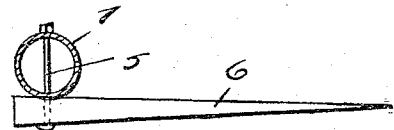
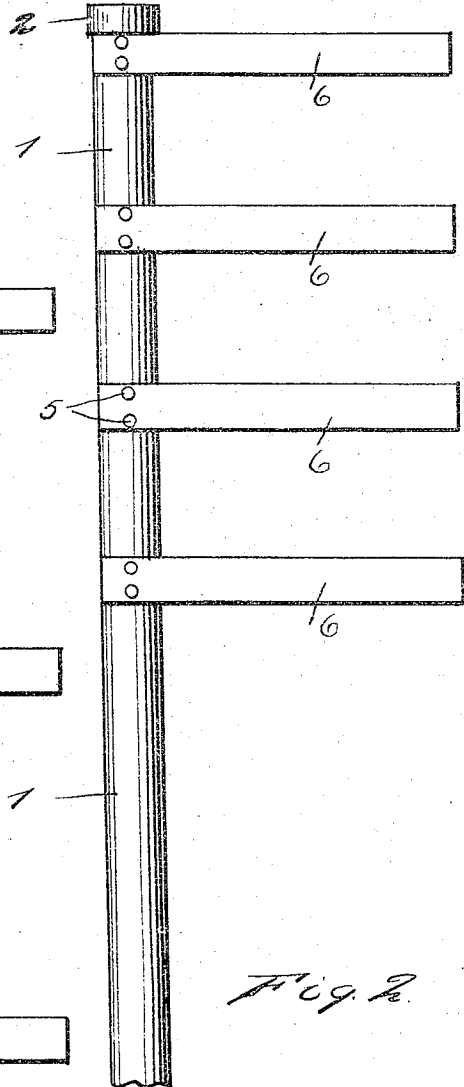
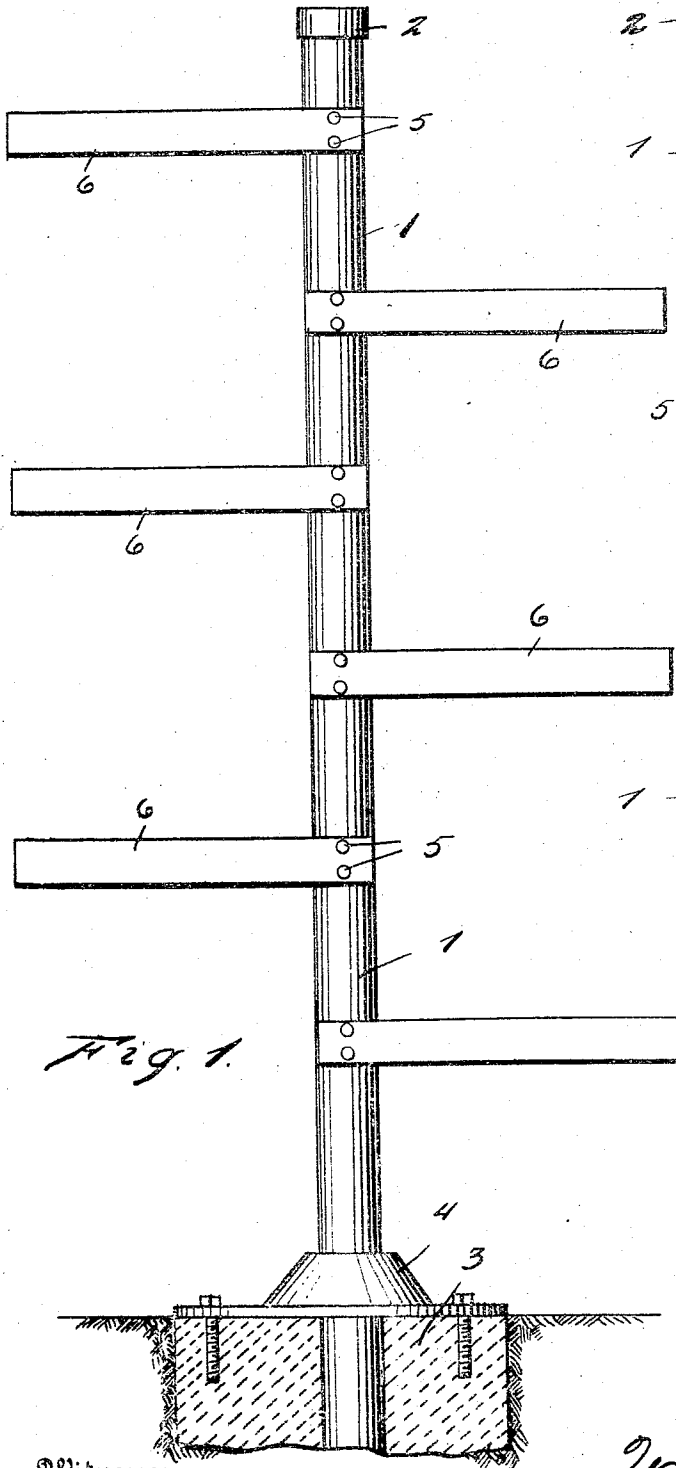


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DANGER SIGNAL.
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DANGER-SIGNAL.

1,065,176.

Specification of Letters Patent

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To all whom it may concern:

Be it known that I, WILLIAM SCHWAB, a citizen of the United States, residing at Sacramento, in the county of Sacramento and State of California, have invented certain new and useful Improvements in Danger-Signals, of which the following is a specification.

My invention relates to devices for warning railway employees riding on ladders of box cars or steps of coaches, of dangerous obstructions, as buildings, etc., of improper clearance, ahead of the train in time to avoid being injured thereby.

It is a common practice to employ ropes depending from the cross beam of a structure disposed near viaducts and tunnels in order to warn trainmen on the roofs of cars of the danger in remaining erect.

The object of this invention is to provide a similar warning device beside the main track, or between double tracks, or main tracks and sidings, which is adapted to strike against some part of the person of the trainman riding upon the side ladders or steps.

An important object is to provide a device of this character which is supported on the ground and which has secured thereto yieldable members so adapted that while giving the trainmen warning by striking their persons they will not injure or bruise them.

Another object is to provide a device of this character which is easily and conveniently placed where desired, and cheap, durable, and efficient.

With these and other objects in view my invention consists in the novel construction and arrangement of parts as hereinafter fully described and claimed.

Referring to the drawings forming a part of this specification and in which like numerals are employed to designate corresponding parts throughout the several views; Figure 1 is an elevation of a double form of my device, Fig. 2 is an elevation of a single form, and Fig. 3 is a cross section of Fig. 2.

Referring more particularly to the drawings, the numeral 1 designates a post of any suitable size and material. In the present instance I have shown it as being a pipe having one end closed by a cap 2 in order to exclude rain. The other end of the post may be merely driven into the ground or

secured, as shown in the drawing, by means of its insertion within an anchor block 3 of cement or the like and strengthened by means of a collar 4 which embraces the post 1, and which is secured upon the block 3.

Secured upon the post 1 at intervals by means of bolts 5 or the like, are laterally extending members 6 formed preferably of rubber, leather, or any suitable resilient material. These members 6 are of sufficient length to be easily struck against by the body of a trainman riding upon the ladder on the side of a freight car, and may be commonly from twenty-eight to thirty-six inches in length. The members 6, as illustrated in the drawing, are formed in a wedge shape, being thickest at the points where they are secured upon the post 1 and tapering gradually to their outer extremities. It will be noted that the members 6 may be of any other desirable shape and construction, as for instance, they may have their upper or lower edges strengthened or reinforced by suitable stiffening means.

In order that the device may be employed as a visible warning in day time, it may be advantageous to paint the posts some suitable color, such as black, and to paint the members 6 some suitable contrasting color, such as yellow.

It will be noted that the device, as shown in Fig. 1, has the members 6 extending from both sides thereof, whereas in Fig. 2 the members 6 extend from only one side. Although the two forms may be used for the same purpose when the device is to be placed between double tracks or a main track and a spur or siding, it is advantageous to use the form having arms extending from both sides.

When the device is to be placed merely alongside the main track, the form having the arms extending from only one side is the proper one to use.

Having thus described my invention what I claim is:

1. A danger signal of the character described consisting of a vertical support and a plurality of laterally extending resilient arms rigidly secured to said support and adapted to strike against the person of a trainman upon the side ladder or steps of a car.

2. A danger signal of the character described consisting of a vertical support and a plurality of laterally extending resilient

arms rigidly secured to said support and tapering to their free ends.

3. A danger signal of the character described consisting of a vertical support adjacent a railroad track and fixed in the ground, and a plurality of laterally extending resilient arms rigidly secured upon said support, said arms being wedge-shaped longitudinally.

4. A danger signal of the character described consisting of a vertical support secured rigidly upon the ground adjacent a railroad track, and a plurality of resilient arms rigidly connected to said support and extending horizontally therefrom on both sides of said support.

5. A danger signal of the character described consisting of a vertical support and a plurality of resilient arms rigidly secured to said support at one of their ends,

at a right angle to said support, and tapering toward their free ends.

6. A danger signal of the character described consisting of a vertical support rigidly secured upon the ground between double railroad tracks or between main tracks and sidings, and a plurality of resilient arms secured upon said support and extending from opposite sides of said support, the arms on one side being in staggered relation to the arms on the other side, and said arms being wedge-shaped in longitudinal section.

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

WILLIAM SCHWAB.

Witnesses:

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