(No Model.)

G. L. SCOTT.

RAILROAD SIGNAL.

No. 584,652. Patented June 15, 1897.

Fig. 1.

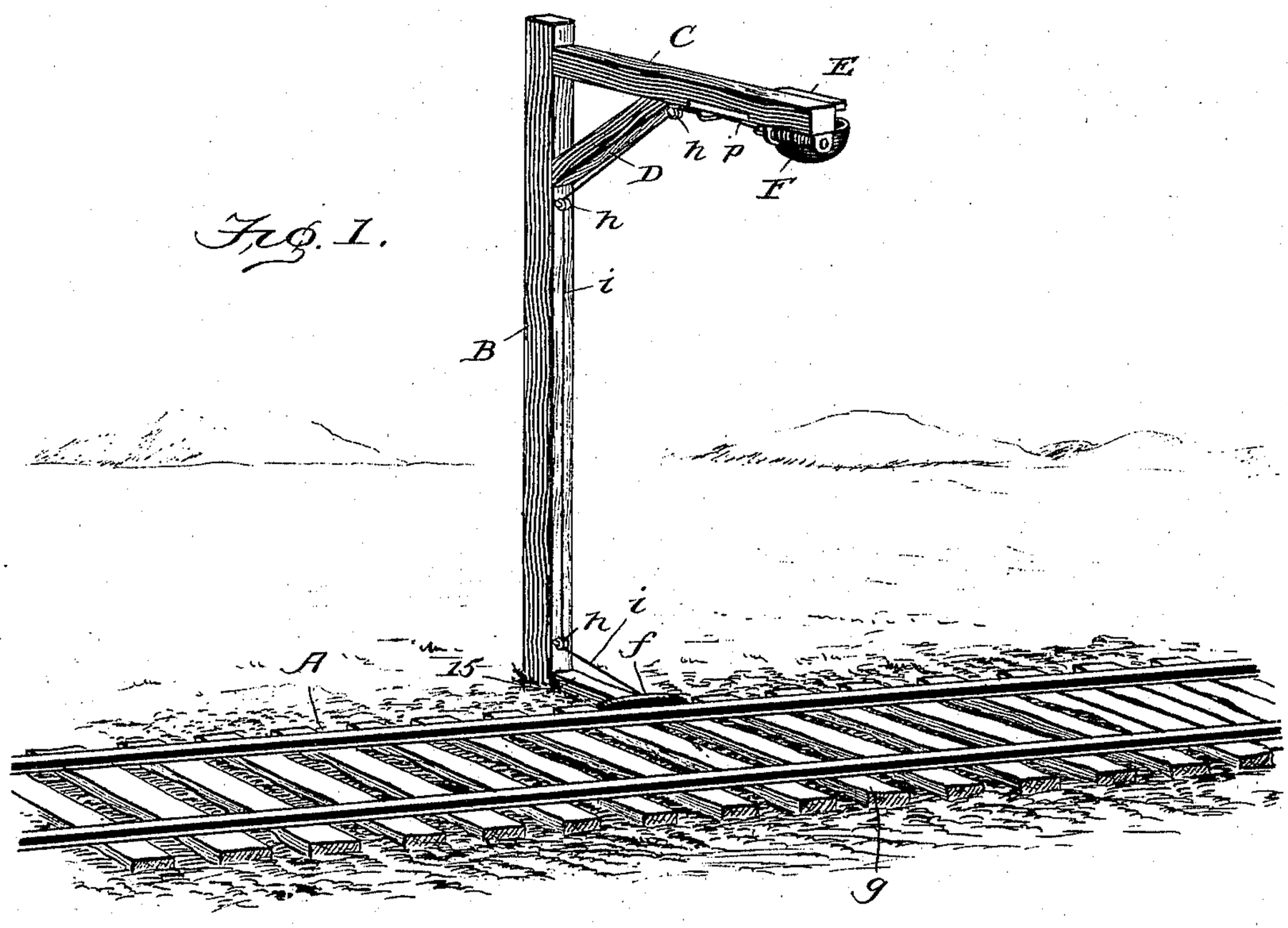


Fig. 2.

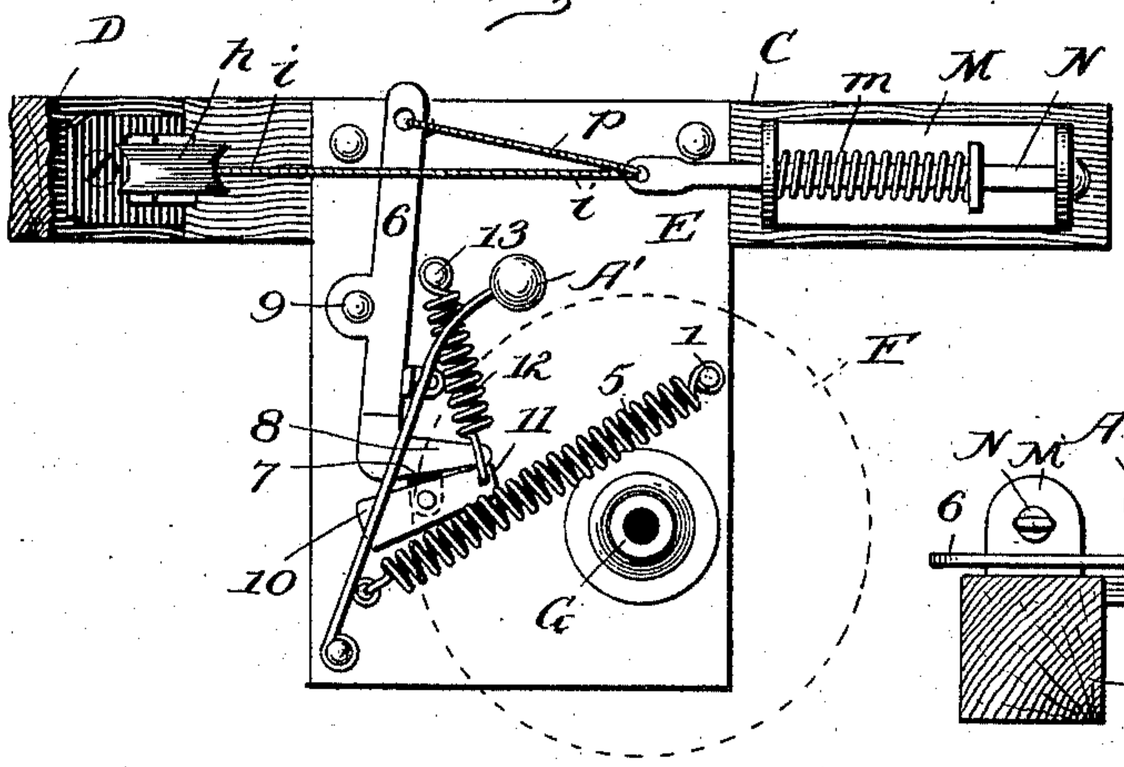


Fig. 3.

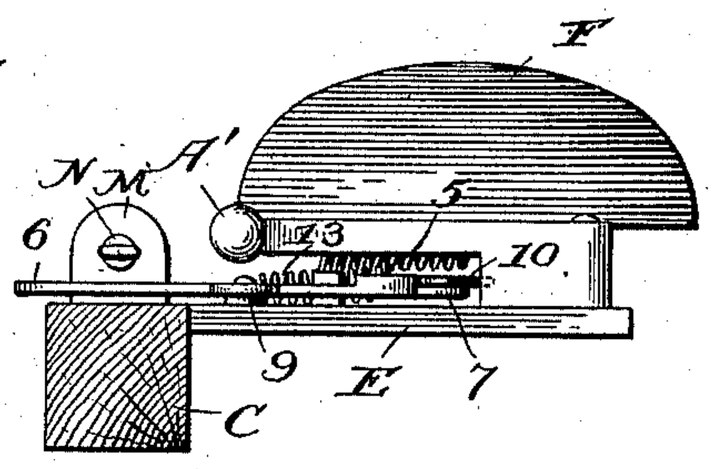
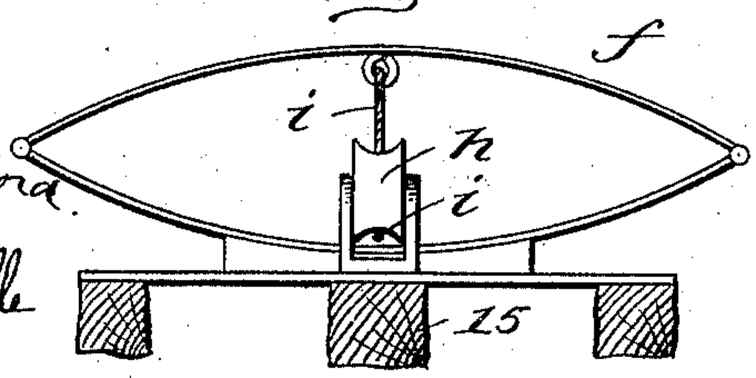


Fig. 4.



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RAILROAD-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 584,652, dated June 15, 1897.

Application filed October 19, 1896. Serial No. 609,361. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. SCOTT, of Louisville, in the county of Jefferson, State of Kentucky, have invented an Improved Railroad-Signal, of which the following is a specification.

The present invention relates to signals for railroad crossings, curves, stations, and as a warning to employees of railroad-trains upon approaching a tunnel or other overhanging obstacle.

With this object in view the invention consists of the details of construction and arrangement which will more fully appear hereinafter.

In the accompanying drawings, which form a part of this application, Figure 1 is a perspective view of a railroad with the signaling device applied thereto. Fig. 2 is a view of the signaling mechanism with the bell removed. Figs. 3 and 4 are various details.

Like numerals and letters of reference indicate corresponding parts in the several views.

In the drawings the letter A designates a railroad-track. To one side of the track, at a point which may be a curve in the road or a point just before entering a tunnel, there is placed any suitable upright B, having the arm C at its upper end, said arm projecting out over the track and braced by the brace D.

Near the outer end of the projecting arm C is attached the platform E, on the under side of which is attached the signal bell or gong F and the gong-hammer *b* and the operating mechanism. On the under side of the said platform E is attached downwardly the spindle G, to which is screwed the gong F. The gong-hammer is suitably pivoted and is in close contact with the gong F and is kept there by means of the spring 5, which is attached to the said gong-hammer and the pin 1, said pin being situated on the under side of the platform E.

A lever 6 is pivoted at 9 on the under side of the said platform, the inner end of the lever 6 terminating at right angles, as shown. An arm 7 is attached to the said angular projection 8 and has the lever-catch 10 pivoted thereto, the upper end 11 of said catch being attached to one end of the spiral spring 12, the other end of said spring being attached to the pin 13, the object of the said spring being to throw the said spring-catch and lever 6 into operating position after the gong-hammer is operated.

Situated on the under side of the arm C is the hanger-bracket M, in which moves the operating-rod N, the said rod having the spiral spring *m*, encircling the said rod. At the lower end of the said rod is attached the short section of rope *p*, the lower end of which is connected to the outer end of the lever 6.

Situated on the stud 15, which is a prolongation of the sleeper *g*, is an elliptical-shaped spring *f*, said spring being adjacent to one of the rails and in such a position that the wheels of a moving train will come in contact with the same and depress it. Pulleys *h*, suitably placed on the upright B, have the cable or rope *i* working therein, the said cable or rope being attached at one end to the said elliptical-shaped spring *f* and to the end of the rod N. In operation the wheels of the moving train strike the elliptical-shaped spring *f* and depressing it thus lengthen the cable *i*, which lessens the strain on the rod N, and by so doing the spiral spring *m* is set in operation, and rod N is drawn in the said hanger-bracket and operates the lever 6 through the media of rope *p*, the said lever 6 operating the catch-lever 10, the lower end of which engages with the gong-hammer *b* and forces it back for a blow and then releases it. The spiral spring 5 furnishes the power for operating the gong-hammer and the other spring 12 the means for holding the said lever 6 and catch-lever 10 in position for another operation.

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

1. In the herein-described signal for railroads, consisting, in combination with a railroad-track, an elliptical spring placed adjacent thereto, an upright support, said support having an arm projecting over the said track, signaling mechanism situated upon the forward end of the said arm, a cable attached to the said elliptical-shaped spring and to the operating mechanism, substantially as set forth and shown.

2. In the herein-described signal for railroads consisting in combination of a track, an elliptical-shaped spring placed adjacent

to the said track and adapted to be depressed by a moving train, a platform situated on under side of said arm, a depending standard, a gong attached to the said standard, a gong-hammer for striking the said gong, a spiral spring for operating said hammer, a lever, 6, suitably pivoted on the under side of said platform, a catch-lever, a second spiral spring for operating said catch-lever and lever 6, a hanger-bracket situated at the forward end of said projecting arm, a rod operating therein, a spiral spring encircling said rod, a section of rope connecting the end of said rod to the end of lever 6, pulleys suitably placed along upright standard, a cable working in said pulleys, the ends thereof being attached respectively to the elliptical spring and to the end of the rod, N, substantially as set forth and described.

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

GEORGE L. SCOTT.

Attest:
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