W. CLARK.

EXCHANGER IN TABLET SYSTEMS OF RAILWAY TRAFFIC CONTROL.

APPLICATION FILED MAY 13, 1909.

930,042.

Patented Aug. 3, 1909.

2 SHEETS—SHEET 1.

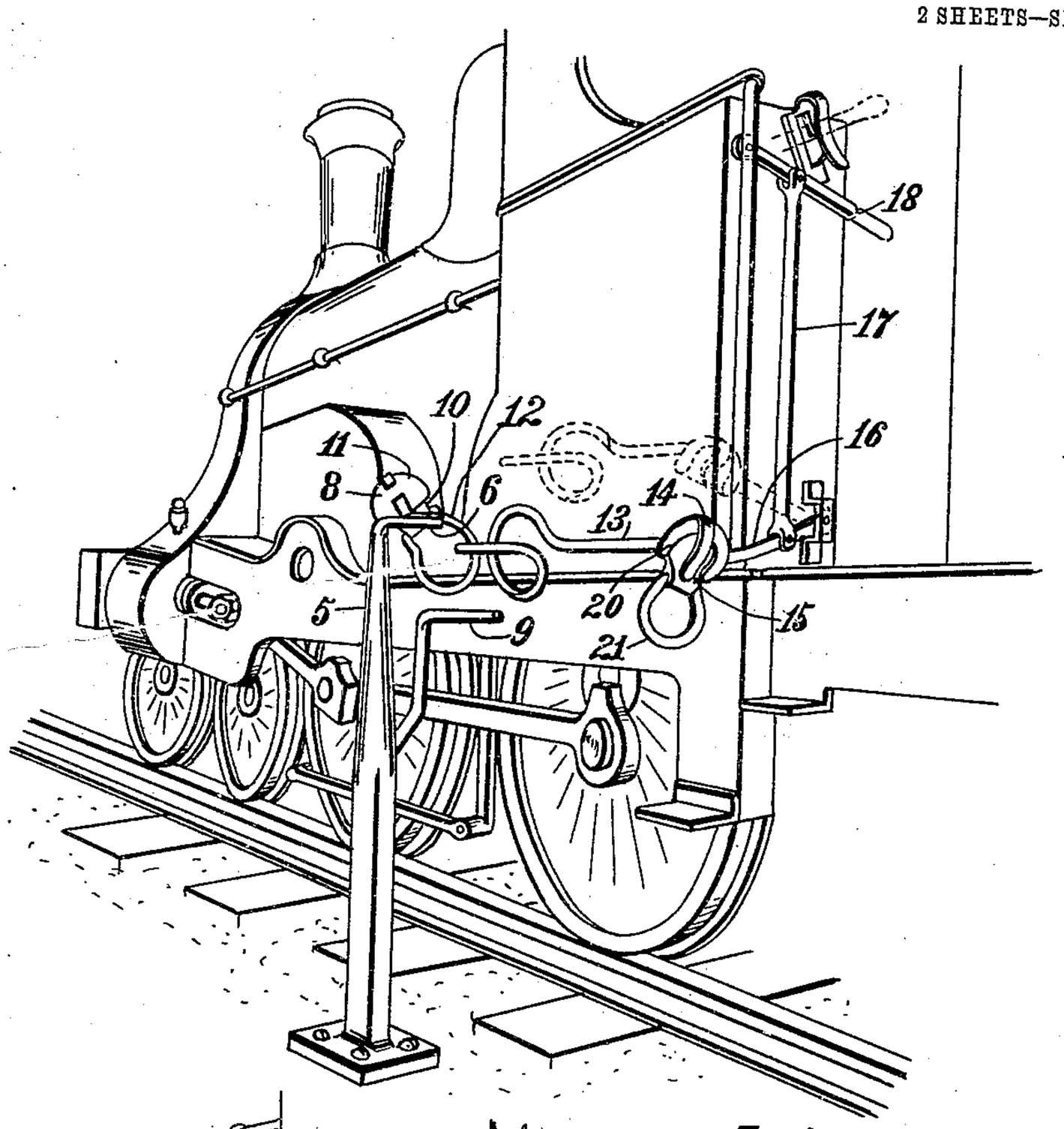

Fig. 1.

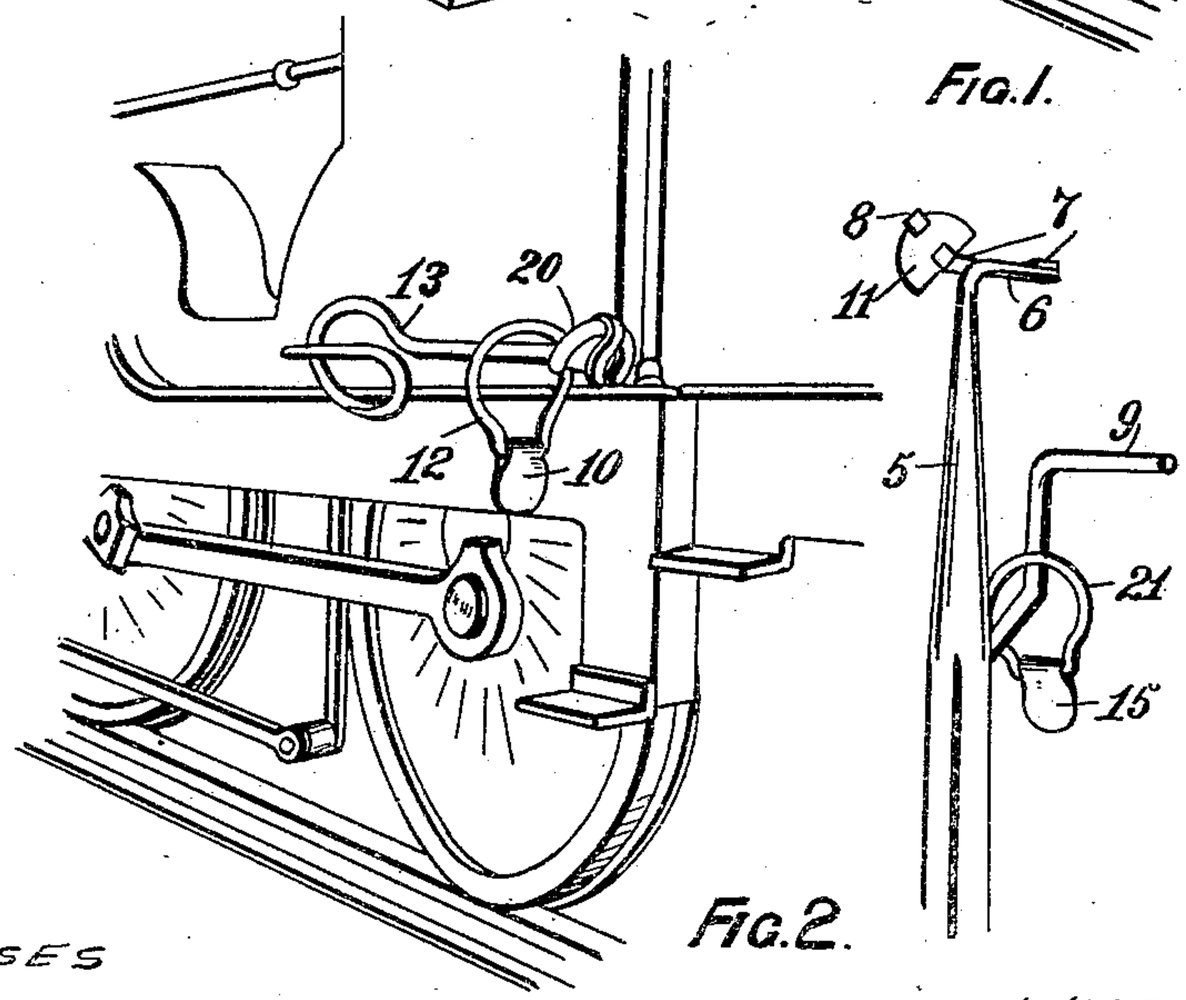

Fig. 2.

WITNESSES

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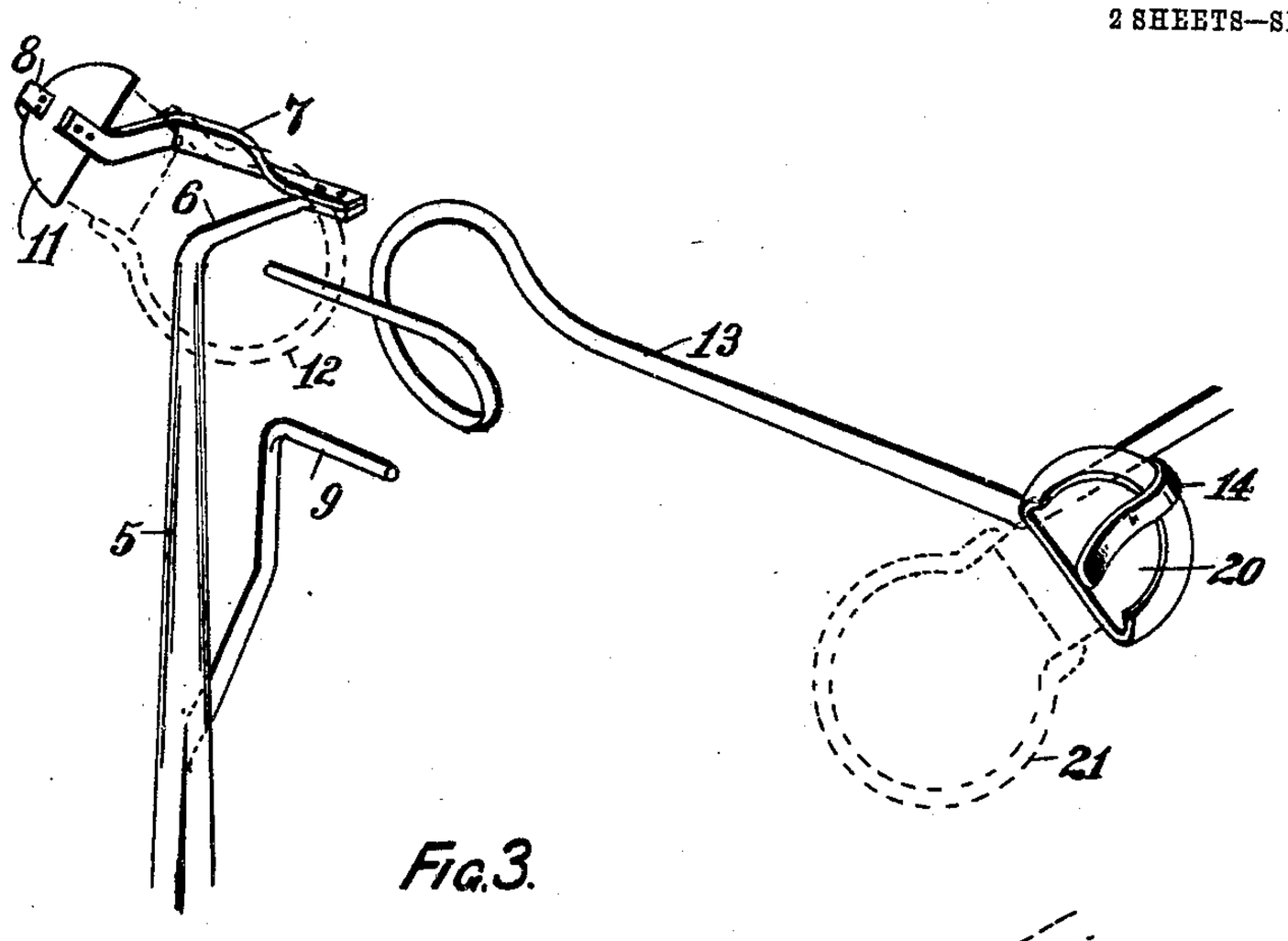

FIG. 3.

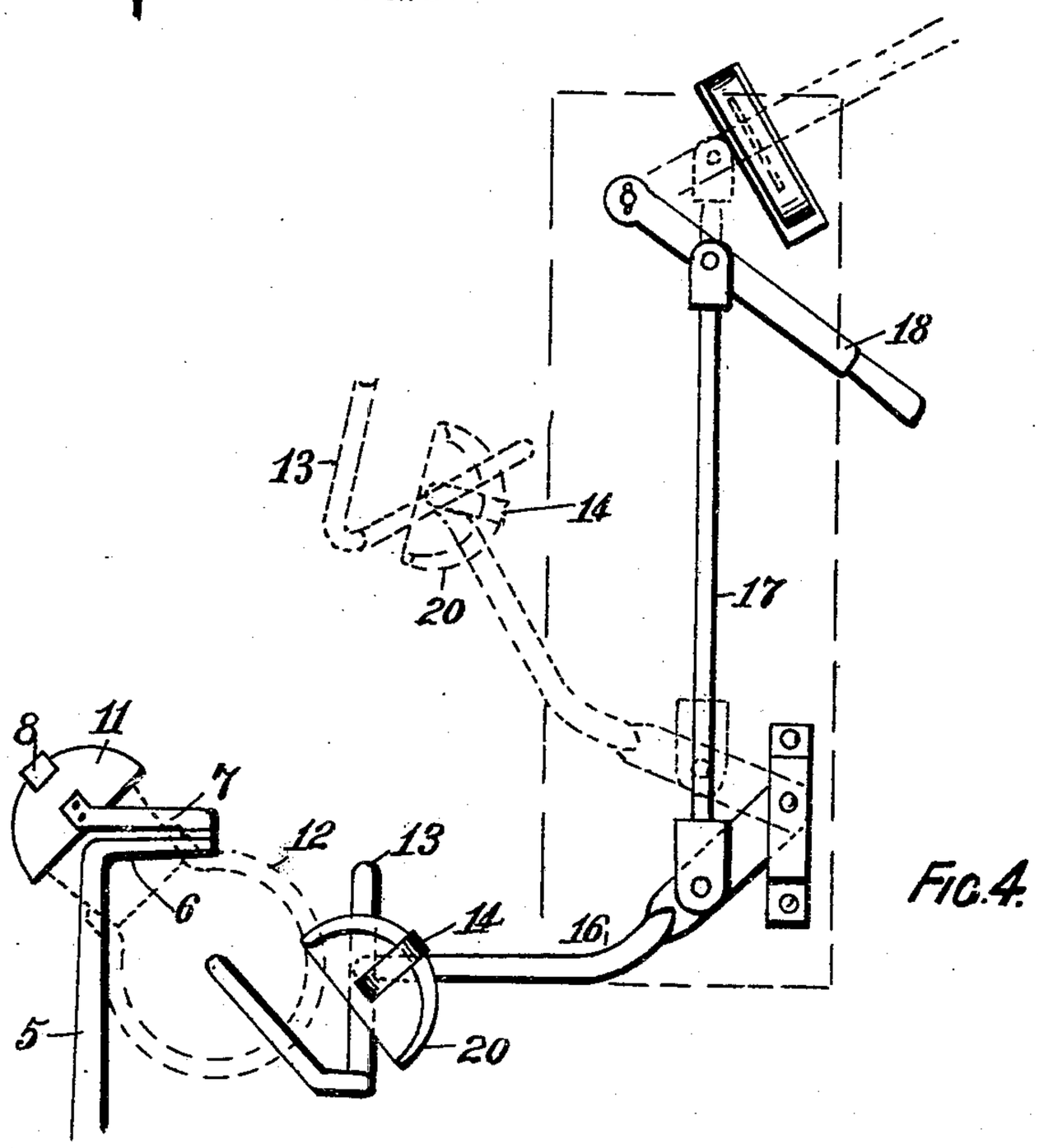

FIG. 4.

WITNESSES

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UNITED STATES PATENT OFFICE.

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EXCHANGER IN TABLET SYSTEMS OF RAILWAY-TRAFFIC CONTROL.

No. 930,042. Specification of Letters Patent. Patented Aug. 3, 1909.

Application filed May 13, 1909. Serial No. 495,762.

To all whom it may concern:

Be it known that I, WILLIAM CLARK, a subject of the King of Great Britain, residing at Junee, in the State of New South Wales and Commonwealth of Australia, steam-shed inspector of the railways of the said State, have invented new and useful Improvements in Exchangers in Tablet Systems of Railway-Traffic Control, of which the following is a specification.

This invention refers to tablet systems of railway traffic control wherein the tablet giving permission to enter a block is mechanically taken from a ground-exchanger or stationary holding device by an engine exchanger or picking up device on the locomotive. And these improvements relate to the constructions of said ground exchanger and of said engine exchanger whereby the operation of exchanging or picking up is effected with more certainty and more facility than heretofore.

A ground exchanger according to these present improvements instead of having the tablet hanging by a ring or bail from an arm presents said tablet to the oncoming locomotive with its ring or bail downward and with its pouch in a pocket or homing on an inclined support or stay from the top of the mast. And an engine exchanger according to this invention instead of having a ram or straight stem with a spring and trigger and pads (which are constantly breaking and getting out of order) has a curved or rather a corkscrew stem without springs triggers pads or the like and preferably made of round spring steel.

In order to illustrate the invention carried out practically the same will now be described with reference to the drawings accompanying and forming part of this complete specification.

Figure 1 is a perspective view of a locomotive passing a ground exchanger and about to take a tablet pouch from the latter and to allow said latter to take a tablet pouch from the former and Fig. 2 is portion of the same view after the exchange has been effected. Fig. 3 is an enlarged perspective view in part of the exchanging devices and Fig. 4 a similar view from another aspect.

The ground exchanger comprises a post 5 with a top bend 6 toward the track to which top is affixed the arm 7 on whose end is the inclined spring holder 8 for the despatching tablet. And on this post 5 is the receiving arm 9 for the terminal tablet. The tablet comprises the tablet 10 or 15 in its pouch 11 or 20 and having exchanging ring or bail 12 or 21.

The engine exchanger comprises a curved or corkscrew receiving arm 13 running along the side of the engine and at its back end having inclined spring holder 14 for the terminal tablet 15. The whole is affixed or is part of lever 16 operated by rods 17 and handle lever 18 to elevate it closer to the side of the engine.

In operation the despatching tablet 10 in its pouch 11 is placed in the inclined spring holder 8 and its ring or bail 12 is presented downwardly and toward the track. The terminal tablet 15 in its pouch 20 is placed in the spring holder 14 of the engine exchanger and this by means of handle lever 18 is lowered into operatable position. As the engine passes the ground exchanger (see Fig. 1) the point of the corkscrew arm 13 enters the ring or bail 12 and pulls the tablet 10 in pouch 11 from out of the holder 8. When this is free the ring or bail 12 swings around said corkscrew arm 13 (see Fig. 2) and is gradually braked or stopped by the resistance of the atmosphere and comes to rest on said arm 13 without clatter or impact. Then the arm 9 enters the ring 21 of the terminal tablet 15 and pulls this from the spring holder 14. The engine exchanger is then returned to inoperative position and the tablet 10 removed therefrom.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed I declare that what I claim is;—

1. In exchangers in tablet systems of railway traffic control a ground exchanger having its spring holder for the tablet and pouch set angularly so that the ring or bail of the pouch hangs downwardly and toward the track substantially as herein described and explained.

2. In a device of the class described, a receiving arm carried by the engine having a double loop adjacent its free end.

3. In a device of the class described, a post having a receiving arm having its end bent

at right angles, a spring holder at the upper end of the post, set at an inclination with relation to the post, an arm on the engine having its free end curved to form a loop, and a spring holder at the other end of the said arm, arranged in an inclined position.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM CLARK.

Witnesses:
PERCY NEWELL,
N. J. CANDRICK.