

I. ROBBINS.
RAILROAD-SIGNAL.

No. 177,561.

Patented May 16, 1876.

Fig 1

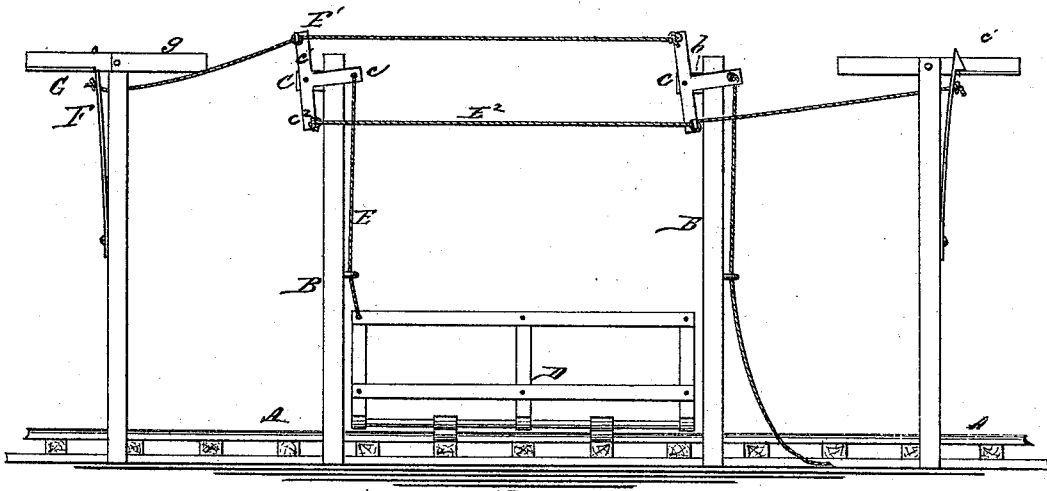


Fig. 2

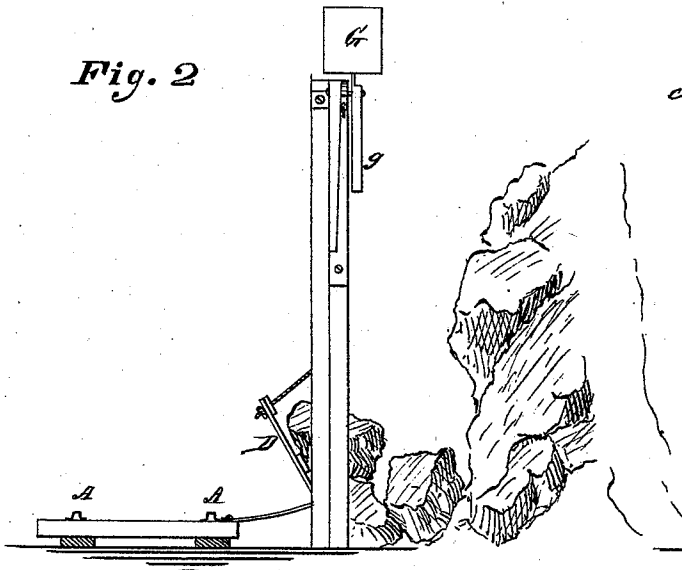
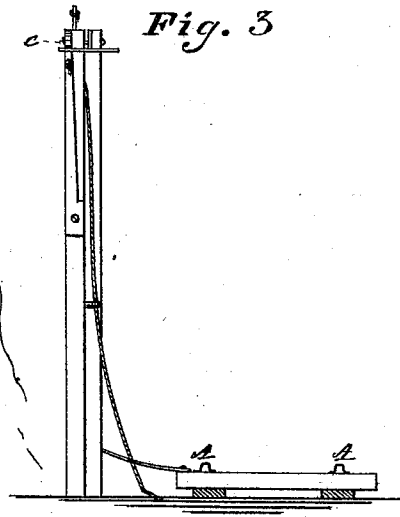


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

IRA ROBBINS, OF HUGHESVILLE, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-SIGNALS.

Specification forming part of Letters Patent No. **177,561**, dated May 16, 1876; application filed April 24, 1876.

To all whom it may concern:

Be it known that I, IRA ROBBINS, of Hughesville, in the county of Lycoming and State of Pennsylvania, have invented a new and Improved Slide-Signal for Railroads; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a side elevation of my invention applied to a railway-track, showing it free from obstruction. Fig. 2 is a front elevation of the device on the right-hand side of the railway-track, signaling danger; Fig. 3, a similar view on the left-hand side of the railway-track, in the position shown in Fig. 1.

The invention consists in erecting, along mountain or hill sides, where there is danger of slides of earth, rocks, or stones, a series of posts, between which suitable panels are hinged, either above or below, as the case may require, so as to connect with signals near the track. These panels may be extended any distance required along a mountain where there is danger of slides, after which a single small wire is extended both ways to the signal. The latter is not made visible to the engineer of a train of cars unless a slide has occurred, when the wires are pulled by the force of the slide striking any one of panels or sections, and the signal is raised. The engineer thus has time to stop the train before running into the slide. These panels may be from sixteen to twenty feet long, and from two to ten feet high, according to the nature of the situation where they are to be put up.

A represents a railroad-track, which is encompassed on both or either side by a mountain, hill, or acclivity. B is a series of posts, placed at a suitable distance apart, and each provided at same elevation with a three-armed lever, C, which may be fulcrumed to a bracket or post arm, *b*. Between the posts is arranged a bottom-pivoted panel, D, that is connected with the middle arm *c* of a lever by a cord or wire, E. The upper lever-arm *C'* is connected, by a cord, *E*¹, with a spring-catch, F, attached to the side of post. G is a signal-plate, having a lower weighted arm, *g*, that tends always to throw the signal into a perpendicular attitude with the broad side facing the direction of the track. By carrying the signal-plate G backward into a horizontal plane, the catch-shoulder *c*¹ obtains a bearing upon it, so that it is retained in that position. The lower lever-arm *c*² is connected with that of another lever or levers by a cord, *E*², and thence with another spring-catch, so that a slide striking any of the panels will have the effect of raising the signal in time to warn an approaching train of its danger.

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

The combination of bottom-hinged panel D, levers C, and spring-catches F with signals G, connected by cords or wires, substantially as shown and described, for the purpose specified.

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Witnesses:

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