J. T. DODSON.

AUTOMATIC WHISTLING AND SIGNALING DEVICE.

APPLICATION FILED FEB. 24, 1914.

1,119,583.

Patented Dec. 1, 1914.

2 SHEETS—SHEET 1.

Fig. 2.

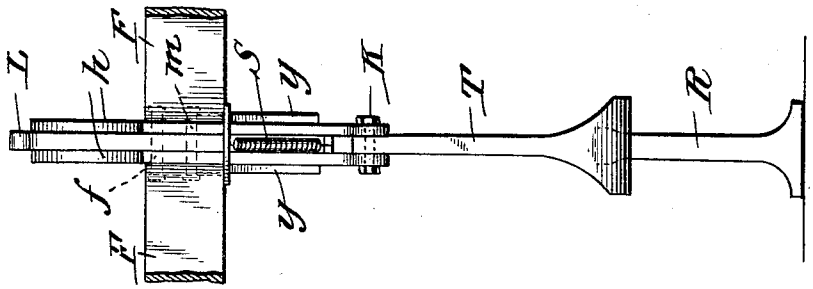
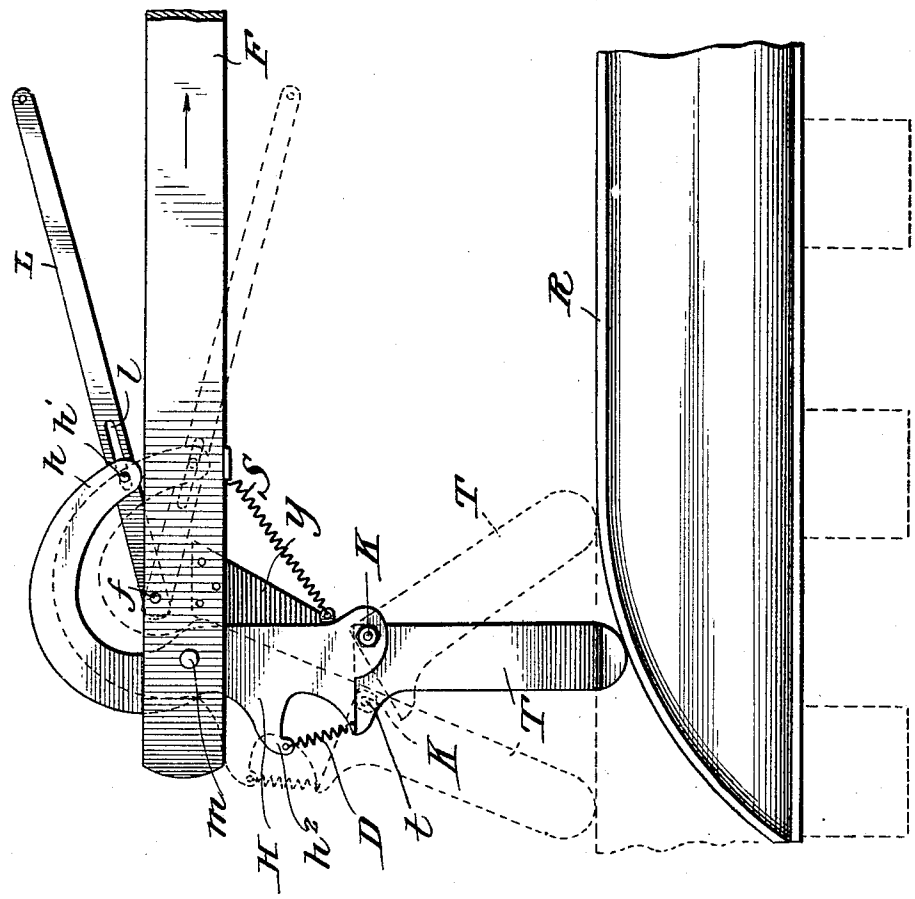


Fig. 1.



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2 SHEETS—SHEET 2.

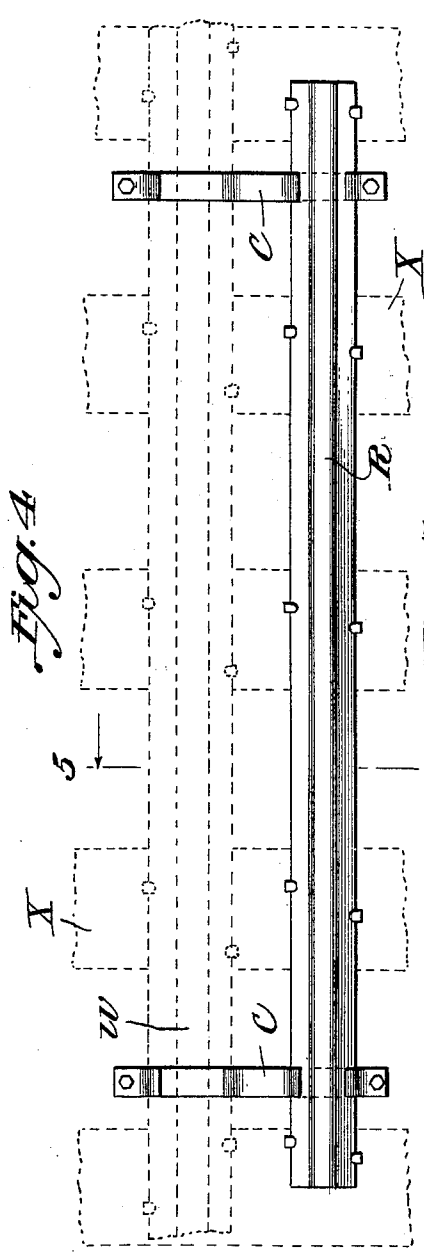


Fig. 4

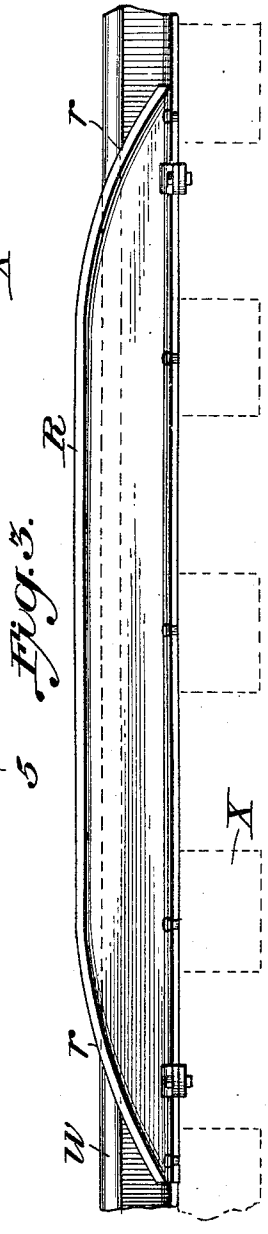


Fig. 3.

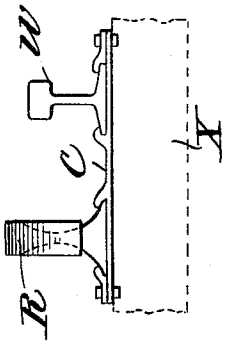


Fig. 5

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UNITED STATES PATENT OFFICE.

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AUTOMATIC WHISTLING AND SIGNALING DEVICE.

1,119,583. Specification of Letters Patent. Patented Dec. 1, 1914.

Application filed February 24, 1914. Serial No. 820,691.

To all whom it may concern:

Be it known that I, JOB T. DODSON, a citizen of the United States, residing at Kirksville, in the county of Adair and the State of Missouri, have invented a new and useful Automatic Whistling and Signaling Device, of which the following is a specification.

My invention relates to devices for automatically sounding a whistle or other audible signal on a moving engine, car, or motor vehicle at predetermined points along its route of travel, and it consists in the combinations, constructions, and arrangements herein described and claimed.

An object of my invention is to provide a device of the type described which is exceedingly simple in construction, consisting in fact of only two main parts on the engine frame, one of said parts being arranged to engage a stationary trip member on the track.

Other objects and advantages will appear in the following specification and the novel features of the device will be particularly pointed out in the appended claims.

My invention is illustrated in the accompanying drawings forming part of this application in which—

Figure 1 is a face view of my invention as applied to an engine frame, Fig. 2 is a rear view at right angles to Fig. 1, Fig. 3 is a side view of a trip member, Fig. 4 is a plan view of the trip shown in Fig. 3, and Fig. 5 is a section through the trip and adjacent track rail along the line 5—5 of Fig. 4.

In carrying out my invention I make use of any suitable portion of the engine which is situated near the track. In Fig. 1 I have shown a bar F which constitutes part of the main framework. The whistle operating device consists of two parts, an upper part H, which is in the form of a curved yoke, having a curved end h which is pivotally connected to a lever L at h'. The lever L is provided with a slot l in which the pivot pin h' may play. The lever L is pivotally connected at f to the frame member F, while the member H is pivotally connected to the frame member F at m. A brace member y is secured to the frame portion F and the pivoted member H is arranged to swing up into engagement against this brace member or stop member y, being held in normal engagement with the member y by means of a spring S which is secured to the frame member f. The pivot member H is provided with an extension h^2. Pivotally connected at K with the member H is an arm T. This arm has an extension t which is arranged to engage the lower part of the member H. It is held in normal engagement with the member H by means of a spring D whose opposite end is secured to the extension h^2.

The trip is best shown in Figs. 3 and 4. It consists of a rail R having inclined ends r. This rail may be secured to the ties X by spikes and may be also connected to the track rail W by means of the clamping device C.

From the foregoing description of the various parts of the device the operation thereof may be readily understood.

The trips R are disposed along the track at such points as is desirable or necessary to sound a whistle or other audible signal. When the train is proceeding in the direction shown by the arrow in Fig. 1 and the lower end of the arm T comes in contact with the trip rail R the member H is forced into the position shown in dotted lines in Fig. 1, thereby swinging the lever L downwardly into its dotted line position. The latter may be attached by any suitable means (not shown) to the whistle and the whistle will be caused to sound as soon as the arm T is on the trip. When it leaves the trip the spring S will return the member H to its normal position and thus the whistling will cease. If the engine should be backing up and the arm T comes in contact with the rail R it will be merely swung idly on its pivot K against the tension of the spring D which will return the arm T to its vertical position shown in full lines in Fig. 1 as soon as the rail has been passed. Thus it will be seen that I have provided a device which is extremely simple and which may be readily attached to the frame work of any ordinary engine.

I claim:

1. The combination with a trip, of a whistle operating device actuated thereby, said device comprising a yoke pivotally connected to the frame of an engine or car, said yoke having a rearwardly and downwardly curved end, a lever pivotally connected with the frame of the engine and provided with a slot, a pivot pin carried by said rearwardly and downwardly curved end and arranged to pass through the slot of the lever, a stop

member secured to the frame for limiting the movement of the yoke in one direction, a spring for normally holding said yoke against said stop member, an arm pivotally connected with the bottom of said yoke and having a portion arranged to swing up into engagement with the yoke, a spring for holding said arm normally in a vertical position, said arm being arranged to engage the trip and to be forced by the latter against the yoke to cause a movement of the latter on its pivot.

2. The combination with a trip, of a whistle operating device actuated thereby, said device comprising a yoke pivotally connected to the frame of an engine or car, said yoke having a rearwardly and downwardly curved end, a lever pivotally connected with the frame of the engine and provided with a slot, a pivot pin carried by said rearwardly and downwardly curved end and arranged to pass through the slot of the lever, a stop member secured to the frame for limiting the movement of the yoke in one direction, a spring for normally holding said yoke against said stop member, an arm pivotally connected with the bottom of said yoke and having a portion arranged to swing up into engagement with the yoke, a spring for holding said arm normally in a vertical position, said arm being arranged to engage the trip and to be forced by the latter against the yoke to cause a movement of the latter on its pivot, the engagement of the arm with the trip in the opposite direction serving to move the arm idly on its pivot.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."