

(No Model.)

J. FRYISINGER.
AUTOMATIC RAILWAY SIGNAL.

No. 491,061.

Patented Jan. 31, 1893.

Fig. 1.

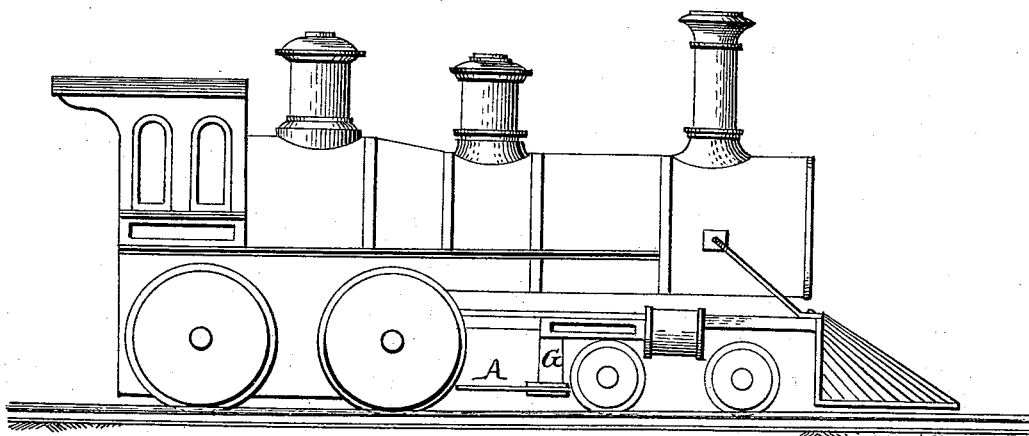


Fig. 2.

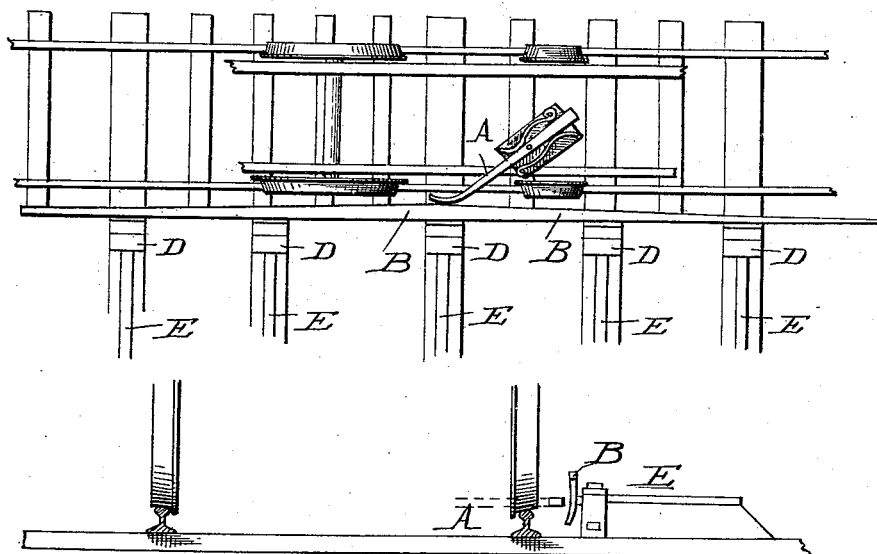


Fig. 3.

WITNESSES

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JESSE FRYSSINGER, OF HANOVER, PENNSYLVANIA.

AUTOMATIC RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 491,061, dated January 31, 1893.

Application filed April 7, 1892. Serial No. 428,239. (No model.)

To all whom it may concern:

Be it known that I, JESSE FRYSSINGER, a citizen of the United States of America, residing at Hanover, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Automatic Railway-Signals, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to automatic railway train arresters; and belongs to the class in which an obstruction is placed in the path of a train lever for the purpose of operating a valve communicating with the brake pipe of a fluid or electrically operated brake, for the purpose of applying the brakes.

The object of my invention is to enable the person on watch as flagman or at the signal tower to apply the brakes to a moving train should occasion require it.

In operating trains, it sometimes happens that the engineer in charge from negligence, intoxication, or other causes fails to notice the signals by reason of which accidents are liable to occur. To obviate this danger, many inventions have been made to provide means for operating a train lever which communicates with the throttle valve of a locomotive or with the engineer's or other valve of a fluid brake, by means of which the watchman of a signal station or flagman, can stop a passing train, by closing the throttle or applying the brakes.

My present invention is intended to improve the means for automatically operating the train lever.

In the accompanying drawings: Figure 1 is a side elevation of a locomotive showing the lever to be operated by my improved device attached. Fig. 2 is a plan view showing a section of the road bed with my device adjacent to the track and showing the train lever in position. Fig. 3 is a detail showing an end view of my improved bar for operating the

train lever and the end of said lever in position.

Referring to the drawings by letter, A, indicates a lever attached to the locomotive at C, and bent backwardly to form a contact with the cam faced bar B, when it is in operative position. The bar B, is located adjacent to the track and is shown as being held to position by suitable guides or supports D, and connecting rods E, E, E, E, E, which communicate with a suitable lever, not shown, for the purpose of moving the bar B, to and from the track, as occasion may require.

It will be observed that the face of the bar B, upon the train side, forms a double cam, from the middle at *b* and is made to conform to the movements of the end of the lever A, when the locomotive sways from side to side, by having its edge concaved accordingly. The lever A, is pivoted at right angles to the bar and near the center of the locomotive. By pivoting the lever A in this position and concaving the face of the bar B, as indicated, the movement of the end of the lever will conform to the swaying movement of the locomotive.

Having thus described my invention what I claim as new and desire to secure by Letters Patent is:

1. In an automatic railway train arrester the bar B having a convex face; said bar being adapted to move to and from the railway track, substantially as described.

2. In an automatic railway train arrester the bar B having a double inclined or convex edge which edge is vertically concaved substantially as described.

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

JESSE FRYSSINGER.

Witnesses:

FRANK H. THATCHER,

WM. G. GRIFFIN.