(No Model.)

A. B. SNYDER.

RAILWAY SIGNAL.

No. 321,256. Patented June 30, 1885.

Fig. 1.

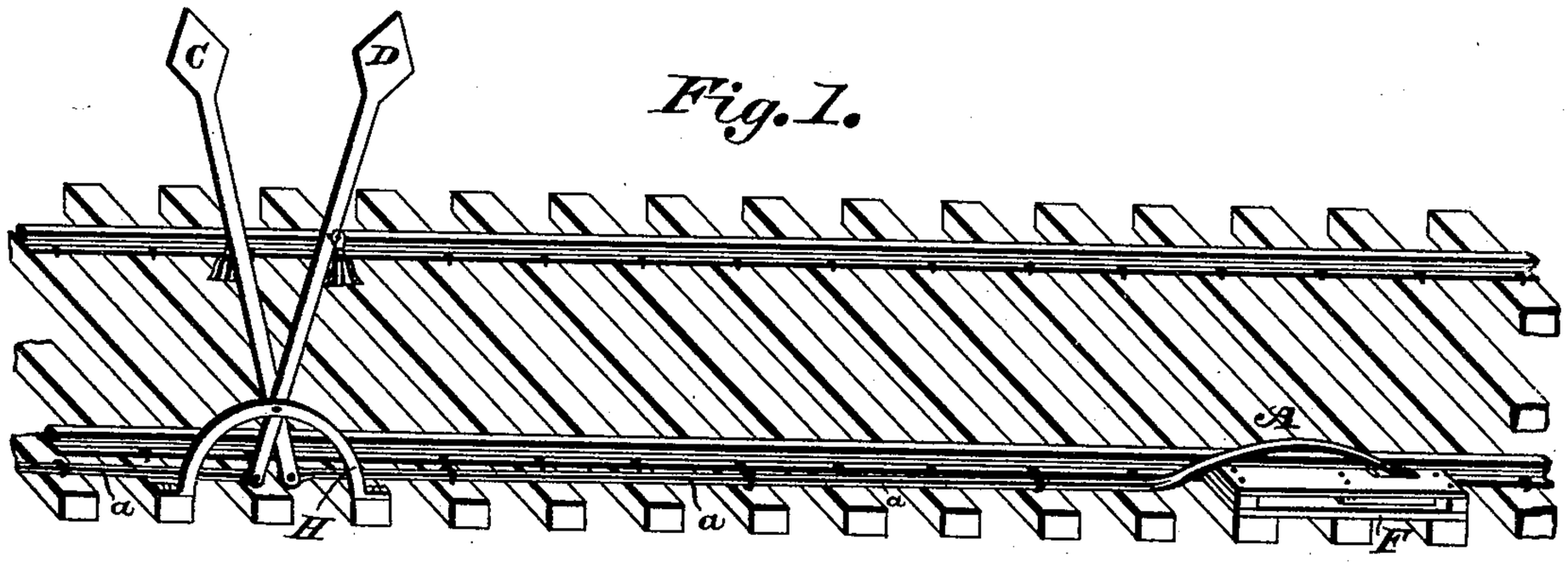


Fig. 2.

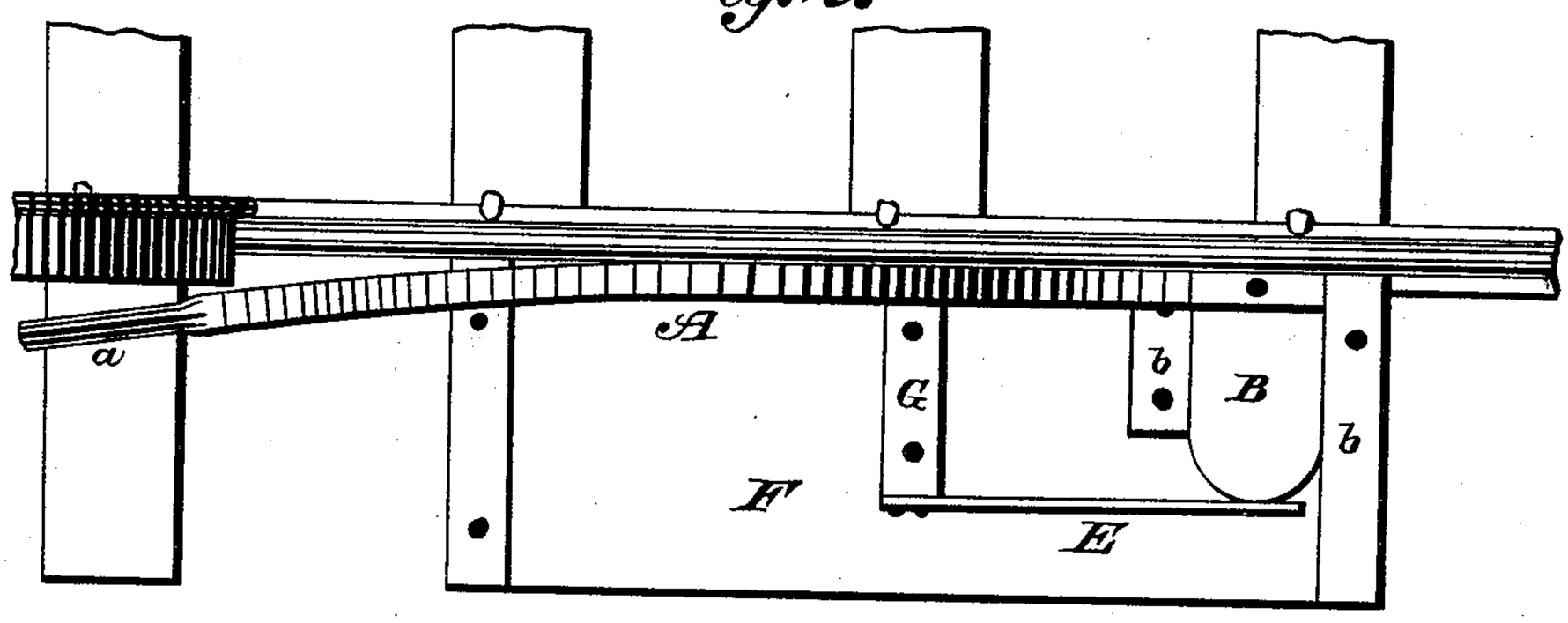
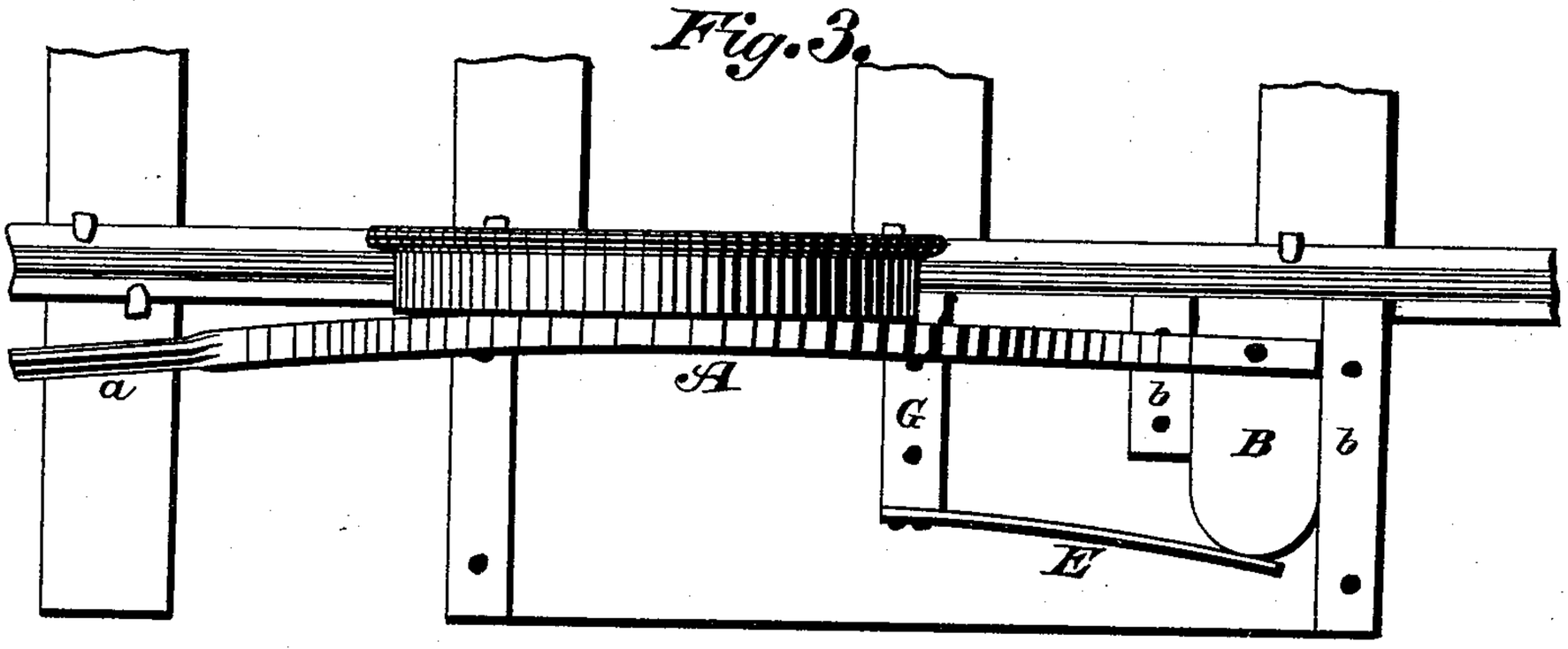


Fig. 3.



WITNESSES:

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ABRAHAM B. SNYDER, OF LOUISVILLE, OHIO.

RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 321,256, dated June 30, 1885.

Application filed May 18, 1885. (No model.)

To all whom it may concern:

Be it known that I, ABRAHAM B. SNYDER, a citizen of the United States, residing at Louisville, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Railway-Signals, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon, in which—

Figure 1 is a perspective view. Fig. 2 is a top view showing the operating-spring in its normal position. Fig. 3 is a top view showing the operating-spring forced to the side by means of a car-wheel.

The present invention has relation to that class of railway-signals designed and calculated to signal the approach of a train of cars at a street-crossing; and its nature consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claims.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the operating-spring, which is substantially of the form shown in the drawings, and is placed by the side of the railway-rail, as shown. One end of said operating-spring is attached to the sliding block B, as shown, the opposite end being attached to the rod *a*. The top of the spring A extends a short distance above the top of the railway-rail, so that as the wheels of a train of cars pass said operating-spring it will be forced down to a level with the top of the railway-rail, and as soon as a wheel has passed said operating-spring it will assume its normal position, thereby causing the signal C to be waved back and forth by means of the rod *a*. The signal D is operated in the same manner as the signal C.

For the purpose of preventing the train from waving the signals C and D as it is leaving said signals, I place the end of the operating-spring A toward said signals a short distance away from the railway-rail, as seen in Figs. 2 and 3, so that as the wheels of a train pass the operating-spring A they will force the spring away from the railway-rail, and as soon as a wheel has fully passed said spring it will be forced into its normal position by means of the spring E.

To hold in proper position the operating-spring A and the sliding block B, the metal plate F is securely attached to the ties at the side of the rail, as shown in the drawings, said plate being provided with the ribs or bars *b b*, and are for the purpose of holding the sliding block B in proper position, and are so arranged that the block B will slide away from the rail as a train of cars passes the operating-spring going away from the signal proper.

The spring E may be substantially of the form shown in the drawings, and is securely attached at one end to the block G or its equivalent, the opposite end resting and pressing on the sliding block B, as shown in the drawings. For the purpose of providing a night-signal, I place a bell or bells on the signals C and D, as shown in the drawings.

The signals C and D should be painted some bright color—such as red or white—so that they can readily be seen. These signals C and D are fulcrumed to the segment or support H, as shown in the drawings, and should be held a short distance apart, so that they will not interfere with each other when they are being moved by a passing train.

To protect the rod *a*, boards may be placed over said rod in such a manner as not to interfere with the movements of said bar. To protect the sliding bar B and its parts the cap is attached as shown in Fig. 1.

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

1. The combination of the operating-spring A, attached to the sliding block B, the spring E, and the operating-rods *a*, attached to the signals C and D, all arranged substantially as described, and for the purpose specified.

2. The combination of the operating-spring A, attached to the rod *a*, the signals provided with a bell or bells, and the sliding block B, all arranged substantially as described, and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ABRAHAM B. SNYDER.

Witnesses:
EDWIN F. FREASE,
FRED W. BOND.