

G. A. SILVER.
RAILWAY CROSSING SIGNAL.
APPLICATION FILED MAR. 18, 1909.

936,372.

Patented Oct. 12, 1909.
2 SHEETS—SHEET 1.

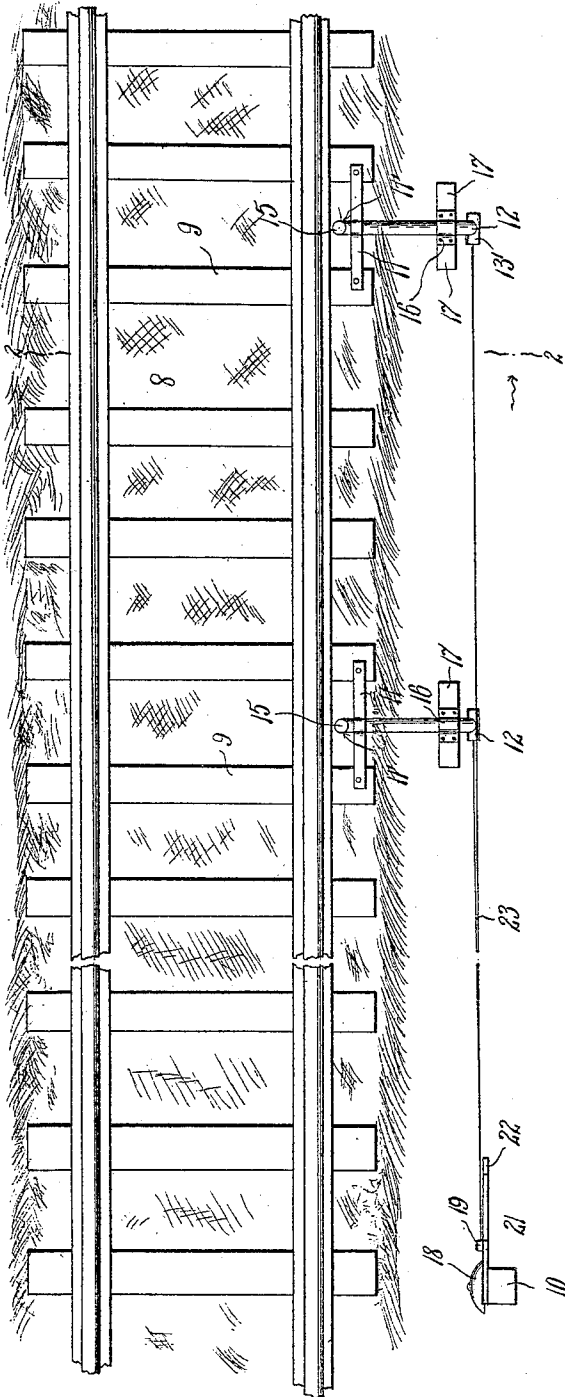


Fig. 1.

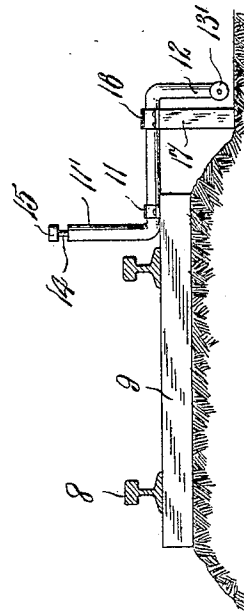


Fig. 2.

Witnesses

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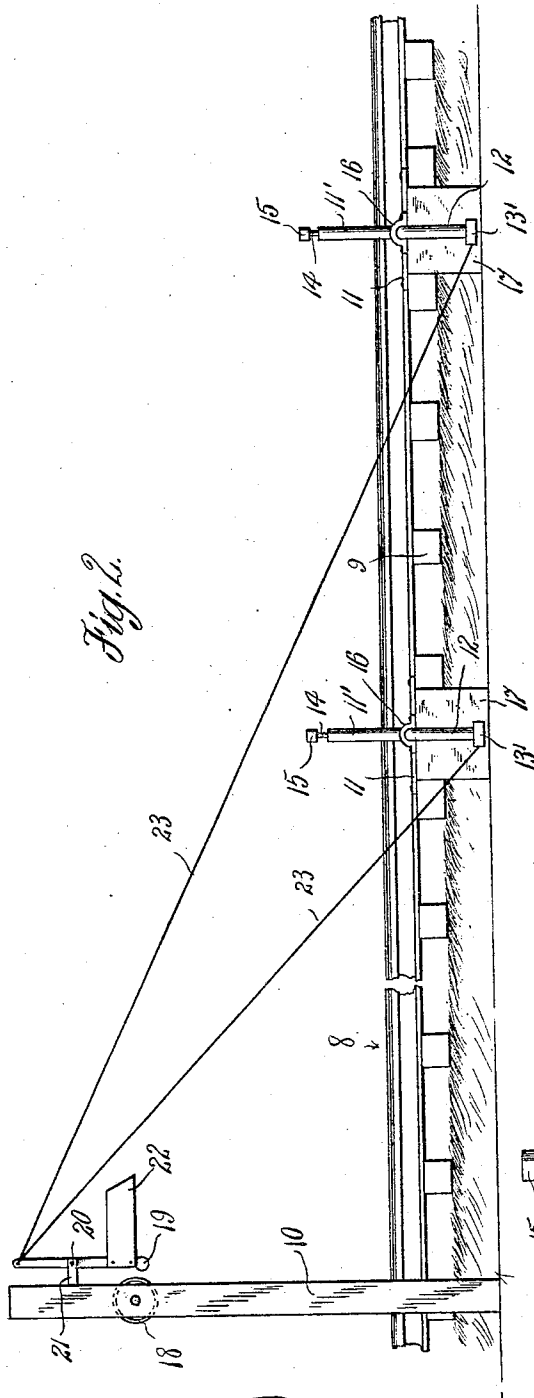


Fig. 2.

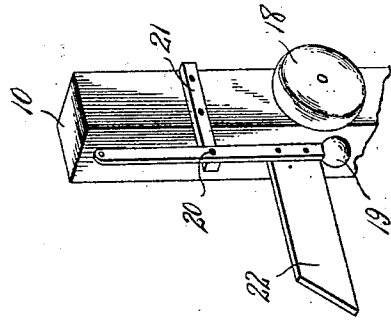


Fig. 5.

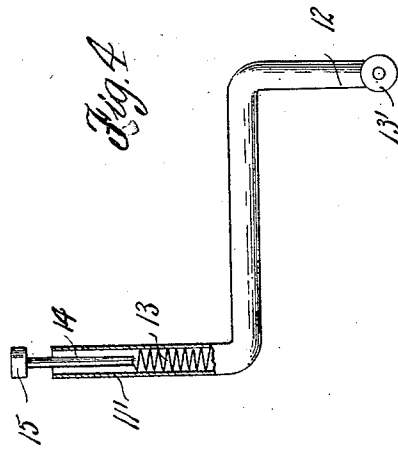


Fig. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE ALEXZANDER SILVER, OF HUNTSVILLE, ONTARIO, CANADA.

RAILWAY-CROSSING SIGNAL.

936,372.

Specification of Letters Patent.

Patented Oct. 12, 1909.

Application filed March 18, 1909. Serial No. 484,192.

To all whom it may concern:

Be it known that I, GEORGE ALEXZANDER SILVER, a subject of the King of England, residing at Huntsville, in the Province of Ontario, Dominion of Canada, have invented certain new and useful Improvements in Railway-Crossing Signals; and I do hereby 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.

The invention relates to railway signals and more particularly to the class of signals for railway crossings.

The primary object of the invention is the provision of a railway signal of this character which will automatically sound at a highway crossing an alarm of an approaching train and which signal is controlled by a trip device operated by the journaled boxes of the trucks of the cars whereby the said alarm will be spasmodically sounded until the arrival of the train at the crossing.

Another object of the invention is the provision of a railway signal of this character in which the tripping devices are provided with yieldable heads so as to overcome sudden shocks when struck by a passing train, and one that is simple in construction, thoroughly reliable in operation, and inexpensive in the manufacture.

With these and other objects in view the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described in detail, illustrated in the accompanying drawings which disclose the preferred form of embodiment of the invention to enable those skilled in the art to practice the same and as brought out in the claim succeeding the description.

Of course it is to be understood that minor changes, variations and modifications may be made such as come properly within the scope of the appended claim without departing from the spirit of the invention.

In the drawings:—Figure 1 is a top plan view of a railway track showing the invention applied thereto. Fig. 2 is a side elevation. Fig. 3 is a sectional view on the line 2—2 of Fig. 1. Fig. 4 is a detail elevation of one of the trip members the same being partly in sections. Fig. 5 is a fragmentary perspective view of the signal post with the alarm mounted thereon.

Similar reference characters indicate cor-

responding parts throughout the several views in the drawings.

In the drawings the numeral 8 designates generally a railway track the same being intersected by the usual crossing or highway and the rails of the said track are mounted upon cross ties 9 which are of the usual construction. At one side of the crossing or highway is located a vertically disposed signal post 10, which latter is also arranged in close proximity to the railway track.

Arranged at suitable intervals along the railway track and at one side thereof are bearing plates 11, in which are journaled trip devices each comprising oppositely disposed arms 11 and 12, the arm 11 being hollow and having disposed therein a compression spring 13, the outermost end of which is fixed to a stem or shank 14, of a tapping head 15, which latter is yieldably supported and is adapted to come in contact with or struck by the journal boxes of trucks of a traveling train of cars when approaching the highway to trip the said trip devices for the purpose that will be hereinafter described. The trip devices are also journaled in bearing plates 16, mounted upon blocks 17, disposed adjacent the track bed. The arms 12, are formed with weighted terminals 13 so as to hold the arms 11, in upright position and thereby maintaining the said trip devices in operative relation to the trackway.

Mounted upon the post 10, is an audible alarm such as a bell 18, the latter adapted to be sounded by a striker lever 19, pivoted at 20, to a bracket 21 secured to said post. The striker arm or lever has fixed thereto a visible signal such as a flag 22, which is adapted to be oscillated during the sounding of the bell.

Connected to the upper end of the striker lever 19, are flexible cables such as wire 23, the opposite ends of which are connected to the weighted terminals 13, of the trip devices so that upon the approach of a train the latter will be operated to sound the bell and oscillate the signal flag which will caution or notify persons and teams on the highway or crossing that the said train is approaching so as to avoid danger by passing over the track.

What is claimed is:—

In a railway signal for crossings, a signal post disposed to one side of the crossing and adjacent a track, a bell mounted upon said

post, a striker lever pivoted to said post and adapted to sound the bell, a trip device disposed to one side of the track, said trip device comprising oppositely disposed arms, one of the latter being hollow, a compression spring mounted within the hollow arm, a tapping head supported by the hollow arm and connected to the compression spring, a weight at the free end of the other arm and

a flexible connection between the weighted 10 arm and the striker lever.

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

GEORGE ALEXZANDER SILVER.

Witnesses:

JOSEPH LANGMEAD,

J. S. WARDELL.