

(No Model.)

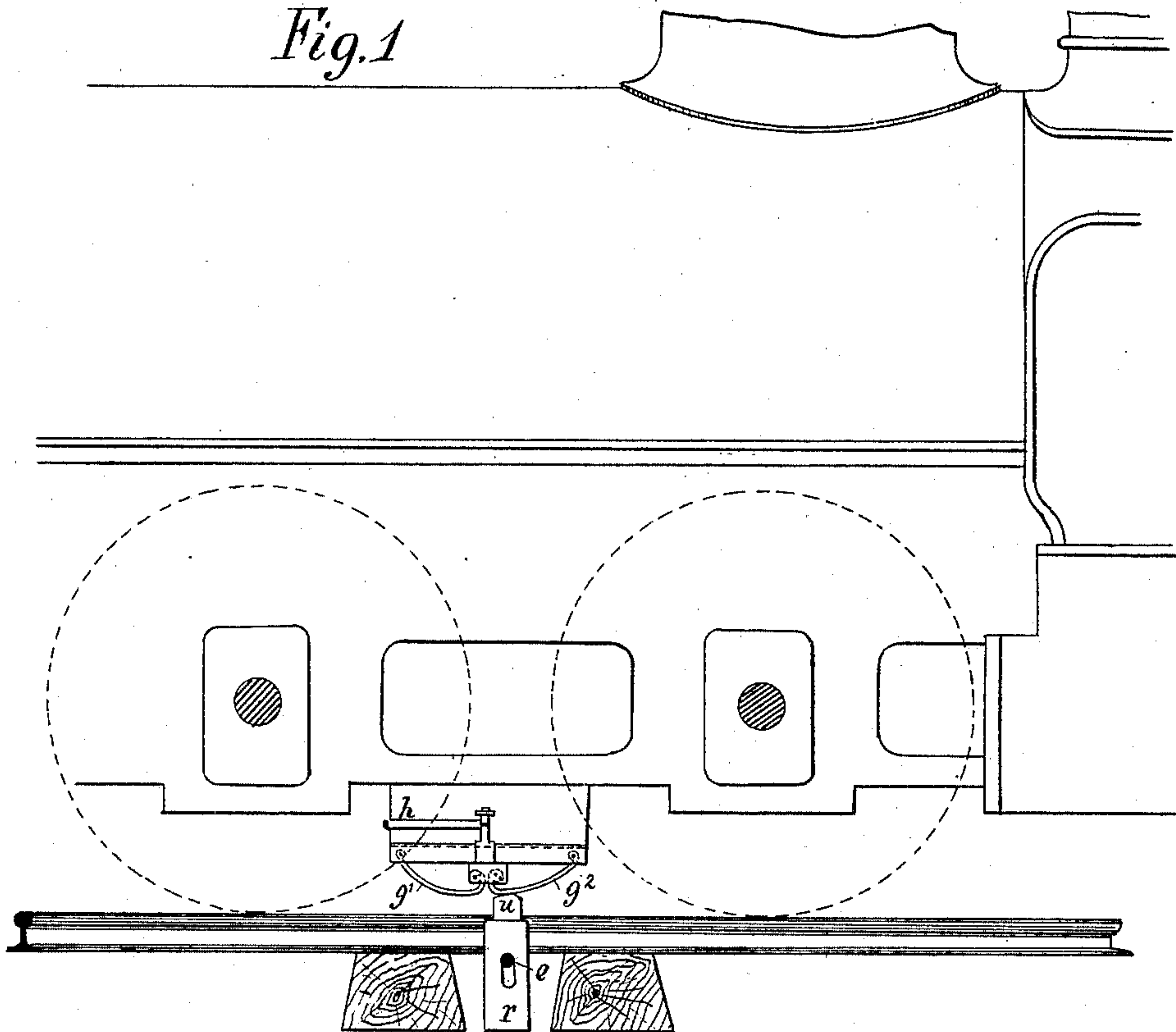
A. S. VON BLINS DORF & C. ADLER.

RAILWAY SIGNAL.

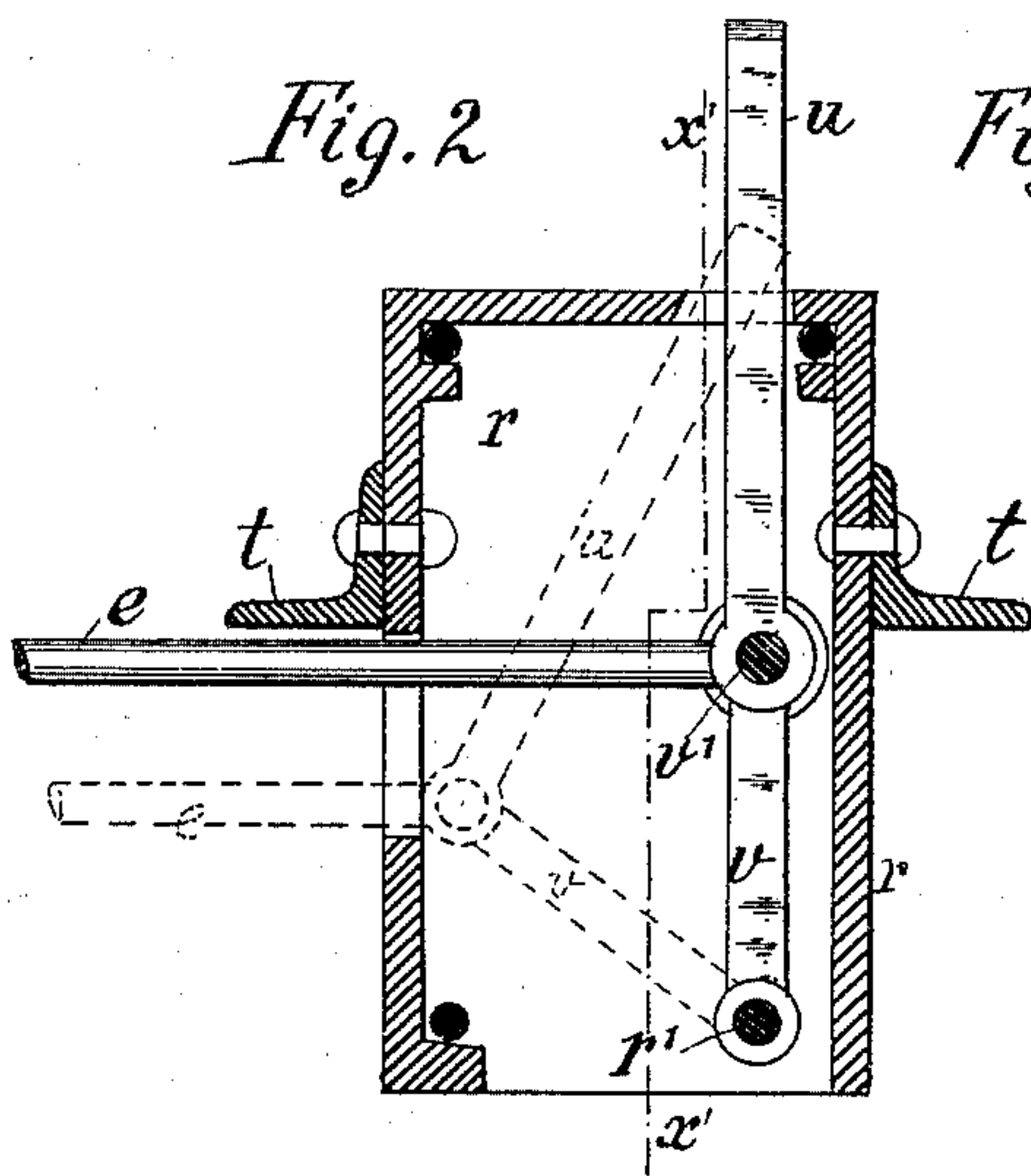
No. 476,866.

Patented June 14, 1892.

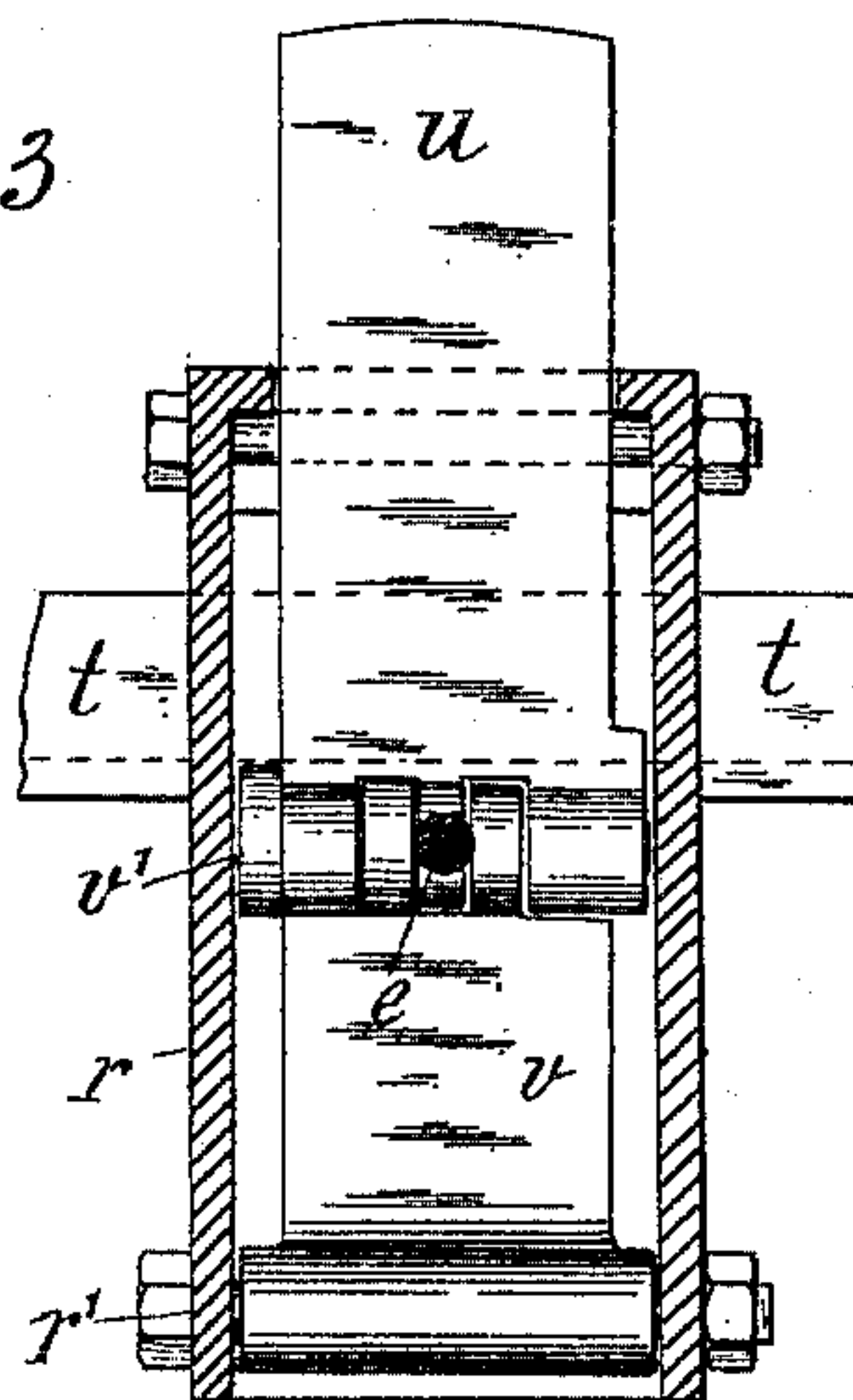
*Fig. 1*



*Fig. 2*



*Fig. 3*



Witnesses  
Hermann Klaus  
*[Signature]*

Inventors  
Anton Sponar von Blinsdorf  
and Carl Adler  
by *Karl Theodorovic*  
Attorney in fact

# UNITED STATES PATENT OFFICE.

ANTON SPONAR VON BLINS DORF AND CARL ADLER, OF BADEN, AUSTRIA-HUNGARY.

## RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 476,866, dated June 14, 1892.

Application filed September 27, 1890. Serial No. 366,423. (No model.) Patented in England April 2, 1889, No. 5,632; in Germany April 5, 1889, No. 49,022; in France April 8, 1889, No. 197,302; in Belgium April 8, 1889, No. 85,748, and in Austria-Hungary October 7, 1889, No. 12,047 and No. 51,342.

*To all whom it may concern:*

Be it known that we, ANTON SPONAR VON BLINS DORF and CARL ADLER, subjects of the Emperor of Austria-Hungary, residing at Baden, near the city of Vienna, in the Province of Lower Austria, in the Empire of Austria-Hungary, have invented certain new and useful Improvements in Apparatus for Signaling and Stopping Trains on Railways, (for which we have obtained Letters Patent in Great Britain, dated April 2, 1889, No. 5,632; in France, dated April 8, 1889, No. 197,302; in Belgium, dated April 8, 1889, No. 85,748; in Germany, dated April 5, 1889, No. 49,022, and in Austria-Hungary, dated October 7, 1889, No. 12,047 and No. 51,342,) of which the following is a specification.

Our invention relates to improvements in signaling apparatus for railways; and it consists in arranging in the tracks of a railway system a suitable apparatus operated from the signal-box and actuating either the alarm-bell, the steam-whistle, the brake, the steam-valve, or the reversing-gear of an engine passing over such apparatus, so as to stop the former forthwith.

In the accompanying drawings, Figure 1 represents a vertical view of the apparatus in combination with a part of the engine. Figs. 2 and 3 represent two vertical cross-sections of the casing in a larger scale. Fig. 3 is a section on the line  $x' x'$  of Fig. 2.

In carrying our invention into practice we sink in the ground between the rails or support by cross-bars  $t t$ , fixed to the sleepers, a casing  $r$ , slotted at the top and containing a vertical jointed and collapsible rod or bar

$u$ , which is pivoted at its lower end at  $v'$  and connected to a second rod  $v$ , adapted to be turned about the trunnion  $r'$ . Both rods  $u$  and  $v$  are jointed at  $v'$  to a horizontal rod  $e$ , extending through the side of the casing and connected to the signal-box by means of suitable cranks. This bar  $u$  when in an erect position projects above the rails and comes into contact as an engine is passing over the same with suitable spring-levers  $g' g^2$ , attached in any suitable part of the under side of the said engine, and connected by suitable levers or other mechanism to the bell or other part of the engine which is required to operate.

We claim as our invention and desire to secure by Letters Patent—

A signaling apparatus for railways, consisting of a casing containing a vertical jointed and collapsible bar  $u$ , hinged to another bar  $v$ , adapted to be turned about a trunnion  $r'$ , both rods jointed to a horizontal rod extending through the side of the casing and connected to the signal-box by means of suitable cranks, in combination with spring-levers attached to any suitable part of the under side of the engine and connected by suitable mechanisms to the bell or other part of the engine which is required to operate, substantially as set forth, and for the purpose specified.

In testimony whereof we have signed this specification in presence of two subscribing witnesses.

ANTON SPONAR v. BLINS DORF.  
CARL ADLER.

Witnesses:

WASA THEODOROVIC,  
W. B. MURPHY.