

R. HÄUSER.  
 DEVICE FOR THE PREVENTION OF RAILWAY ACCIDENTS.  
 APPLICATION FILED MAR. 5, 1909.

937,438.

Patented Oct. 19, 1909.

FIG 1

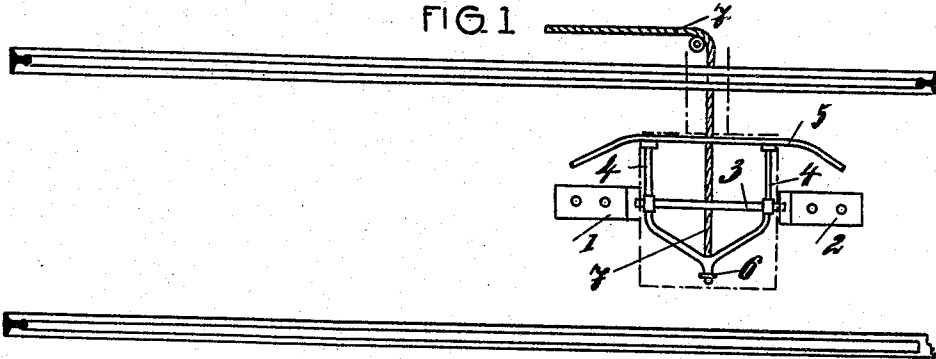


FIG.2

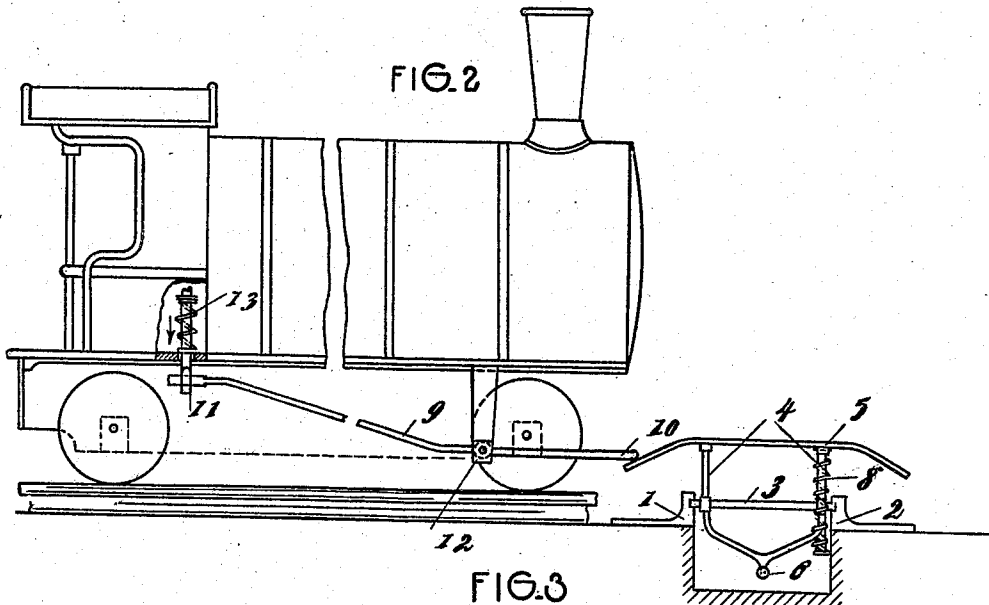
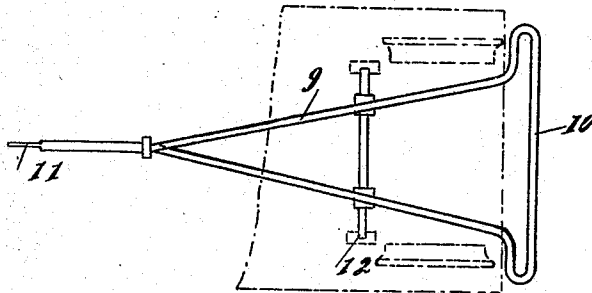


FIG.3



Witnesses:  
*Kumpmel*  
*H. Lang*

Inventor:  
*Reinhold Häuser*

# UNITED STATES PATENT OFFICE.

REINHOLD HÄUSER, OF OBERSTEIN-ON-THE-NAHE, GERMANY.

DEVICE FOR THE PREVENTION OF RAILWAY ACCIDENTS.

937,438.

Specification of Letters Patent.

Patented Oct. 19, 1909.

Application filed March 5, 1909. Serial No. 481,534.

*To all whom it may concern:*

Be it known that I, REINHOLD HÄUSER, a subject of the German Emperor, and resident of Oberstein-on-the-Nahe, Germany, have invented certain new and useful Improvements in Devices for the Prevention of Railway Accidents, of which the following is a specification.

This invention relates to an improved device for the prevention of railway accidents, and its object is to automatically stop a train when a signal on the line has been overlooked by the conductor of the train, especially in foggy weather.

The improved device is shown on the accompanying drawing, in which—

Figure 1 shows a plan of that part of the same which is located between the rails of the permanent line, in the inoperative position; Fig. 2 is an elevation of the same in operative position together with the other part thereof arranged on the locomotive of the train; Fig. 3 is a plan of the latter part.

Between the rails of the permanent line, a U-shaped frame 3 is movably mounted in bearings 1 and 2, which on its lateral members 4 carries a ledge 5 with inclined ends.

To the middle of the base member of the fork a wire rope 7 is attached which in the known manner is in communication with the signal placed beside the line. The fork is further acted upon by a spring 8.

Beneath the locomotive a strap 9 is fulcrumed in a bracket 12 of the same in such a way that its front end 10 is adapted to come in contact with the ledge 5 when the frame assumes the upright position, while its rear end 11 is in communication with the air brake of the locomotive, the connection between air brake and strap being effected through the medium of a spiral spring 13.

The operation of the device is as follows:—Upon the signal being placed on "Stop" the wire 7 is attracted and the fork

is placed in upright position, it being normally held in laid-down position by the spring 8. Upon a train passing the signal, the strap below the locomotive slides with its front end up the incline of the ledge 5 whereby the rear end 11 is lowered and the air brake is actuated. Upon the strap having passed the ledge 5, it is again brought back into its original position by means of the spring 13, so that it is again ready for use. The strap may be also arranged beneath each car and coupled to the air brake so that in the event of derailment of the cars the strap, by coming in contact with the rails, operates the air brake and thus stops the car.

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

A device for the prevention of railway accidents, comprising in combination with the signal on the permanent line, a U-shaped frame movably located between the rails, a wire rope attached to the base of said frame and connected to said signal and designed to bring said frame in the upright position ready for operation, a spring to act on said frame to keep it normally in the inoperative laid-down position, a ledge with inclined ends fixed on top of said frame, a strap fulcrumed below the locomotive of a train and adapted to come with its front end in contact with said ledge upon said frame being in upright position and with the rear end connected to the air brake of said locomotive, all for the purpose set forth.

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

REINHOLD HÄUSER.

Witnesses:

JEAN GRUND,  
CARL GRUND.