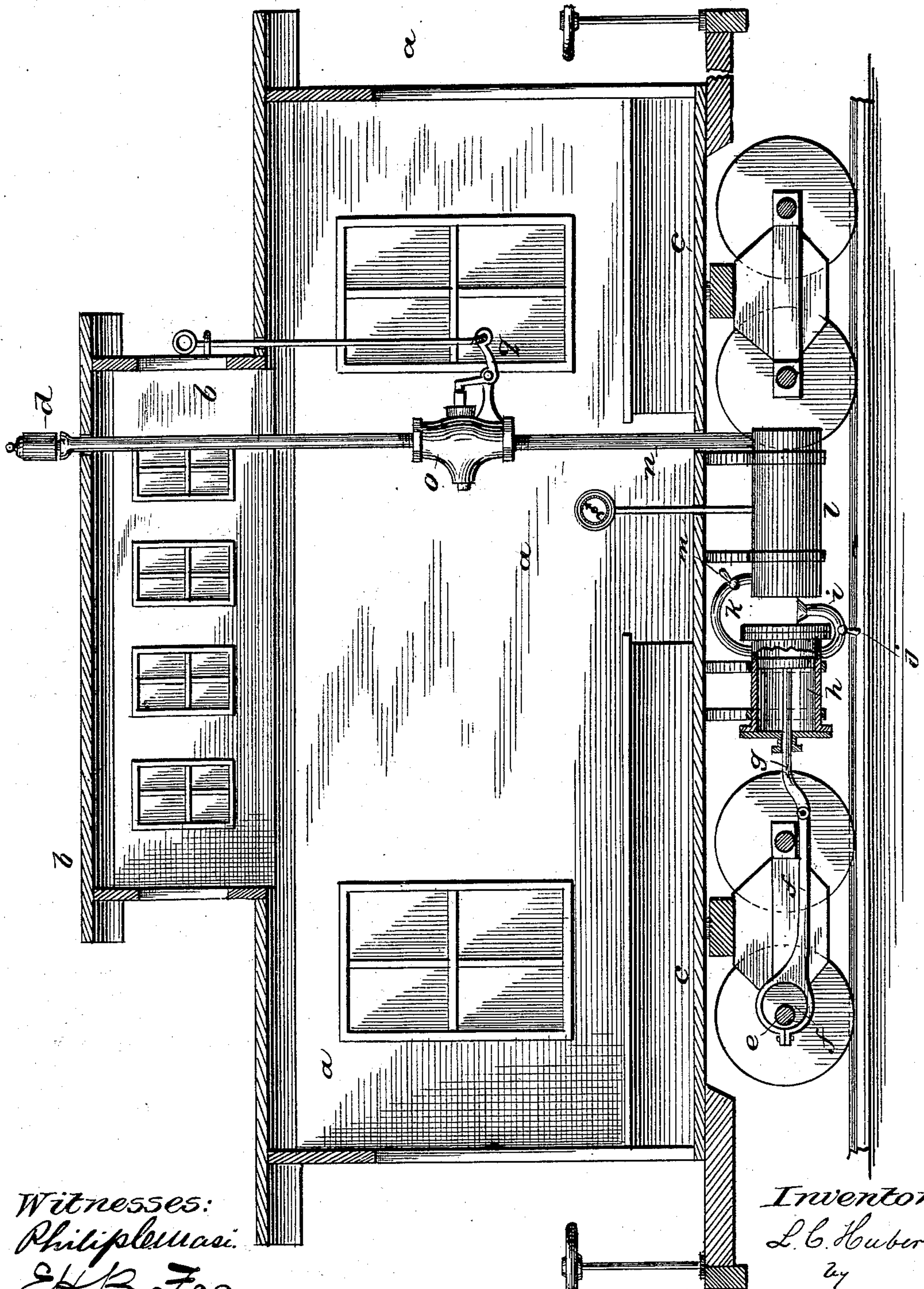


(No Model.)

L. C. HUBER.
CAR SIGNAL.

No. 280,179.

Patented June 26, 1883.



Witnesses:
Philip Masi.
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Inventor:
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UNITED STATES PATENT OFFICE.

LOUIS C. HUBER, OF HUBER, KENTUCKY.

CAR-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 280,179, dated June 26, 1883.

Application filed March 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, LOUIS C. HUBER, a citizen of the United States, residing at Huber, in the county of Bullitt and State of Kentucky, have invented certain new and useful Improvements in Railroad Signaling Apparatus; and I do 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 appertains to make and use the same, reference being had to the accompanying drawing, and to letters or figures of reference marked thereon, which form a part of this specification.

The figure of the drawing is a representation of a vertical sectional view of a car, showing my improvement.

This invention has relation to railroad-signaling; and it consists in the construction and novel arrangement of parts, as will be herein-after fully described and claimed.

This invention is designed to be applied to the caboose of a train, whereby the conductor can signal the brakemen at any and all times, and thus control the movements of the train. The object is accomplished by means of a whistle operated by means of compressed air under the control of the conductor in the caboose.

Referring by letter to the accompanying drawing, *a* designates the caboose, *b* the lookout, and *c* the floor of the same.

d designates a whistle attached to the caboose, which whistle may be operated by the conductor, either from the inside or outside of the caboose, to signal the brakemen.

e represents one of the axles of the caboose, provided with an eccentric-rod, *f*, jointed to the piston *g* in the cylinder *h*. I do not confine myself to an eccentric to operate the air-pump. It may be operated by a worm on the axle, or clogged gearing from the car-axle to a fixed or false axle. Either of these constructions are obvious modifications of the eccentric. This cylinder operates as an air-pump,

a pipe, *i*, with a check-valve, *j*, being employed to charge the cylinder *h*. A pipe, *k*, leads from the cylinder *h* to a drum, *l*. This pipe *k* is also provided with a check-valve to prevent the return of the air forced into the drum *l*, and a pressure of from ninety to one hundred pounds to the square inch is intended to be accumulated in the drum by the revolutions of the axle actuating the pump or piston before the gage or escape-valve *m* operates. A pipe or tube, *n*, leads from the drum *l* to a cock, *o*, and continues from thence to the whistle *d*. A lever is attached to the cock *o*, and is under the control of the conductor.

By operating the lever *q* the compressed air can be utilized to sound the whistle, and thus communicate by signals the desired information to the brakemen.

The cylinder, drum, and other parts are designed to be connected to the caboose in any convenient manner, preferably as shown.

The utility of the improvement is obvious.

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

The combination, with the caboose of a railway-train, of the cylinder *h*, the eccentric-rod *f*, connected to one of its axles and jointed to the piston-rod, the drum *l*, connected to the cylinder *h* by the pipe *k*, having check-valve *m*, said cylinder *h* being provided with a supply or inlet pipe, *i*, having a check-valve, *j*, and the tube *n*, leading from the drum *l* to the whistle *d*, said tube being provided with an intermediate cock, *o*, operated to open and close by a lever, *q*, to produce the signal, substantially as specified.

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

LOUIS CARSON HUBER.

Witnesses:

W. S. HUBER,

MARY E. CASSEDAY.