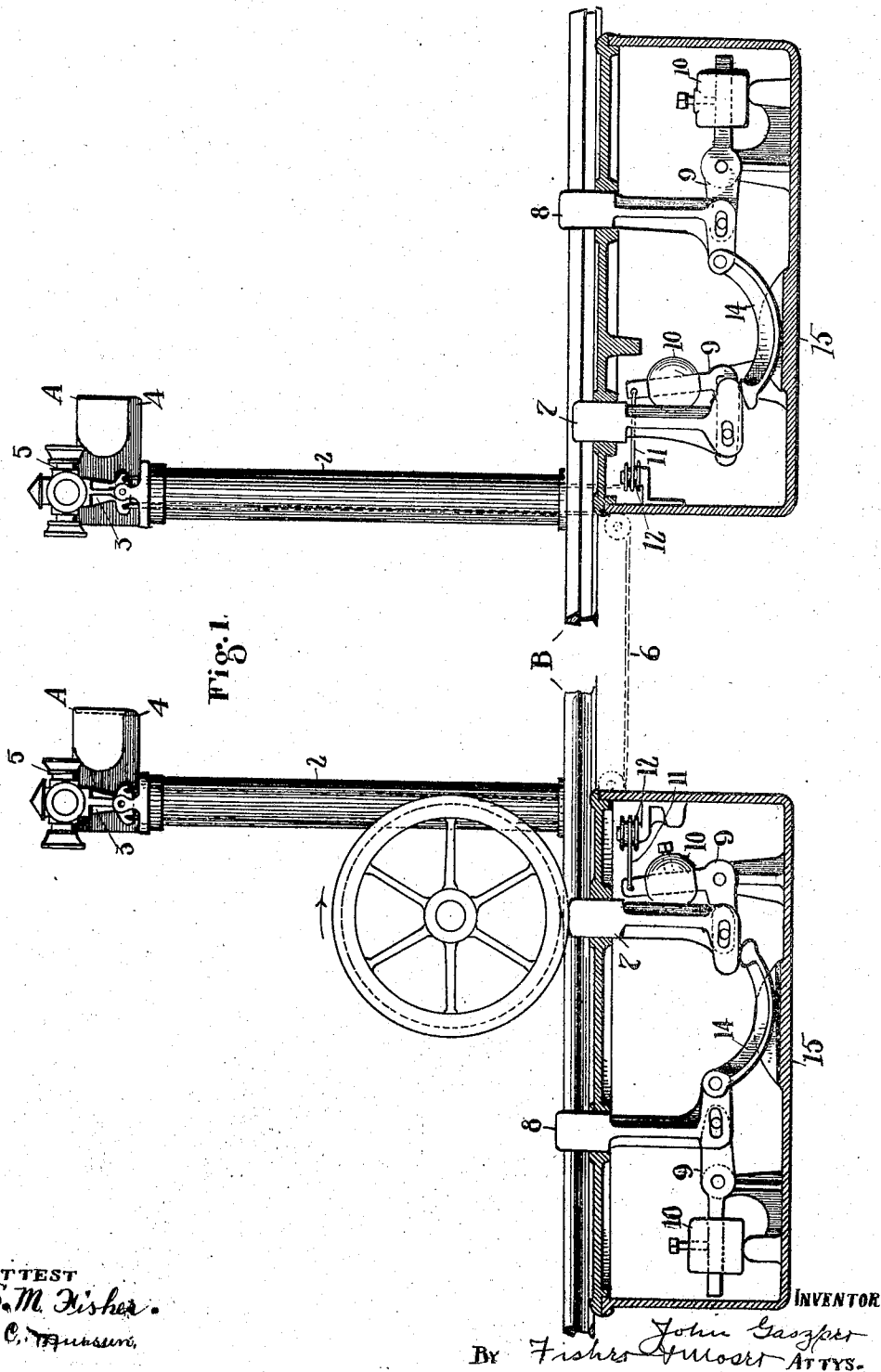


J. GASZPER.
BLOCK SIGNALING SYSTEM FOR RAILWAYS.
APPLICATION FILED APR. 29, 1909.

942,255.

Patented Dec. 7, 1909.

2 SHEETS—SHEET 1.



ATTEST
C. M. Fisher.
J. C. [Signature]

INVENTOR
John Gaszper
By Fisher & Moser ATTYS.

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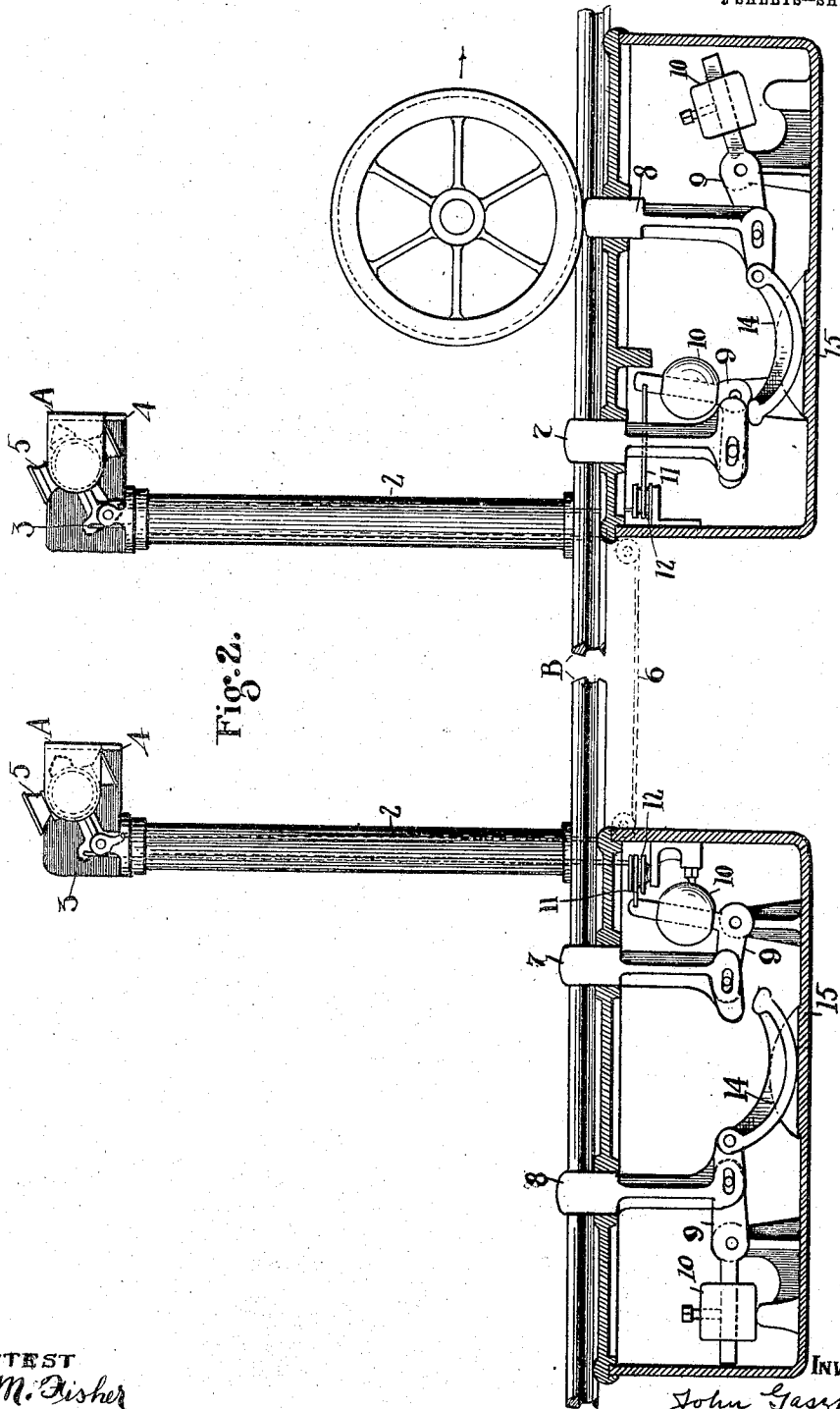


Fig. 2.

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UNITED STATES PATENT OFFICE.

JOHN GASZPER, OF CLEVELAND, OHIO.

BLOCK-SIGNALING SYSTEM FOR RAILWAYS.

942,255.

Specification of Letters Patent.

Patented Dec. 7, 1909.

Application filed April 29, 1909. Serial No. 493,030.

To all whom it may concern:

Be it known that I, JOHN GASZPER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Block-Signaling Systems for Railways, and do declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to block signaling systems for railways, and the invention consists in the construction and combination of parts, substantially as hereinafter shown and more particularly pointed out in the claim.

The object of the invention is to provide signaling means arranged along the line of the railway at predetermined distances apart and adapted to be automatically operated by moving trains, and wherewith when one train is within a certain block on the line, that its location is definitely known by the signaling device at opposite ends of the block.

A further object is to provide the construction whereby the signaling devices are caused to repeat signaling movements during the passage of the train over the contact devices along the rails, and for the entire period covered by the passage of the train at this point.

In the accompanying drawings, Figure 1 is a side and sectional view of a complete block in a railway system, and Fig. 2 is a similar view of the same parts in another position.

The system comprises sets of signaling devices A mounted upon posts or uprights—2— at predetermined points along the railway track B, and the signaling devices comprise in the present instance an oscillating lamp support—3— within suitable casing—4— on the top of posts—2—. A lamp—5— is shown as mounted upon the support—3— and it will be understood that any suitable semaphore arm or like member may be combined with the lamp and operatively engaged or mounted upon support 3. The respective lamp supports—3— are placed at such relative distances apart as may be deemed advisable, say one-half mile between them, and the signaling devices at the end of each block are operatively connected by means of a cable or other suitable connection—6—, so that when one is operative, the other is also operative in like measure.

The means for operating the signaling devices consist of a pair of vertically movable contact members—7— and—8— respectively for each device, and each member 60 is pivotally connected to a rock member—9— which is provided with a counterweight—10— to normally keep one of said members in raised position, so as to be engaged by the wheels of the train. To this 65 end, the said members are either mounted at the side of the rail, or form a movable part thereof. A flexible or other suitable connection—11— running over sheaves or suitable supports—12—, connects with rock 70 member—9— and passes to the rocking or oscillating support—3— of the signaling device and preferably through hollow post—2— and conduit pipes (not shown). Each contact member—8— has a curved 75 link—14— pivotally connected thereto at its lower end and this link rests upon the bottom of box—15— and projects beneath the other contact member—7— in the same box, whereby when member—8— is de- 80 pressed by the wheel W of a passing car the other member—7— is raised, and vice versa. However, the rock member—9— and counterweight—10— of each contact member—8— is arranged to immediately 85 raise the same when the wheel has passed out of contact therewith, whereas contact member—7— has its counterweighted rock member arranged to rest upon opposite sides of its center of gravity whereby said member 90—7— will remain either raised or lowered dependent upon the passing of a wheel either over it or the other contact members—8—. Each signaling device A is similarly 95 equipped with operating means, such as described, and in the passage of the train into or out of the block one and then the other of said members—7— and—8— respectively are operated and alternately raised and depressed to impart a vibratory move- 100 ment to the sets of lamps—5— at each end of the block. Thus a train entering a block gives vibratory or flashing indication to another train approaching the block from the other end that the block is being occupied, 105 and the devices are so arranged that when the train is within the block, the signaling devices A are in raised and visible position to indicate the fact, although stationary and not under vibratory movement. However, 110 when the train passes out of the block the last contact member to be engaged sets the

signaling devices so that they will drop out of view in the casing —5— at each end of the block, thus showing that the block is not occupied and free to be entered with
5 safety.

What I claim is:

In a railway block signal system, a set of vibratory signaling devices and means to connect a plurality of said devices for joint
10 vibrating operation and contact devices along the line adapted to be engaged by the wheels of trains and having operative

connections with the said devices whereby a continuous vibratory and flashing signal is produced by trains entering the block and a
15 continuous visible signal is obtained when the train is within the block.

In testimony whereof I sign this specification in the presence of two witnesses.

JOHN GASZPER.

Witnesses:

EDW. F. HOCK,
HENRY BARACS.