L. E. SIMMONS.

TRAIN MARKER.

APPLICATION FILED DEC. 11, 1913.

1,133,583. Patented Mar. 30, 1915.

Fig. 1.

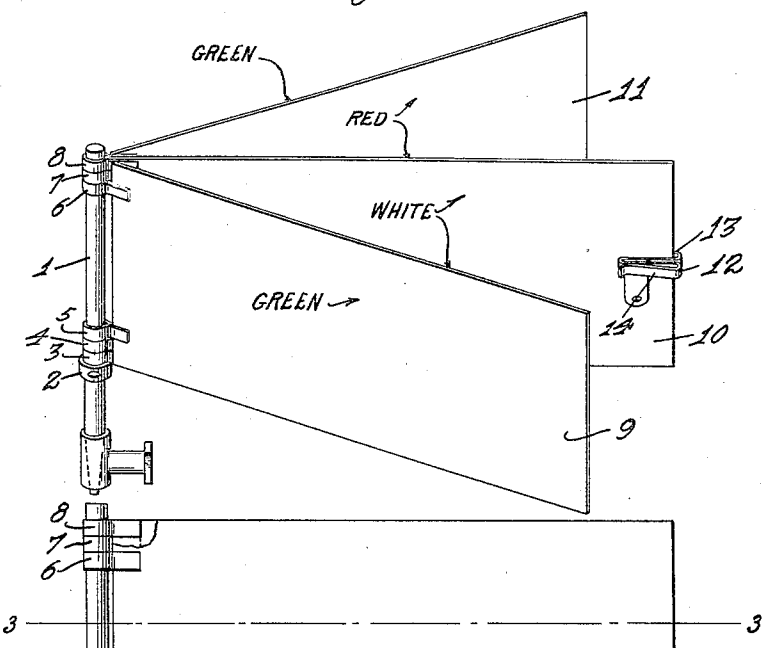


Fig. 2.

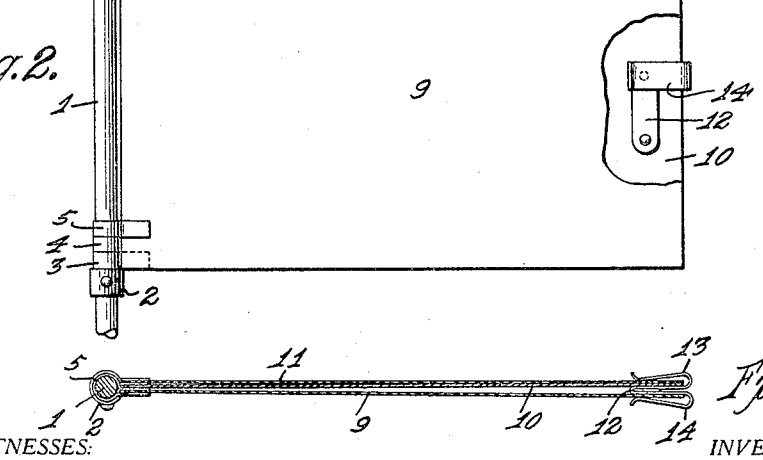


Fig. 3.

WITNESSES:

F. A. Sinney.

A. H. Kephart.

INVENTOR.

LEON E. SIMMONS.

BY

Carlos P. Griffin

ATTORNEY.

THE NORRIS PETERS CO., PHOTO-LITH., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

LEON E. SIMMONS, OF DECOTO, CALIFORNIA.

TRAIN-MARKER.

1,133,583. Specification of Letters Patent. Patented Mar. 30, 1915.

Application filed December 11, 1913. Serial No. 806,000.

To all whom it may concern:

Be it known that I, LEON E. SIMMONS, a citizen of the United States, residing at Decoto, in the county of Alameda and State of California, have invented a new and useful Train-Marker, of which the following is a specification in such full and clear terms as will enable those skilled in the art to construct and use the same.

This invention relates to a train marker or flag that is carried on engines, cabooses and passenger coaches at the rear or forward ends thereof.

It will be understood by those skilled in the art that trains or engines are supplied with cloth flags which indicate certain matters with relation thereto, said flags being of the desired color to give the proper indication, as for example, a green flag, a red flag, a blue flag or a white flag may be used to indicate certain things with respect to the train. These cloth flags are worn out rapidly and in addition to being easily worn out, must of necessity be more or less inconvenient because separate flags of different colors must be kept aboard each engine or train.

With this invention the flag is made of a more permanent material than cloth, such as fiber board or sheet metal, and in the place of carrying a different series of flags the several different colors are shown upon the single flag by merely shifting one portion thereof from one position to another position, so that the flag can, without being removed from its position at the rear or head of a train, be shifted from one color to another instantly.

An embodiment of the invention is shown in the drawing in which the same reference numeral is applied to the same portion throughout, but I am aware that there are many modifications thereof.

Figure 1 is a perspective view of a portion of the flag standard and showing the several parts of the flag separated one from the other, Fig. 2 is a side elevation of the complete flags, portions thereof being broken away for purposes of illustration, and Fig. 3 is a sectional view on the line 3—3 Fig. 2 illustrating the use of the clip for holding the several parts of the flag together at their outer edges.

The numeral 1 indicates the flag standard, said standard having a suitable ring 2 thereon to form a support for the flag hinges 3, 4 and 5 at the lower edges of the flags, while at the upper ends of the flags there are three additional hinges 6, 7 and 8.

In the marker shown there are three different colors to be displayed, for example, green, red and white which are the flags most commonly used.

The flags are indicated at 9, 10 and 11, the flag 9 having the hinges 5 and 6 secured thereto. The flag 10 has the hinges 4 and 7 secured thereto, while the flag 11 has the hinges 3 and 8 secured thereto. These several hinges are so formed as to permit the flag members to lie closely adjacent each other, and when changed to display a given flag, the latch 12 pivoted to the edge of the flag 10 is used to hold the several flags together.

It will be observed that the latch 12 has two spring arms 13 and 14, which arms may be used to hold the flag to which they are secured closely in contact with either or both of the flags 9 and 11 whether they happen to be on the opposite sides of the flag 10 or both on either side of the flag 10. It will be seen that the flag 9 has one side thereof colored green to correspond with the green on one side of the flag 11, while the opposite side of the flag 9 is white to match the white on one side of the flag 10. The opposite side of the flag 10 is red to match one side of the flag 11.

It will thus be seen that it is possible to shift the flag from one color to another by simply rotating one of the flags around the flag standard until the proper color is out on both sides, whereupon the latch may be turned into the position indicated in Figs. 1 and 2 to secure the free edges of the flags together. It will thus be seen that at all times it is possible to have immediately at hand all of the desired colors, so that a change can be instantly made from one color to another whenever necessary, and the material of which the flags are made is solid enough to prevent it from being worn out in a few days, as is the case with one of the ordinary cloth flags.

In order to secure the flag in place on the car the usual socket is used in which the flag standard is inserted, but of course this socket forms no part of the present invention.

Having thus described my invention what I claim as new and desire to secure by Let-

ters Patent of the United States, is as follows, modifications within the scope of the claims, being expressly reserved:

A train marker comprising a flag standard, a plurality of flags hinged to rotate around the standard and colored to present like colors on opposite sides whenever the several flags are folded together, and a pivoted clip carried by the outer edge of one of the flags, said clip carrying means for securing the other flags to the first flag on either or both sides thereof at will.

In testimony whereof I have hereunto set my hand this 18th day of October A. D. 1913, in the presence of the two subscribed witnesses.

LEON E. SIMMONS.

Witnesses:
M. B. SNEDEN,
J. C. HANLEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."