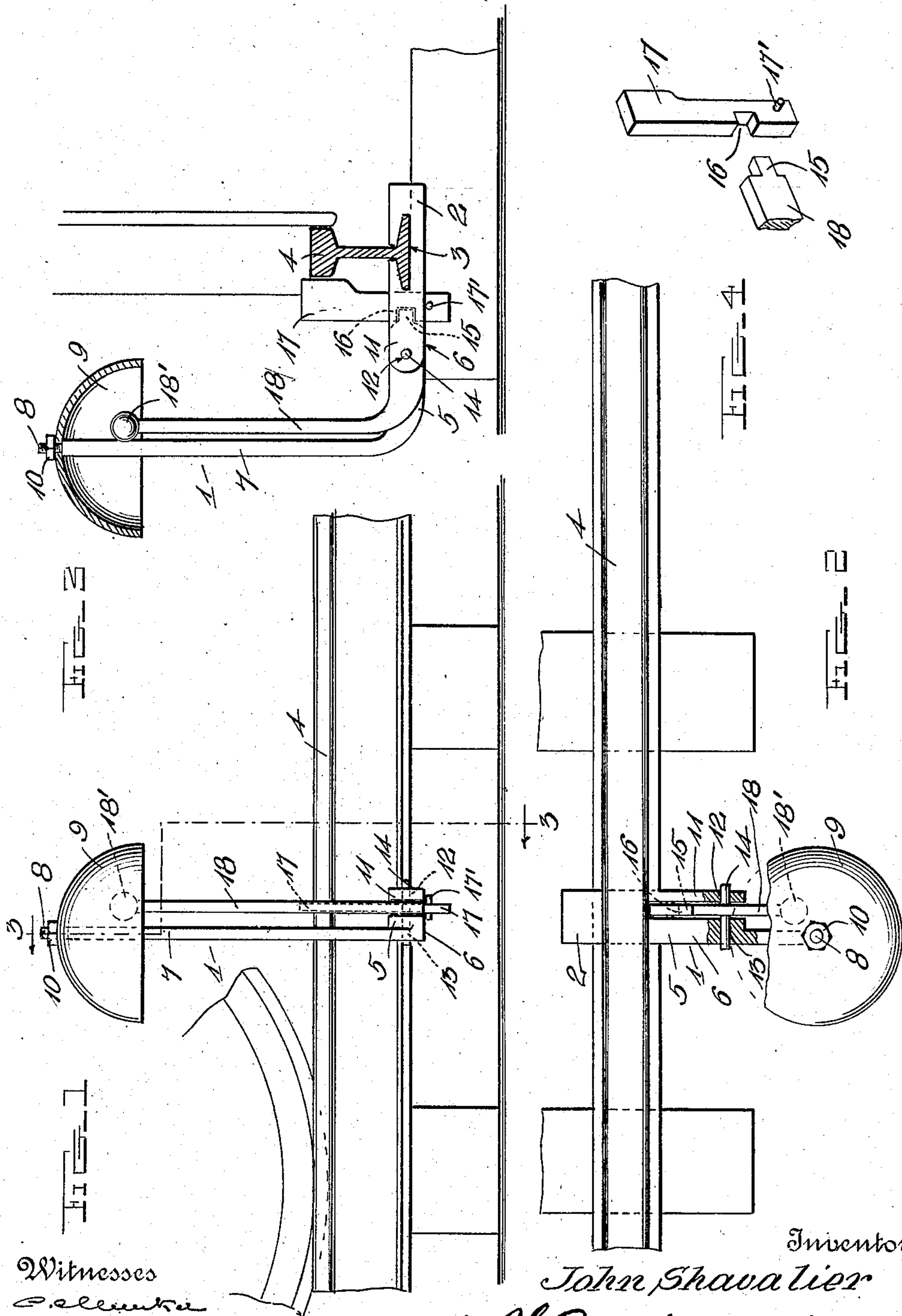


J. SHAVALIER.
RAILWAY ALARM SIGNAL.
APPLICATION FILED APR. 16, 1908.

911,769.

Patented Feb. 9, 1909.



Witnesses
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UNITED STATES PATENT OFFICE.

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RAILWAY ALARM-SIGNAL.

No. 911,769.

Specification of Letters Patent.

Patented Feb. 9, 1909.

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To all whom it may concern:

Be it known that I, JOHN SHAVALIER, a subject of the King of Great Britain, residing at Gosfield South, in the Province of Ontario and Dominion of Canada, have invented certain new and useful Improvements in Railway Alarm-Signals; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in railway alarm signals such as are commonly used at railway crossings or such other points where it is desirable to warn persons of the approach of a train and more particularly relates to that class of signals which may be readily erected at the side of the track and are adapted to be operated by the wheels of a passing train, the signal being of simple construction, efficient in operation and adapted to be disassembled into its respective parts.

With this and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side elevation of an alarm signal constructed in accordance with the invention as applied in position; Fig. 2 is a plan view; Fig. 3 is a sectional view taken on the plane indicated by the dotted line 3—3 of Fig. 2; Fig. 4 is a detail perspective of the trip.

In the embodiment illustrated, the numeral 1 indicates the gong support which essentially comprises a horizontal inner end portion 2 formed in its face with a suitable recess 3 to receive either of the track rails 4. Said inner end portion is cast with a supporting arm 5, the inner end of which extends outwardly a suitable distance from the track rail 4 in a horizontal plane as at 6 and thence upwardly to form an approximately upright portion 7, the upper extremity of which is formed with a threaded stem 8 to receive the gong 9 which is of approximately hemispherical form to deflect snow, rain, etc., therefrom and is detachably held in position by a fastening nut 10 screwing upon the threaded stem 8. The inner end portion of the gong support is also pro-

vided with an outwardly and laterally projecting arm 11 which extends in a plane parallel with the inner end of the support 5 and is formed in its outer end with a suitable transverse aperture 12 which registers with a corresponding aperture 13 formed in the lateral portion 6 of said supporting arm.

In practice a striker 18 is pivotally mounted between the laterally projecting portion 6 of the supporting arm and the arm 11 by a bolt 14 which is inserted through the apertures 12 and 13 and through a corresponding aperture produced in the striker. The inner or pivoted end of the striker is reduced as at 15 to project into a suitable corresponding centrally located recess 16 formed in the other side edge of an upright trip 17 mounted between the laterally projecting portion of the supporting arm and the arm 11 in position to be depressed by the wheels of a passing train. The upper end of the striker is provided with a suitable clapper 18' to strike the gong in order to sound the alarm.

In practice, during the passage of a train, the trip is intermittently depressed or actuated by the successive wheels of the train causing the clapper of the striker to strike the gong and sound the alarm. When the trip is depressed, it is immediately returned into initial position by the weight of the striker, the upward movement of the striker being limited by a laterally extending projection 17' carried thereby engaging the base of the gong support.

From the foregoing description taken in connection with the drawings, it will be seen that the device is of very simple and economical structure and may be arranged at any desired point along the track and the parts assembled or disassembled as desired.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention, what I claim as new is:

1. A signal alarm comprising a gong adapted to be slidably mounted upon a track rail.

2. An alarm signal for railways comprising a gong support slidably mounted upon

the base portion of a track rail, a gong mounted upon the support, and a striker pivoted to the support and adapted to be actuated by the wheels of a train to strike the gong.

3. An alarm signal for railways comprising a gong support having a horizontal portion formed with a recess to receive the base portion of a track rail, a gong mounted upon the support, a striker pivotally connected with the horizontal portion of the support and a trip detachably engaged with the pivoted end of the striker and adapted to be actuated by the wheels of a passing train.

4. An alarm signal for railways comprising a gong support having a longitudinally slotted horizontal base portion recessed to receive the base of a track rail, a gong detachably mounted upon the support, a striker pivotally mounted in the slotted portion of the gong support, and a vertically movable trip engaged with the pivoted end of the striker, said trip being operable by the

wheels of a passing train to actuate the striker.

5. An alarm signal for railways comprising a gong support having a longitudinally slotted horizontal base portion recessed to receive the base of a track rail, a gong detachably mounted upon the support, a striker pivotally mounted in the slotted portion of the gong support, and a vertically movable trip operable by the wheels of a passing train engaged with the pivoted end of the striker and provided with a projection adapted to engage the base portion of the gong support and limit its upward movement.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN SHAVALLIER.

Witnesses:

WATSON ALLEN,
GEORGE SIDFORD GOODEVE.