(No Model.) 2 Sheets—Sheet 1.

J. M. ALLAN.

DEVICE FOR AUTOMATICALLY OPERATING RAILROAD SIGNALS.

No. 368,369. Patented Aug. 16, 1887.

Fig. 2.

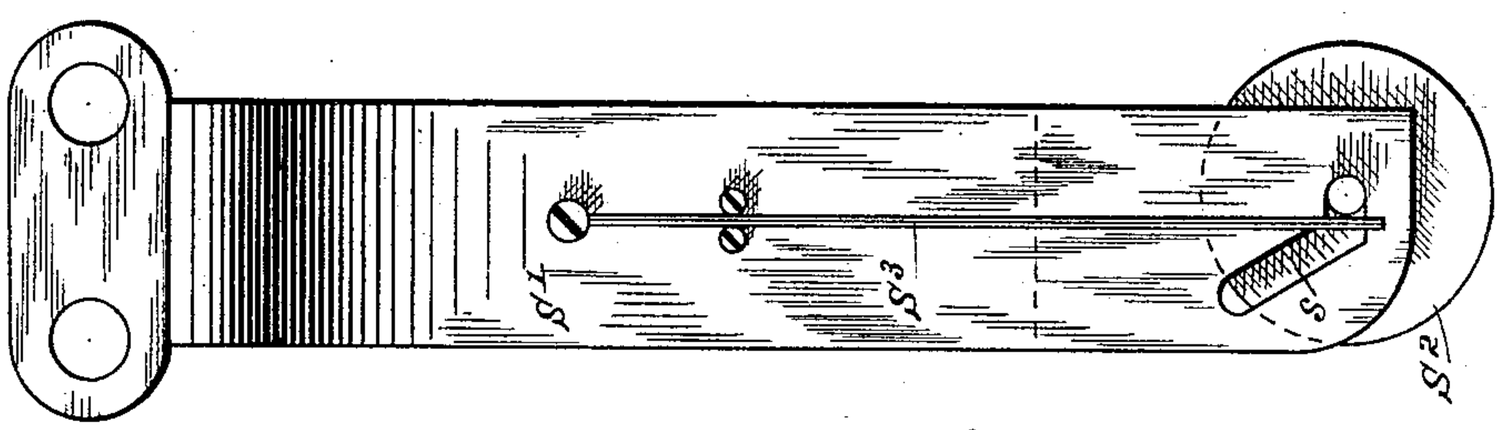


Fig. 3.

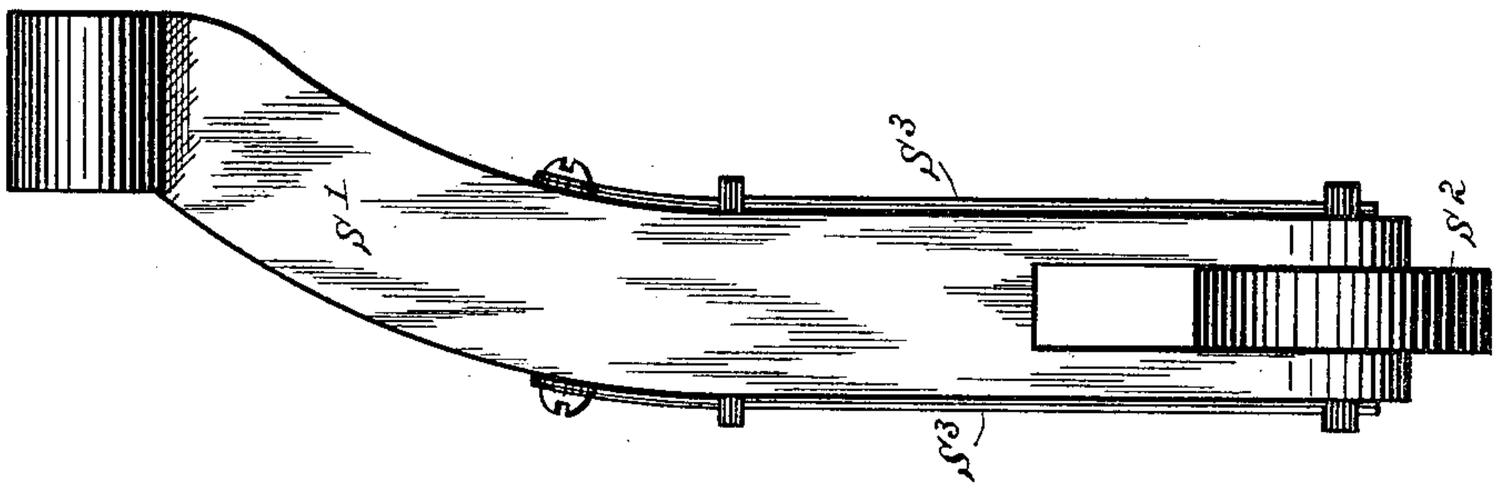
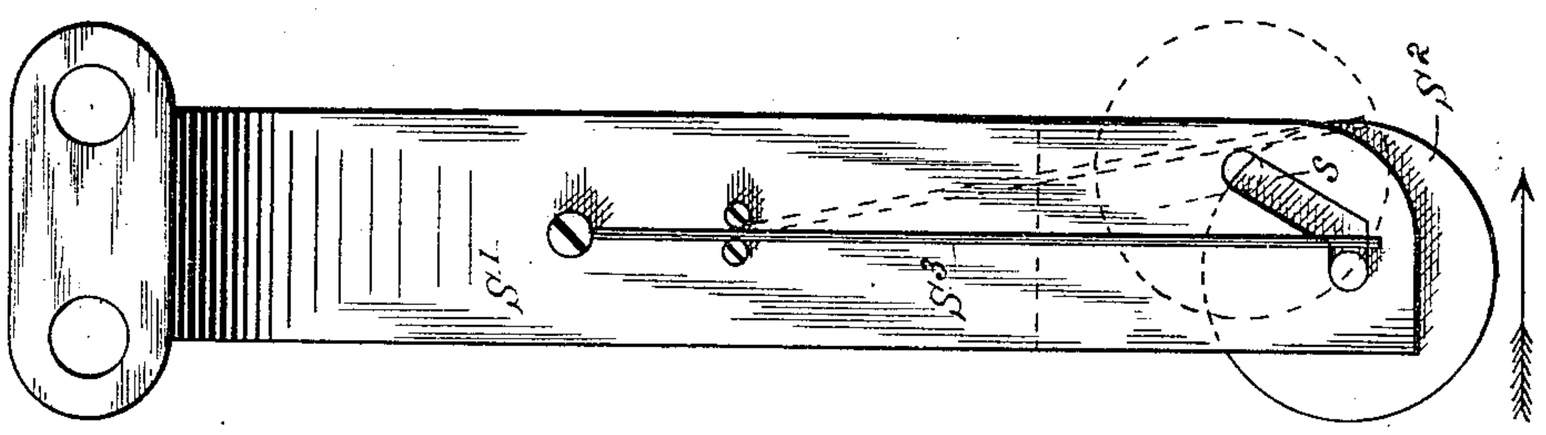


Fig. 1.



Witnesses

John C Miller.

Percy White.

Inventor

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(No Model.) 2 Sheets—Sheet 2.

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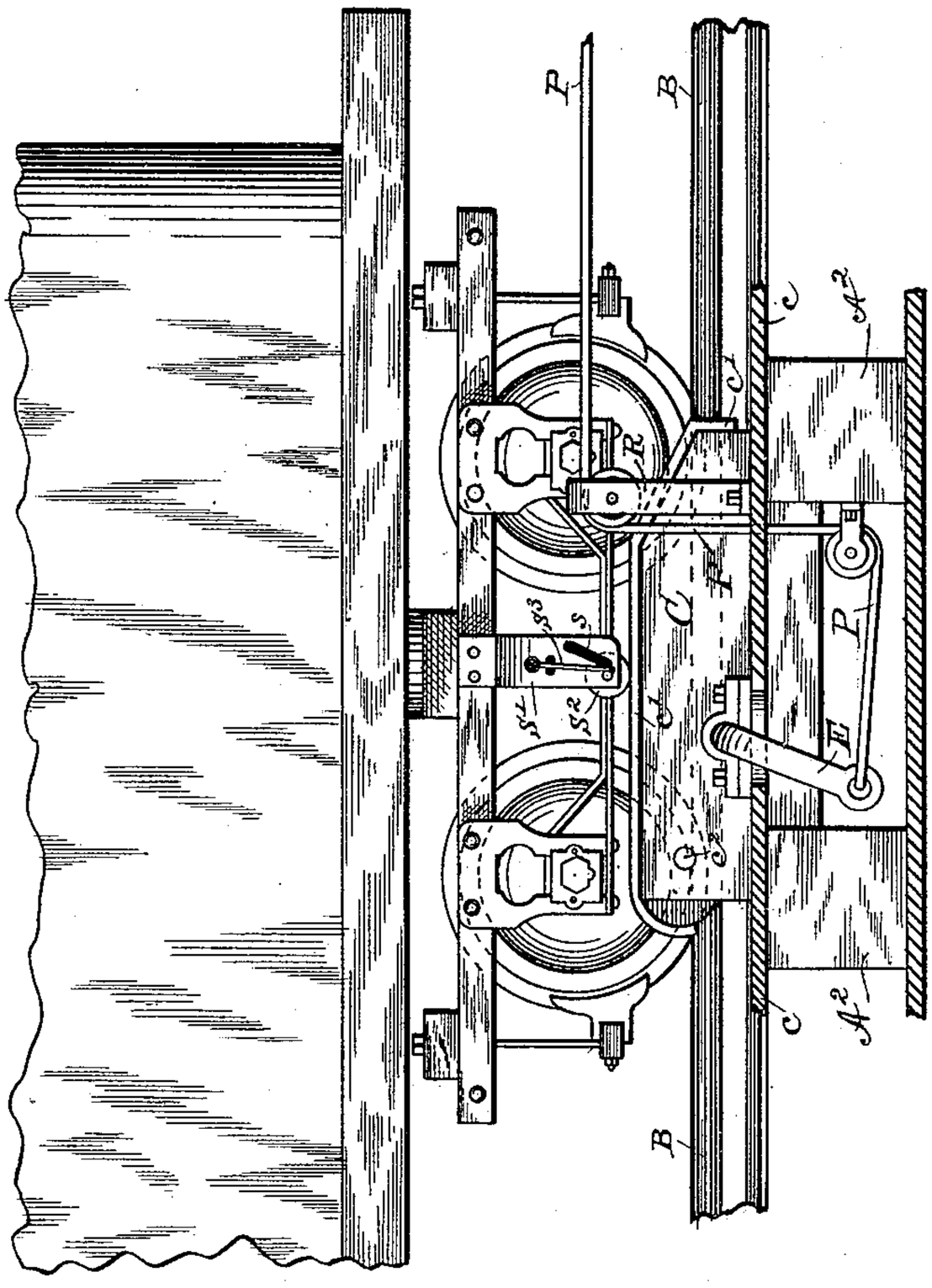
Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN M. ALLAN, OF LAKEWOOD, ASSIGNOR OF TWO-THIRDS TO BENJAMIN F. LEE, OF TRENTON, AND ANDREW J. SEARING, OF MONMOUTH, NEW JERSEY.

DEVICE FOR AUTOMATICALLY OPERATING RAILROAD-SIGNALS.

SPECIFICATION forming part of Letters Patent No. 368,369, dated August 16, 1887.

Application filed May 3, 1886. Serial No. 200,986. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. ALLAN, a citizen of the United States, residing at Lakewood, in the county of Ocean and State of New Jersey, have invented certain new and useful Improvements in Devices for Automatically Operating Railroad-Signals, of which the following is a specification, reference being had therein to the accompanying drawings.

The object of this improvement is an attachment to locomotive-tenders and railroad-cars, and intended to be used in connection therewith for operating an improved danger-signal for railroad-crossings, which improved signal has been made the subject of an application for Letters Patent filed May 3, 1886, Serial No. 200,984. These results are attainable by the device illustrated in the drawings herewith filed as part hereof, in which the same letters of reference denote the same parts in the different views.

Figure 1 is a side elevation representing a device for operating railroad-signals embodying the features of my improvement. Fig. 2 is a similar representation of the same, as seen from its side opposite to that shown in Fig. 1. Fig. 3 is a front elevation of the same. Fig. 4 is a side elevation of a portion of a locomotive-tender with my device for operating danger-signal mechanism attached thereto.

Referring to Figs. 1, 2, 3, S′ S^2 S^3 represent the constituent parts of my improved device for operating the mechanism of railroad-signals. S′ is a bifurcated curved arm provided with perforations at its upper end for bolting the same to the truck-frame of a locomotive-tender, as shown in Fig. 4. Each division of the arm S′ is provided with an angular upwardly-inclined slot, as shown at *s*, for the reception of an axial pin of a disk or friction-roller, S^2. S^3 represents a light spring fixed to each side of the arm S′ in position to engage with the axial pin of the friction-roller S^2 when the latter may be adjusted out of the position shown, as hereinafter explained, and to facilitate its return thereto.

When the device shown in Figs. 1, 2, 3 moves forward in the direction indicated by the arrow in Fig. 1, the position of the friction-roller S^2 will be secured by the horizontal part of the slot *s*, and contact of the roller S^2 with any movable object will give motion to the latter away from the roller. When the movement of the device is in a direction opposite to that indicated by the arrow, the roller S^2 will be moved upward in the slot *s* and away from any movable object requiring any amount of force to put it in motion, as the springs S^3 are not strong enough to give the roller S^2 any rigidity of position, but have only sufficient tension to assist the gravity of the roller, and thereby facilitate its quick return to the position shown.

Having explained the operation and application of my improvement, what I claim as new, and desire to secure by Letters Patent, is—

The combination, in a device for automatically operating railway-signal mechanism, of the bar S′, curved at its upper end and bifurcated at its lower extremity, and formed with angular upwardly-inclined slot *s*, roller S^2, mounted within the bifurcated end of the bar S′, with its journal-arms in said slot *s*, and spring S^3, engaging said journal-arms of the friction-roller, substantially as described, for the purposes specified.

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

JOHN M. ALLAN.

Witnesses:

CHARLES G. DICKINSON,

E. H. SWEENEY.