

(No Model.)

H. ELLIOT.
RAILWAY SIGNAL.

No. 547,515.

Patented Oct. 8, 1895.

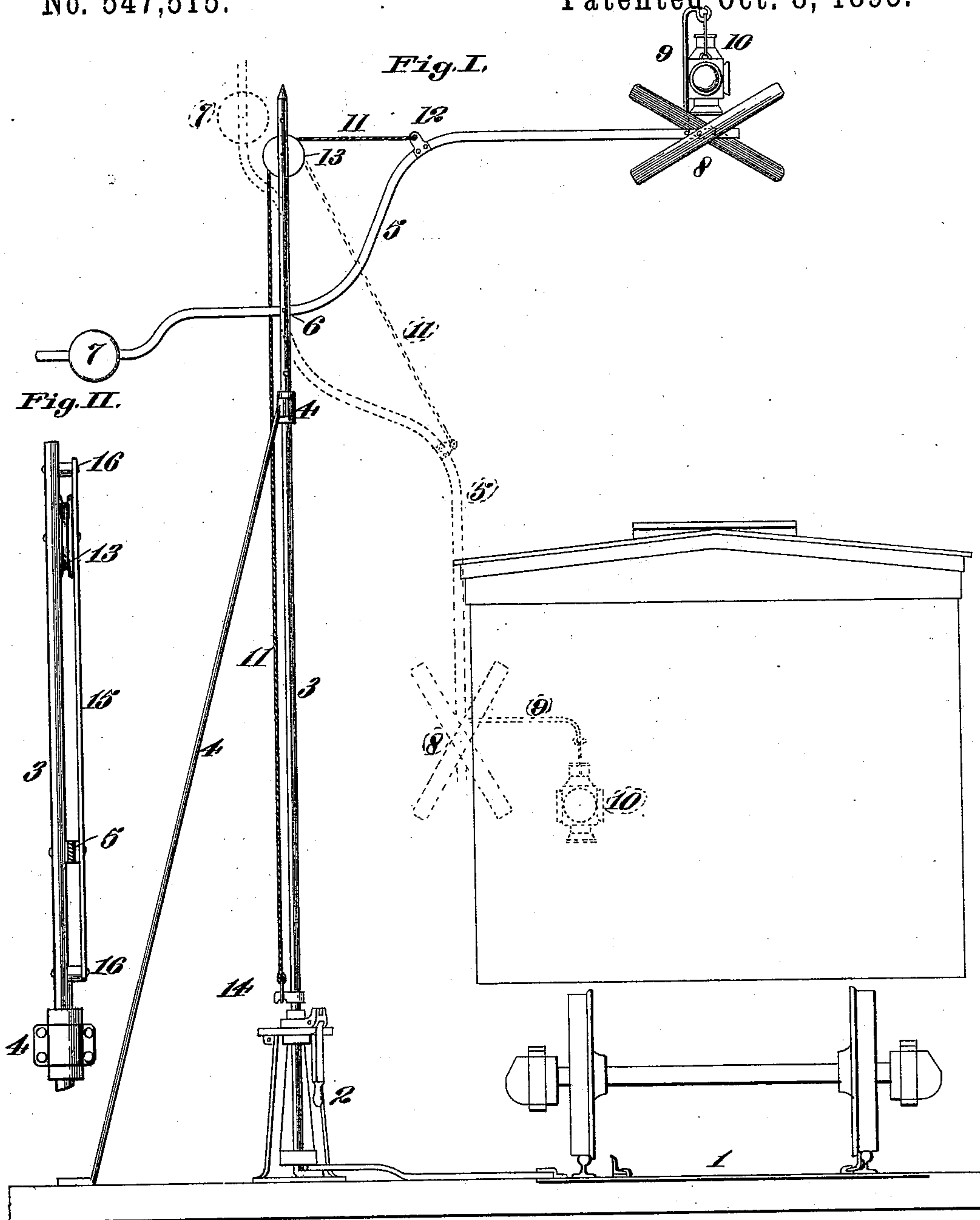
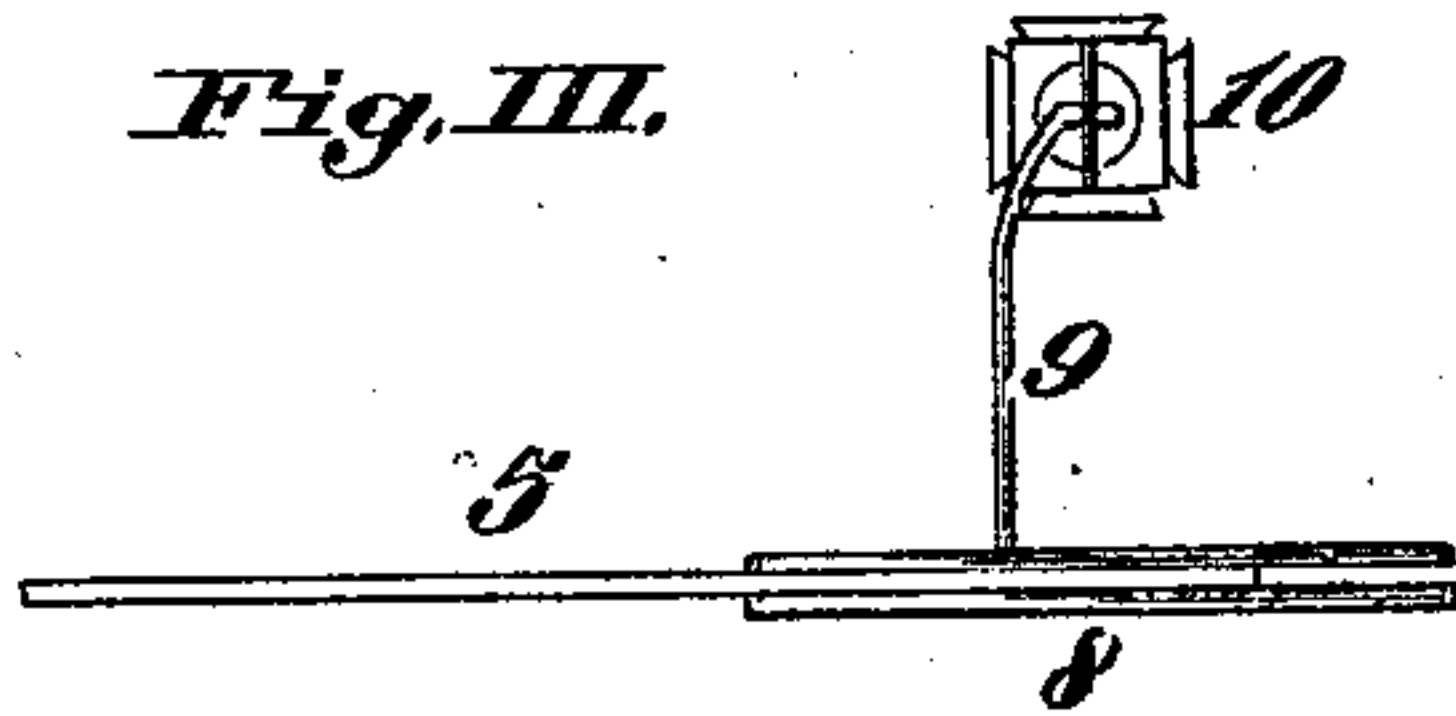


Fig. III.



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HENRY ELLIOT, OF ST. LOUIS, MISSOURI.

RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 547,515, dated October 8, 1895.

Application filed January 23, 1895. Serial No. 535,941. (No model.)

To all whom it may concern:

Be it known that I, HENRY ELLIOT, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Railway-Signals, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to certain improvements in railway-signals; and my invention is particularly well adapted for use at side tracks to indicate the position of the switch, so that the engineer of a train moving on the main track may readily tell before reaching the side track whether the switch is open or closed.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is an elevation illustrative of my invention. Fig. II is an enlarged detail view showing the upper end of the switch-stand rod. Fig. III is a detail top view.

Referring to the drawings, 1 represents a main track, the side track not being shown in the drawings.

2 represents a stand for moving the switch of the side track. This switch-stand is of ordinary construction, except the rod or shaft 3 is extended up to a considerable height, so that its upper end is at a higher elevation than the top of the cars on the track. The rod 3 is supported by a brace 4, that does not interfere with the turning of the rod as the switch is thrown.

5 represents an arm, preferably bent, as shown in Fig. I, and which is pivoted to the rod 3 at 6. On one end of the arm 5 is a counterbalance-weight 7, and on the other end is a signal 8 and a hook or support 9 for carrying the signal lamp or lantern 10. 11 represents a cord or chain made fast to the arm 5 at 12, and which passes over a pulley 13, journaled in the upper end of the rod 3. The lower end of the cord or chain is adapted to engage with a hook or projection 14 on the rod 3 down near the stand 2. The cord or chain holds the arm 5 in a horizontal position with the signal 8 and lamp 10 suspended over

the track where the signal and lamp can be readily observed by the engineer of a train moving along the main track. When the lantern requires attention or is to be removed from its support, the chain or cord 11 is disengaged from the hook 14, and the arm 5 is lowered into the position shown by dotted lines, Fig. I, and when it is to be raised again into using position a downward pull is exerted on the cord or chain and the lower end of the cord or chain made to engage with the hook 14.

For the purpose of more securely attaching the arm and pulley 13 to the rod 3, I have, as shown in Fig. II, employed a strap or bar 15, made fast to the rod at 16, and between which and the rod are located the pulley and arm, as shown.

When the side-track switch is closed, the arm 5 with the signal will be in line with the track, thus indicating to the engineer that the switch is closed. When the switch is open, the arm 5 will be crosswise of the track and the signal will be exposed to view over the track at a high elevation, where it does not interfere with the trainmen on top of the cars and where it can be readily and quickly observed by the engineer of the train moving on the main track.

I claim as my invention—

1. In a railway signal the combination of a switch-stand, the extended rod or shaft thereof, having an arm, pivoted thereto and carrying a signal, and a cord or chain secured to the arm and passing over a pulley journaled to said shaft, substantially as described.

2. In a railway-signal, an arm having a compound-curve bend and carrying a signal or signal light, a switch stand having an elongated rod or shaft to which the arm is pivoted and a cord attached to the upper part of the bend of the arm and passing over a pulley journaled in the shaft above the pivot of the arm, substantially as described.

HENRY ELLIOT.

In presence of—
E. S. KNIGHT,
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