

(No Model)

C. BARRY.
RAILWAY TIME SIGNAL.

No. 444,327.

Patented Jan. 6, 1891.

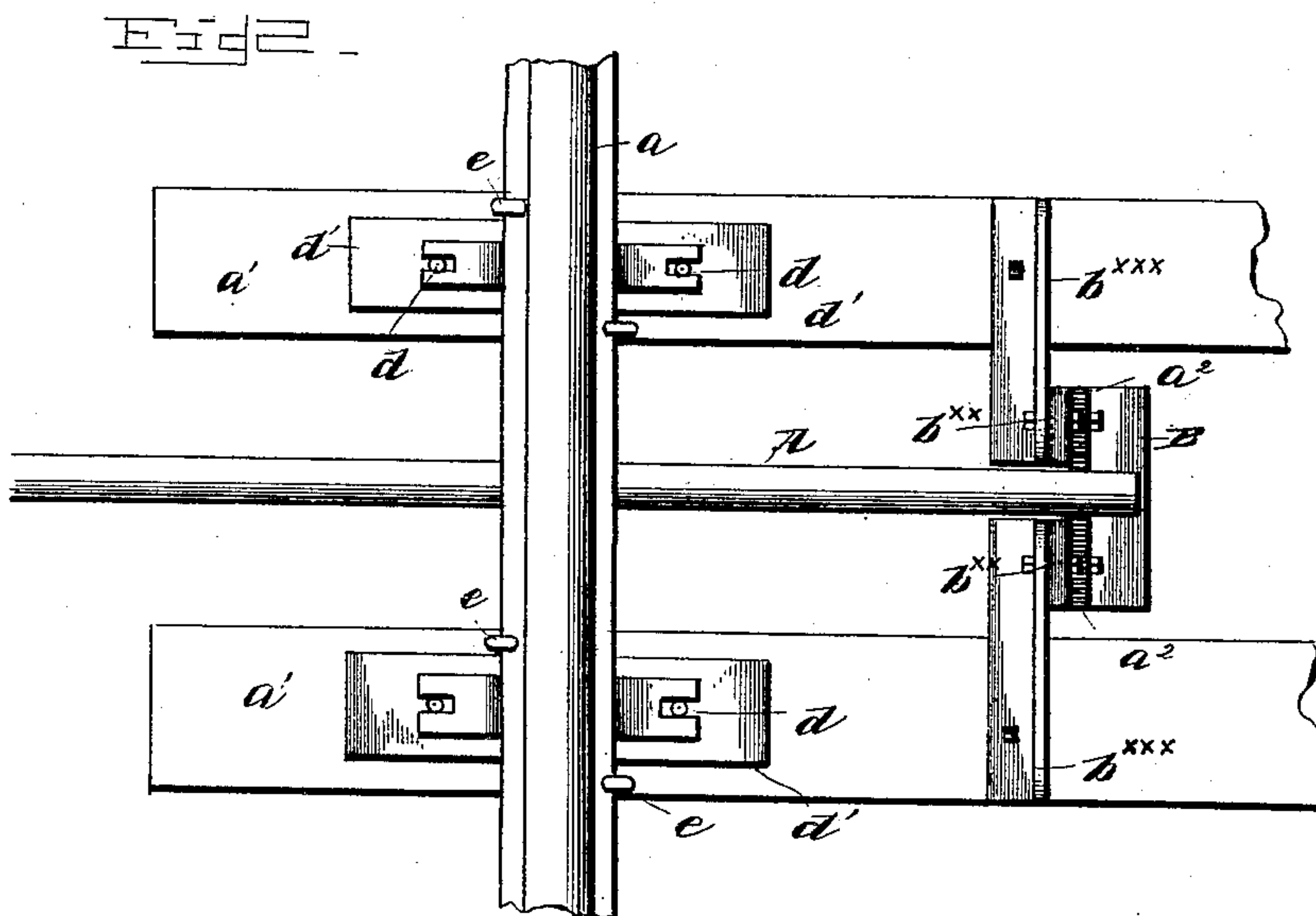
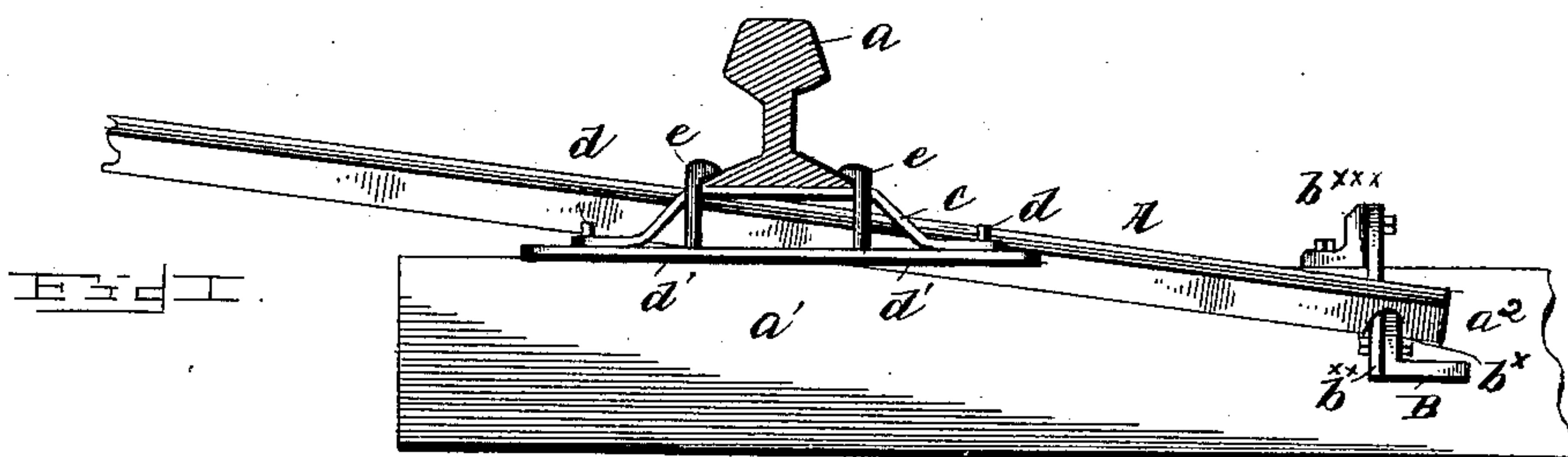
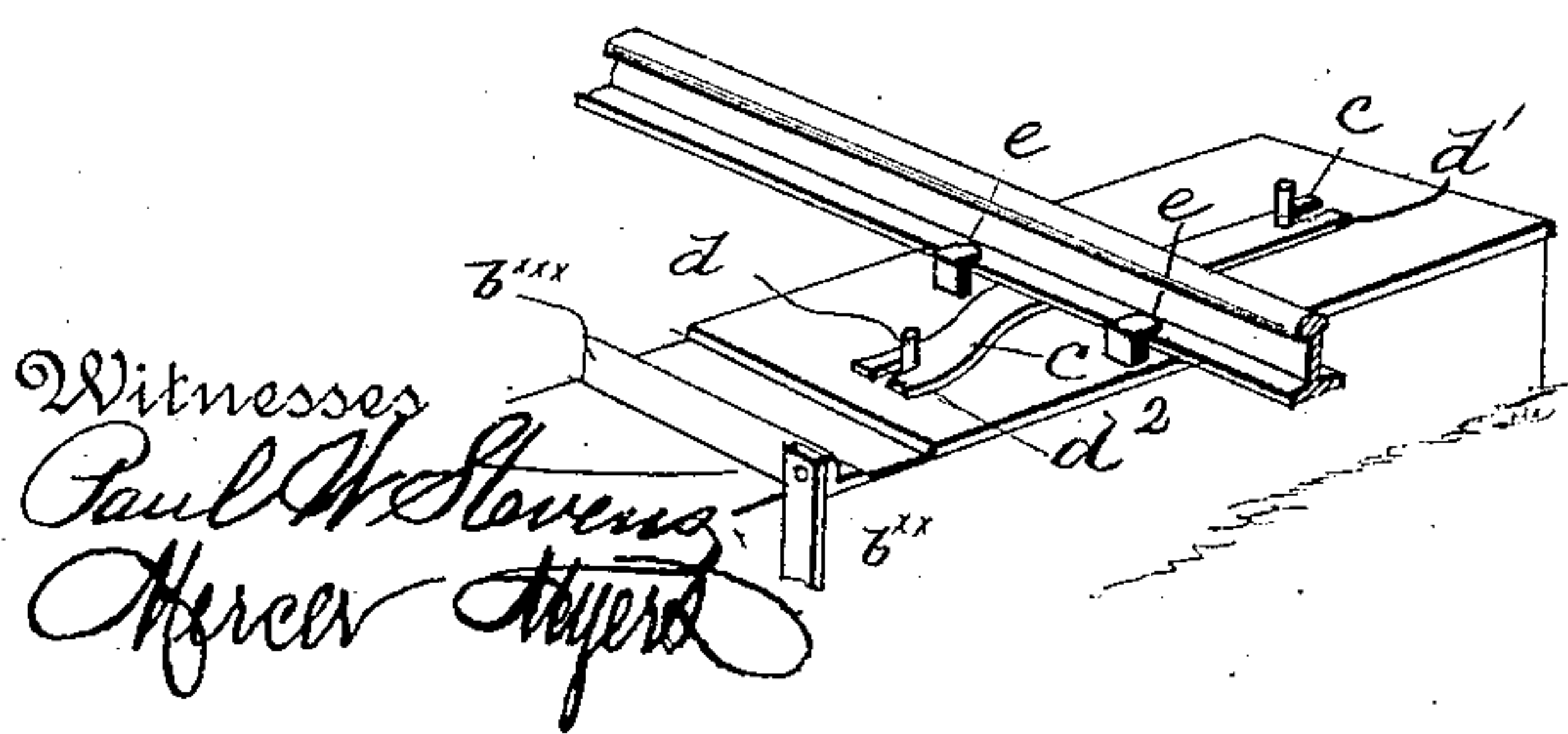


Fig. 3.



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CHARLES BARRY, OF CORNING, NEW YORK.

RAILWAY TIME-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 444,327, dated January 6, 1891.

Application filed May 26, 1890. Serial No. 353,207. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BARRY, a citizen of the United States of America, residing at Corning, in the county of Steuben and State of New York, have invented certain new and useful Improvements in Railroad-Signals, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain improvements in railway-signals; and it consists in the novel construction and combination of parts hereinafter disclosed.

In the accompanying drawings, Figure 1 is a cross-sectional view of my improved railway-signal. Fig. 2 is a plan view of the same, and Fig. 3 is a detail perspective view thereof.

In the embodiment of my invention I employ a lever A, arranged in an inclined position beneath the rail *a* and having its lower end suitably incased below the road-bed intermediately of the ties *a' a'*. The lower end of the lever A is provided upon or in its under side with a slot *a²*, engaging the flange *b^x* of the right-angular cross-bar B, suspended by means of vertical pieces *b^{xx}*, secured at their upper ends to brackets *b^{xxx}*, bolted upon the ties *a' a'*. The rail *a* rests upon springs *c*, upwardly bowed or elevated at their middle portions above, and having their end portions resting upon the plates *d' d'*, held upon the ties *a' a'* by bolts or pins *d*, projected above said plates and through the slots *d²*, provided in the end portions of said springs.

The upward movement of the rail *a*, under

the action of the springs *c*, is limited by the heads or flanges of the spikes or bolts *e*, driven into the ties *a'*, said spikes or bolts also preventing the lateral displacement of said rail.

From the foregoing it will be seen that upon the depression of lever A, caused by the passage of the wheels of the train or cars over the rail *a* compressing the springs *c*, the outer elevated end of said lever connected, in practice, to the time-signaling mechanism—such as shown, for instance, in my patent No. 386,052—will be lowered, actuating the said mechanism as required.

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

1. The combination of the rail seated on springs having slots in their ends engaged by or receiving pins or bolts, and the lever arranged transversely to and in contact with the under side of the said rail, substantially as and for the purpose set forth.

2. The combination of the rail seated on springs having their ends slotted, receiving pins or bolts projected from a plate secured to the tie, and the lever having a slot in one end engaging the flange of a suspended right-angular bar, substantially as and for the purpose set forth.

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

CHARLES BARRY.

Witnesses:

EDWIN S. WALKER,
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