

(No Model.)

J. F. BEARINGER, Jr.
CAR SIGNAL.

No. 582,497.

Patented May 11, 1897.

Fig. 1.

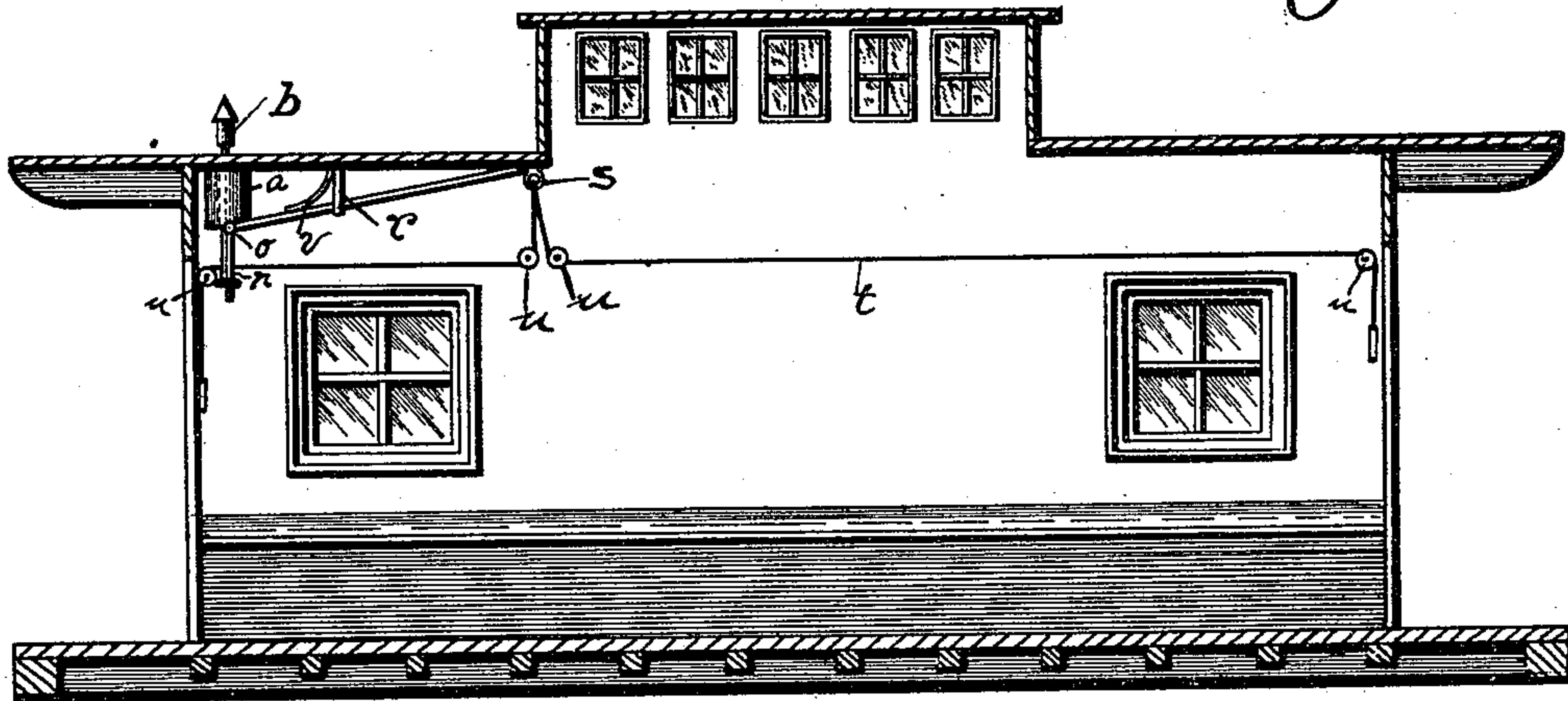


Fig. 2.

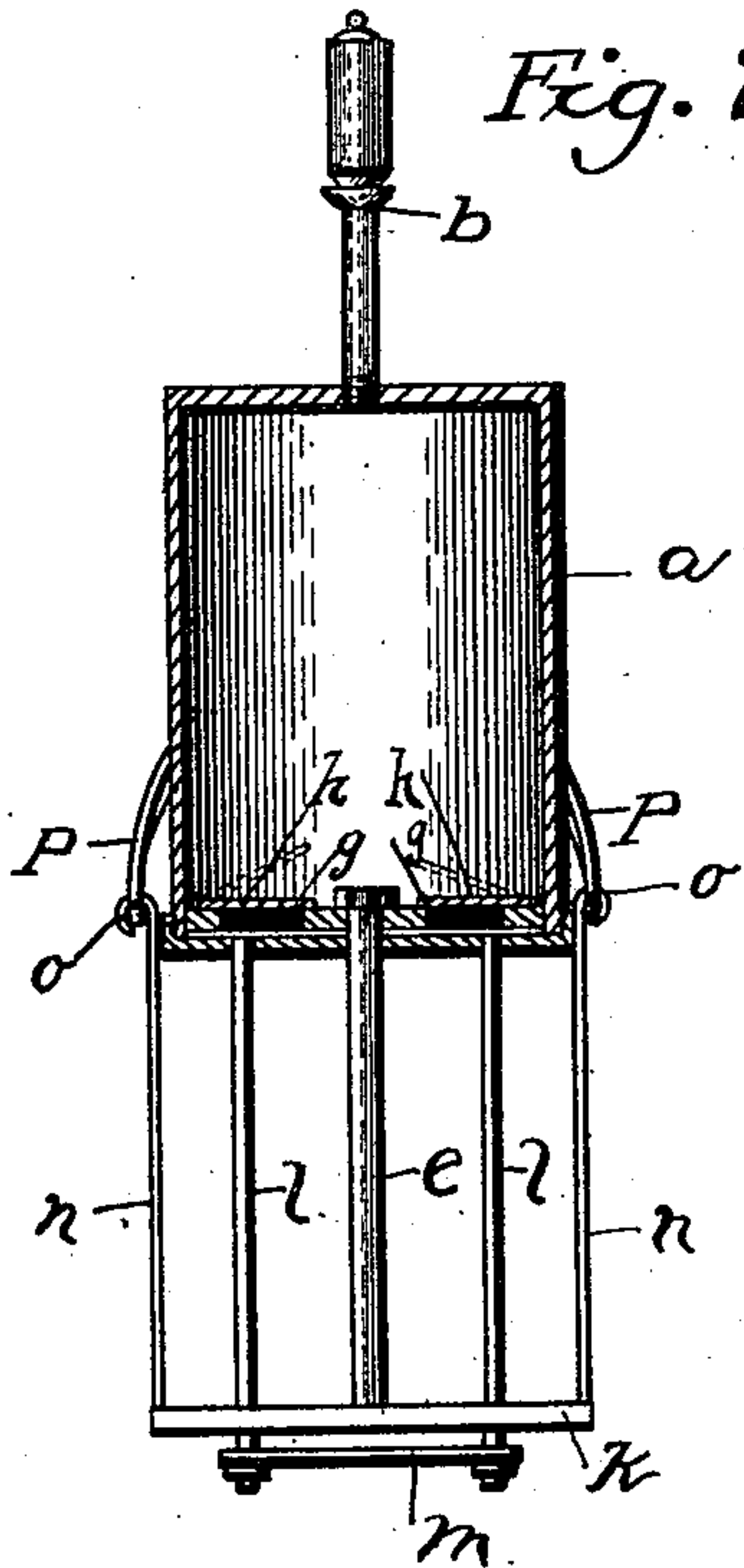


Fig. 4.



Fig. 5.

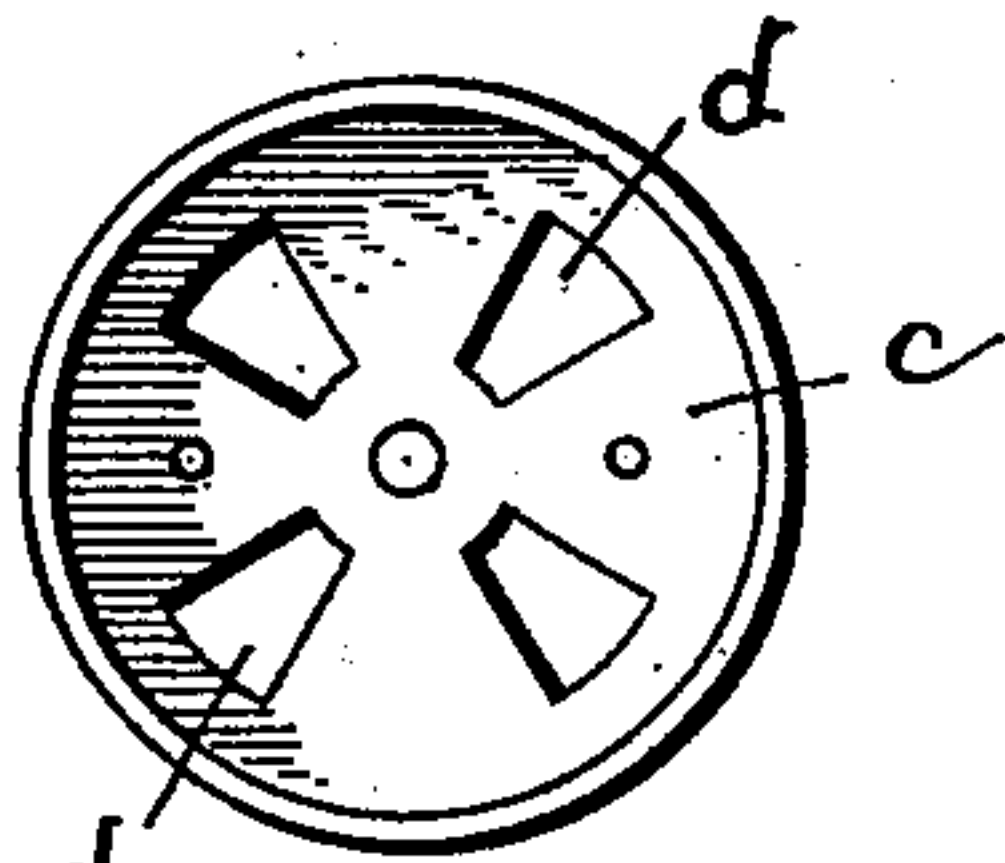


Fig. 6.

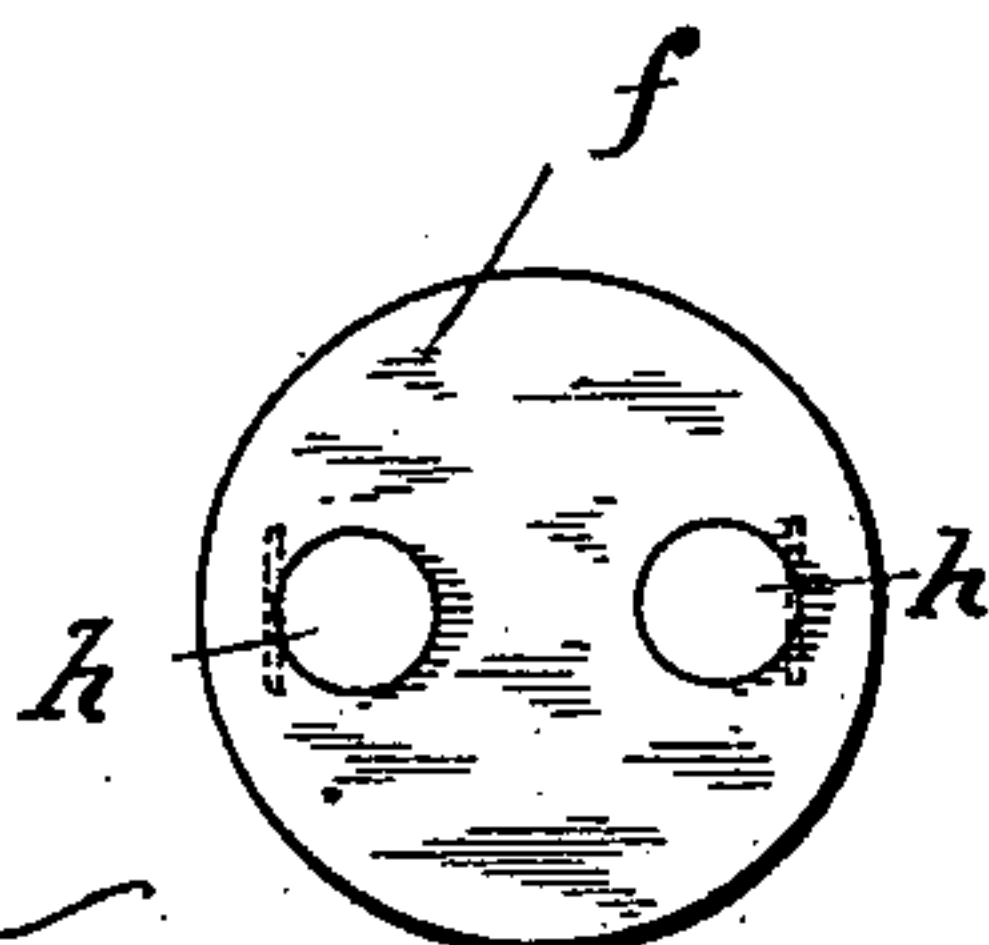
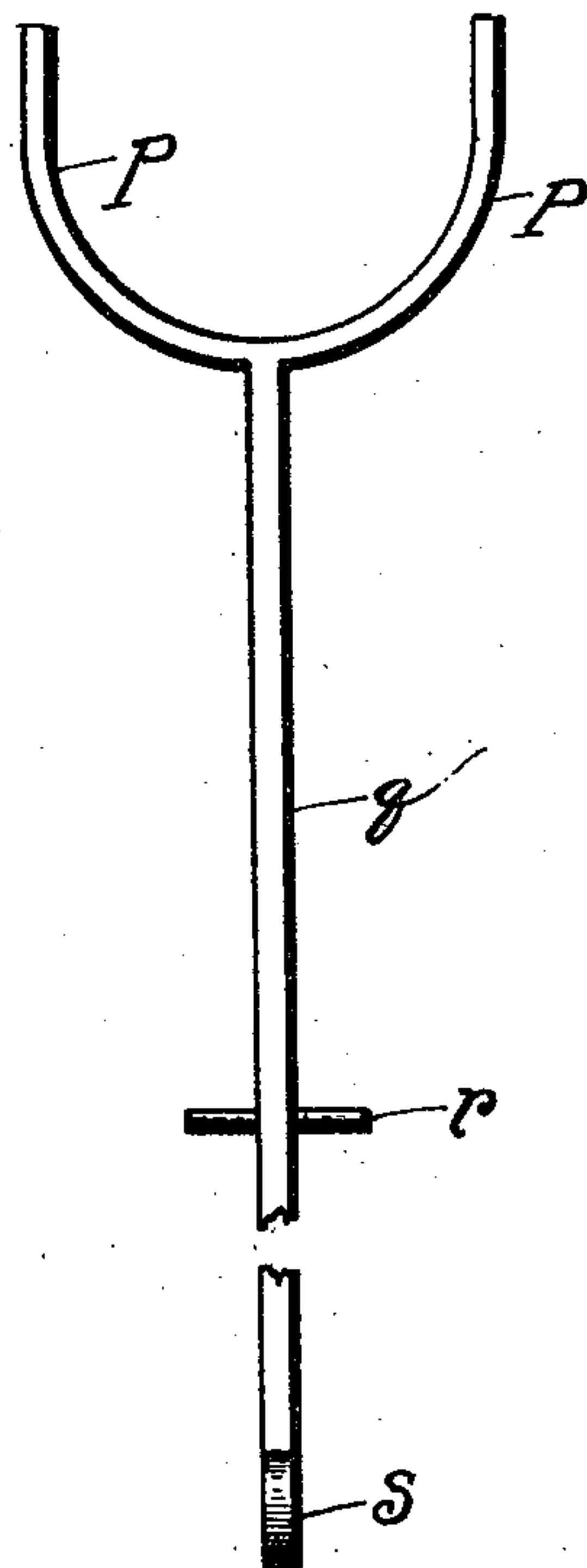


Fig. 3.



Witnesses:-
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UNITED STATES PATENT OFFICE.

JOHN F. BEARINGER, JR., OF GREENOCK, PENNSYLVANIA.

CAR-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 582,497, dated May 11, 1897.

Application filed October 22, 1896. Serial No. 609,745. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. BEARINGER, Jr., a citizen of the United States of America, residing at Greenock, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Caboose-Whistles, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in caboose-whistles, and has for its object to construct a whistle that can be used by the conductor and brakemen of freight-trains for signaling to the engineer in case of a parted train or during foggy weather and the like.

15 The invention further aims to construct a device of this character that may be used for various other purposes than that above stated and that will be extremely simple in its construction, strong, durable, effectual in its operation, and comparatively inexpensive to manufacture.

25 With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claims.

30 In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

35 Figure 1 is a vertical longitudinal sectional view of a caboose, showing the whistle in position. Fig. 2 is a vertical sectional view of the cylinder. Fig. 3 is a plan view of the operating-lever. Fig. 4 is a transverse vertical sectional view of the piston-head. Fig. 40 5 is a top plan view of the bottom plate of the cylinder. Fig. 6 is a top plan view of the piston-head.

45 In the drawings, *a* represents the cylinder, which may be of any suitable size and carries on its top a whistle *b*, likewise of any suitable size and make. The base-plate *c* of this cylinder is provided with a series of openings *d d*, arranged at suitable intervals to admit the 50 air into the cylinder. A piston-rod *e* carries a piston-head *f*, operating in the cylinder, said hood provided with flap-valves *h*. The

piston-rod carries at its lower end a cross-bar *k*, operating on guide-rods *l l*, secured to the base-plate *c* at their top and connected at 55 their base by a bar or rod *m*. The cross-bar *k* is attached at or near its outer ends to vertical rods *n n*, provided on their upper ends with hooks *o o*, which engage the ends of the yoke *p*, carried by the operating-lever *q*, said 60 lever being supported by a brace *r*, in which it is pivoted, said brace being attached to the roof of the caboose or at any suitable place. The operating-lever is provided in its outer end with an eyelet *s*, adapted to receive the 65 operating-cord *t*, passing over pulleys *u*, arranged at suitable points in the caboose, said cords passing to each end of the caboose, so as to be in convenient position for use. A spring *v* is attached to the roof or other suitable point and presses on the operating-lever 70 to retract the same.

We will now assume for the purpose of illustration that the device is in position on the caboose and it is desired to operate the same. 75

The operator grasps the hand-line and by pulling downward on same pulls the outer end of the operating-lever down, and by its pull on the rods *n n* forces the piston-head 80 upward in the cylinder and expelling the air through the whistle to sound the same. When the hand-line is released, the spring *v* will force the piston-head downward again to its normal position, and air will be admitted to the cylinder during this movement through 85 the flap-valves *h h* in the cylinder-head.

It will be observed that the device can be arranged to be applied to various other purposes than that herein shown and described and that various changes may be made in the 90 details of construction without departing from the general spirit of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is— 95

1. In a caboose-whistle, the combination of a cylinder carrying a whistle, a piston-head operating in said cylinder, said piston-head carrying flap-valves, a rod connected to said head, said rod carrying a cross-bar operating 100 on guide-rods carried by the base-plate of the cylinder, rods connected to said cross-piece, an operating-lever having a yoke attached to said rods, a hand-line to operate said lever,

and a spring engaging said lever to retract same to its normal position, substantially as shown and described.

2. In a caboose-whistle the combination of
5 a cylinder having a whistle arranged on the top thereof, a base-plate in said cylinder provided with apertures, a piston-head provided with flap-valves, in said cylinder, a piston-rod connected to said head, said rod carrying
10 a cross-bar operating on guides secured to the base-plates, rods secured to said cross-bar, an operating-lever carrying a yoke at-

tached to said rods, hand-lines connected to the lever, said lines passing over pulleys arranged in the car and a spring to retract the lever to its normal position, substantially as
15 shown and described.

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

JOHN F. BEARINGER, JR.

Witnesses:

A. M. WILSON,
H. E. SEIBERT.