No. 884,950. PATENTED APR. 14, 1908.

F. P. PAGE.

TRAIN SIGNAL.

APPLICATION FILED MAY 29, 1907.

Fig. 1

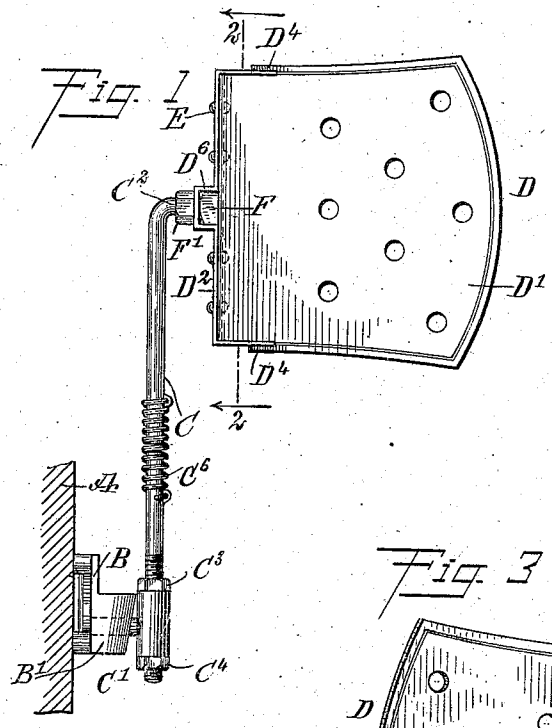


Fig. 2

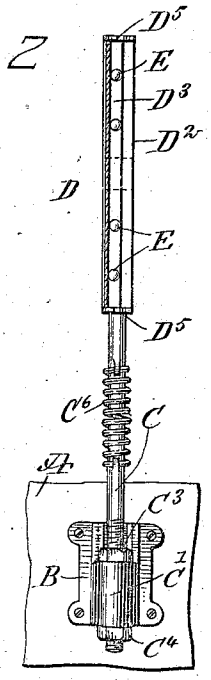


Fig. 3

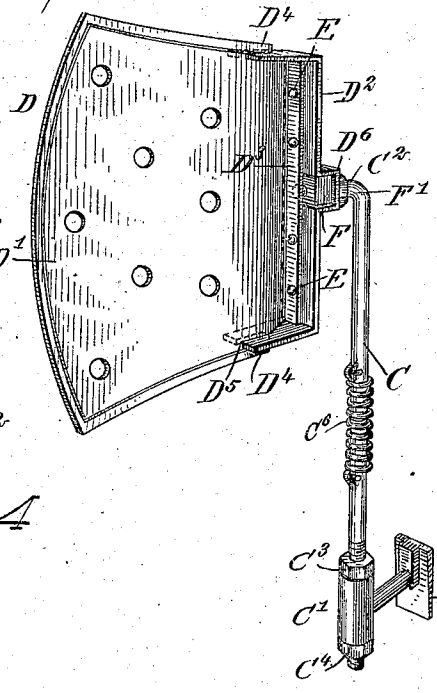
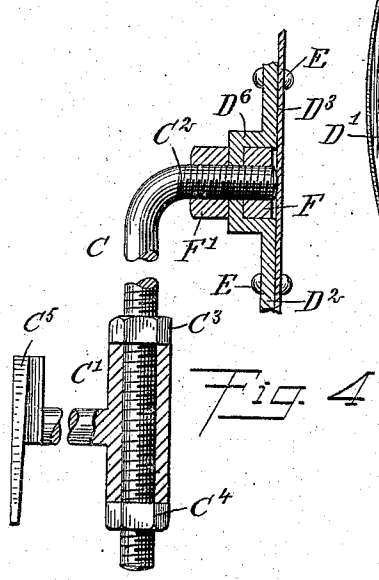


Fig. 4



WITNESSES

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TRAIN-SIGNAL.

No. 884,950. Specification of Letters Patent. Patented April 14, 1908.

Application filed May 29, 1907. Serial No. 376,234.

To all whom it may concern:

Be it known that I, FRANK P. PAGE, a citizen of the United States, and a resident of Syracuse, in the county of Onondaga and State of New York, have invented a new and Improved Train-Signal, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved train signal, more especially designed for use on the caboose or rear car of a freight train, to enable a tower-man along the track to see when the rear end of the train is coming and to indicate to the engineer whether the train is intact or not.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of the improvement as applied to the caboose, the latter being shown in section; Fig. 2 is a sectional side elevation of the same on the line 2—2 of Fig. 1; Fig. 3 is a perspective view of the flag and its staff, and Fig. 4 is an enlarged sectional side elevation of the same.

To the side of the caboose or rear car A of a train is secured a keeper B, in which is removably fitted the foot C′ of a staff C carrying at its upper end C^2 a flag D, preferably made of sheet metal or other suitable rigid material and extending outwardly and at right angles to the side of the car A, to enable a tower-man or the engineer of the train to readily observe the signal, that is, to enable the tower-man to see when the rear end of the car is coming, and to enable the engineer to see whether the train is intact or not.

The body D′ of the flag D is preferably perforated and has its inner end provided with an angular flange D^3 fastened by rivets or other fastening devices E to a frame D^2, preferably made of iron in U-shape, to receive the top and bottom edges of the body D′ in slots D^5 formed in the terminals of the frame D^2, so as to securely hold the body D′ in position on the frame D^2.

The U-shaped frame D^2 is provided at its middle part, and approximately at the middle of the flag, with a socket D^6 into which extends the upper threaded end C^2 of the staff C, and on which threaded end C^2 screw the nuts F and F′, of which the nut F fits into the socket D^6 while the other nut F′ screws against the outside of the socket, thus securely fastening the flag D in place on the staff C.

The lower end of the staff C is preferably threaded and is held in the foot C′ by nuts C^3, C^4 screwing on the threaded end of the staff and abutting against the top and bottom of the foot C′. The latter terminates in a T-shaped block C^5 engaging the keeper B from the top, so as to securely hold the staff C in an upright position and to allow removal of the staff C and flag D from the keeper B whenever it is desired so to do.

By reference to Fig. 1 it will be seen that the keeper B has an outwardly extending portion B′ to form a rest or bearing surface for the foot C′ of the staff C, to securely hold the staff and flag in place on the keeper. The shank or vertical portion of the staff C is preferably made in two parts connected with each other by a coil spring C^6, to allow the upper staff part to turn in case the flag D is struck accidentally by a projection in the roadway, the flag returning to its normal position by the action of the spring C^6.

The train signal shown and described is very simple and durable in construction, is composed of comparatively few parts, which can be cheaply manufactured and readily assembled.

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

1. A train signal for attachment to a car of a train, comprising a keeper on the car having an outwardly extending member forming a bearing surface, a staff, a foot in which the lower end of the staff is held, the said foot comprising a tubular socket member, a horizontal arm extending from the side of said socket member and engaging the said bearing surface, the said arm terminating in a T-block for removable engagement with said keeper, the lower end of the staff extending through the socket member, means for adjustably securing the staff in said socket member, and a flag of rigid material secured to the upper end of the staff.

2. A train signal for attachment to a car of a train, comprising a staff adapted to be removably secured at its lower end to a keeper on the car, the upper end of the staff extending outwardly and being threaded and provided with nuts, a flag having a body of

rigid material and a frame to which the flag body is secured, the frame being provided with a socket into which extends the threaded end of the staff, one of said nuts being within the socket and the other nut screwing against the outside of said socket.

3. A train signal for attachment to the caboose of a freight train, comprising a keeper on the side of the caboose, a staff having its lower end adapted for engagement with said keeper, the staff having an onwardly extending upper end, threaded and provided with nuts, and a flag having a body of a rigid material and a U-shaped frame to which the inner end and part of the top and bottom of the said flag body are secured, the middle portion of the frame being secured to the said upper end of the staff by the said nuts.

4. A train signal for attachment to a car, comprising a staff made in sections connected with each other by a spring, means for removably securing the lower section of the staff to a car, the upper section of the staff having an angular upper end threaded and provided with nuts, a flag having a body of rigid material, and a frame to which the flag body is secured, the said angular threaded end of the staff engaging the frame and secured thereto by the said nuts.

5. A train signal for attachment to the caboose of a freight train, provided with a flag having a body made of sheet metal, the top and bottom at the rear end of the body having cut out portions and the rear end terminating in an angular flange, and a U-shaped frame having its terminals slotted for the reception of the top and bottom of the body adjacent to the cut out portion, and means for fastening the said body flange to the middle bar of the said frame.

6. A train signal for attachment to the caboose of a freight train, provided with a flag having a body made of sheet metal, the top and bottom at the rear end of the body having cut out portions and the rear end terminating in an angular flange, and a U-shaped frame having its terminals slotted for the reception of the top and bottom of the body adjacent to the cut-out portion, means for fastening the said body-flange to the middle bar of the said frame, the said middle bar having a socket at or near its middle, and a staff for attachment to the caboose and having an angular threaded upper end and nuts screwing on the said threaded end, one of the nuts fitting the said socket and the other nut screwing against the outside of the socket.

7. A train signal comprising a keeper on a car having an outwardly extending portion forming a bearing, a foot comprising a tubular socket member and an integral arm extending from the side of the socket member and provided at its extremity with means for engaging said keeper, the said arm resting in the bearing on the keeper, a staff having a threaded lower end extending through the socket member of the foot and projecting at its lower end below the same, nuts screwing on the threaded end of the staff and engaging the top and bottom of said socket member, and a flag attached to the upper end of the staff.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK P. PAGE.

Witnesses:
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