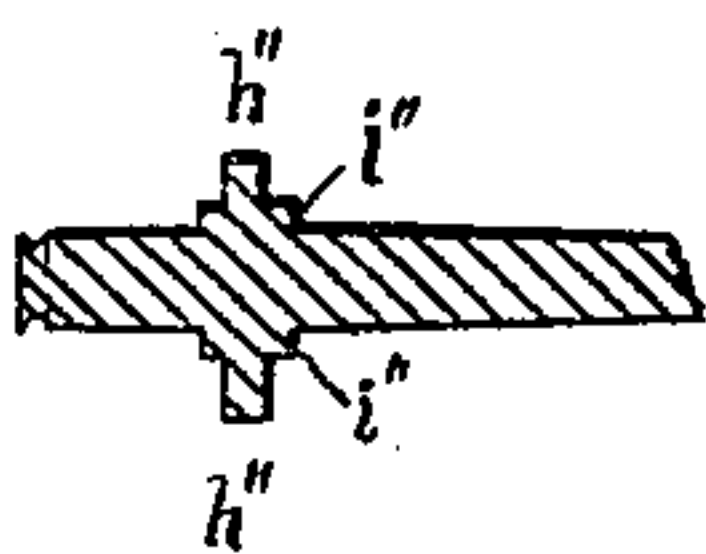
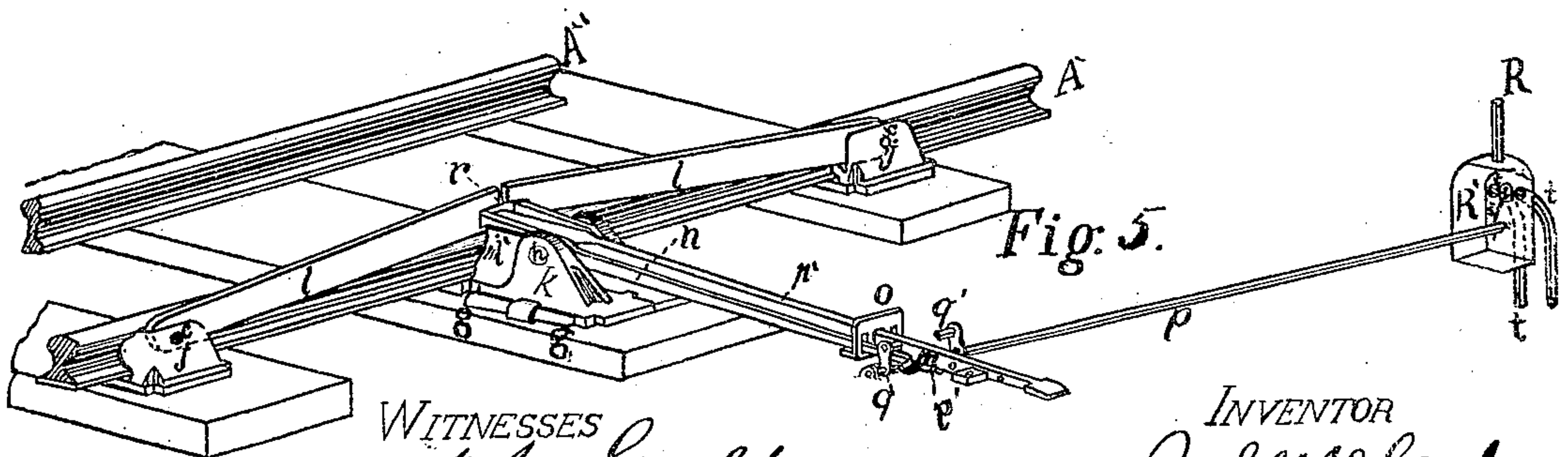


Fig. 5.



WITNESSES

WITNESSES
J. Jay Gould
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INVENTOR

J. S. M. Reed

UNITED STATES PATENT OFFICE.

JOHN S. McLEOD, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO THE McLEOD
AIR RAILROAD SIGNAL COMPANY, OF SAME PLACE.

RAILROAD-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 246,624, dated September 6, 1881.

Application filed July 14, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. McLEOD, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Railroad-Signals, of which
5 the following is a specification.

My invention relates to improvements in that class of railway-signals operated by the wheels of a railway-train passing over the
10 track; and the invention consists in operating signaling apparatus in general by means of pivoted arms and operating lever or levers, as hereinafter described.

Referring to the drawings, Figure 1 represents my device as applied to a pneumatic apparatus such as is embraced in an application
15 now in the Patent Office. Fig. 2 represents my device as applied to an automatic signaling apparatus which I have embraced in still another application. Fig. 3 represents the tread-lever shoe or chair. Fig. 4 is the actuating-lever shoe or chair. Fig. 5 represents the
20 connection of the air-shifting device with the pivoted arms and operating-lever. Fig. 6 represents the fulcrum end of the actuating-lever *m*.

A represents a railway-rail resting upon chairs or shoes *j*, attached to the ties under and outside of the rail, said chair being provided with notches *a a'* (see Fig. 3) to connect
30 the rail shoe and tie firmly together. Within a groove or slot, *b*, Fig. 3, is pivoted the lower end of the tread lever or bar *l*, the top of which, at its pivoted end, is a little below the top of the rail, and gradually widening upward so as
35 to project above the rail at the opposite end sufficiently to communicate motion to the short end of the pivoted actuating-levers *m n n'*, extending at right angles from the levers *l l*. The levers *l l* are bifurcated at their free ends,
40 or otherwise formed so as to connect with the short end of the actuating-lever *m*.

The chair *k'*, Fig. 4, is formed in two parts, to fit under and hold the lever *m* by means of the holes *h h'* and pivots *h''*, Figs. 4 and 6, and connect with the rail, and is provided with
45 beveled projections *e e*, to fit in notches *e' e'* to keep the edges evenly together, while a strap, *ff'*, hooked at each end, catches and engages with the tapering rib *g g*, so that the latter can
50 be driven up to tighten and hold the two parts of the chair together, the projections *i i'* serving to prevent anything coming between the said chair and the lever *m*.

It will be seen that the bars *l l*, which extend each way from the lever *m* alongside of
55 the rail A, are both operated upon simultaneously by the wheels of the train of cars passing over the rail in either direction.

What I claim as my invention, and desire to secure by Letters Patent, is—
60

1. The combination, with the rail A, of the two parallel reverse incline bars *l l*, pivoted to the chairs *j j*, their meeting ends extending above said rail, and each connecting, by means substantially as set forth, with the short end
65 of the central actuating-lever, *m*, extending at right angles to the said bars and rail, substantially as and for the purpose set forth.

2. The combination, with rail A, the inclined bars *l l*, and lever *m*, of the shoe or chair *k*,
70 formed in two parts, substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

J. S. McLEOD.

Witnesses:

JOS. H. ADAMS,
EDW. S. COBB.