

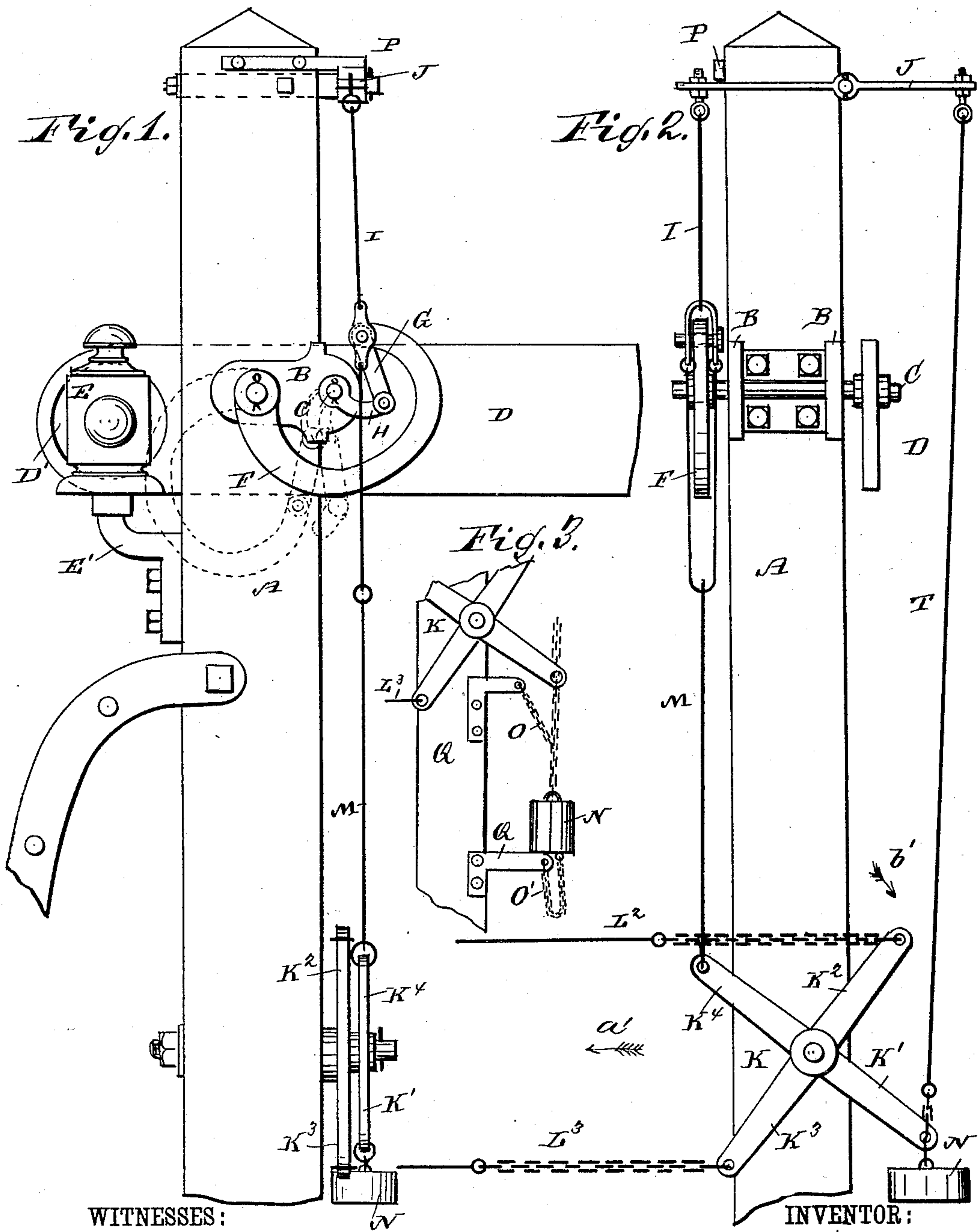
(No Model.)

H. B. POTTER.

RAILROAD SIGNAL.

No. 341,602.

Patented May 11, 1886.



WITNESSES:

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HOBERT B. POTTER, OF NORTH ADAMS, MASSACHUSETTS.

RAILROAD-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 341,602, dated May 11, 1886.

Application filed July 16, 1885. Serial No. 171,814. (No model.)

To all whom it may concern:

Be it known that I, HOBERT B. POTTER, of North Adams, in the county of Berkshire and State of Massachusetts, have invented a new and Improved Railroad-Signal, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved railroad-signal which is so constructed that when it is lowered its position is not further affected by pulling the wire for swinging the signal down.

The invention consists in the combination, with a post, of a shaft mounted to turn on the same, a signal-wing on one end of the shaft, an arm on the other end of the shaft, and a curved arm pivoted on the post and connected by a link with the arm on the end of the shaft, all as will be more fully described hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of my improved railroad-signal. Fig. 2 is an end view of the same. Fig. 3 shows a modified construction.

The post or standard A, made of wood or metal, is provided with two jaws, B, in which a shaft, C, is journaled; or the shaft may be journaled in any other suitable manner.

On one end of the shaft C a signal-wing, D, is rigidly mounted to swing when the shaft is turned, and the short end of the wing carries a colored-glass pane, D', which is in front of a plain-glass lantern, E, on a bracket, E', of the post; or the lantern may be placed or held in any other suitable manner.

On that end of the shaft C opposite the one on which the wing D is mounted a curved arm, H, is secured, which is connected by the link G with the end of a curved arm, F, pivoted on the side of the post or standard, and having its free end connected, by means of a stirrup and the wire or rod I, with a spring-lever, J, pivoted at the top of the post or standard, the other end of the lever being connected by a wire, T, with one arm, K', of a cross-shaped lever, K, having the ends of its arms K² and K³ connected with the wires and chains L² L³. The arm K⁴ of the lever K is connected by a wire, M, with the end of the curved arm

F. A weight, N, is secured on or connected with the lower end of the wire T.

P is a stop, against which the lever J can swing. If desired, the said stop can be dispensed with and the weight N connected by chains O with two brackets, Q, between which it can move up and down.

If desired, the weight N can be made so heavy that it can swing the signal-wing D into the horizontal position, and in that case the chain and wire L³ can be dispensed with.

The operation is as follows: The wing D is set to show "danger," as shown in the drawings, the red pane D' being in front of the lamp. By pulling on the chain L² in the direction of the arrow a' the cross-lever K is turned in the inverse direction of the arrow b', and thereby the free end of the arm F is swung down, and by means of the link G the arm H is swung down and brought into the first position shown in dotted lines. The wing D is now in the vertical position. In case the operator still pulls on the wire L², he swings the arm H and arm F in the second position shown in dotted lines, but without affecting the arm H, the shaft C, and the wing D. The arm H projects downward, the link G turns on its end, and the arm F turns on the end of the link. All danger of shifting or changing the signal-wing D by continued pulling on the wire and chain L² is thus avoided. When the chain L² is released and the weight N is heavy enough, the said weight descends, and by means of the wire T, the lever J, and the wires I and M swings the signal-wing D into the horizontal position. In case the weight N is not heavy enough, the wire and chain L³ is drawn in the direction of the arrow a', and the same result is obtained. When the stop P is not used, the weight N strikes the upper arm, Q, in ascending, and thus the movement is checked.

The signal can be used with a switch or alone.

If desired, the spring-bar J may be pivoted below the signal-arm and connected with the cross-lever K by rods, in place of wires or chains.

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

1. In a railway-signal, the combination, with

1 a post, of a shaft journaled on the post, a signal-wing on one end of the shaft, an arm, H, on the other end, a curved lever pivoted to the post and connected with the arm on the
5 end of the shaft, and wires or rods connected with the lever pivoted to the post, for the purpose of swinging said lever, substantially as herein shown and described.

2. In a railway-signal, the combination, with
10 to a post, of a shaft journaled on the same, a signal-wing on one end of the shaft, an arm mounted on the other end, a curved lever pivoted on the post, a link connecting the swinging end of said curved lever with the end of the
15 arm on the shaft, and rods or wires connected with said lever for the purpose of swinging it, substantially as set forth.

3. In a railway-signal, the combination, with the post A, of the shaft C, having the arm H, the curved lever F, pivoted in the post, the
20 link G, connecting the arm H and arm F, the wing D on the shaft C, the levers J and K, the wires I, M, and T, connecting the levers J and K, the weight N, connected with the wire T, and wires or chains for swinging the
25 lever K, substantially as herein shown and described.

HOBERT B. POTTER.

Witnesses:

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