

COLLEY & DEITRICK.

Car-Signal Holder.

No. 95,086.

Patented Sept. 21, 1869.

Fig. 1

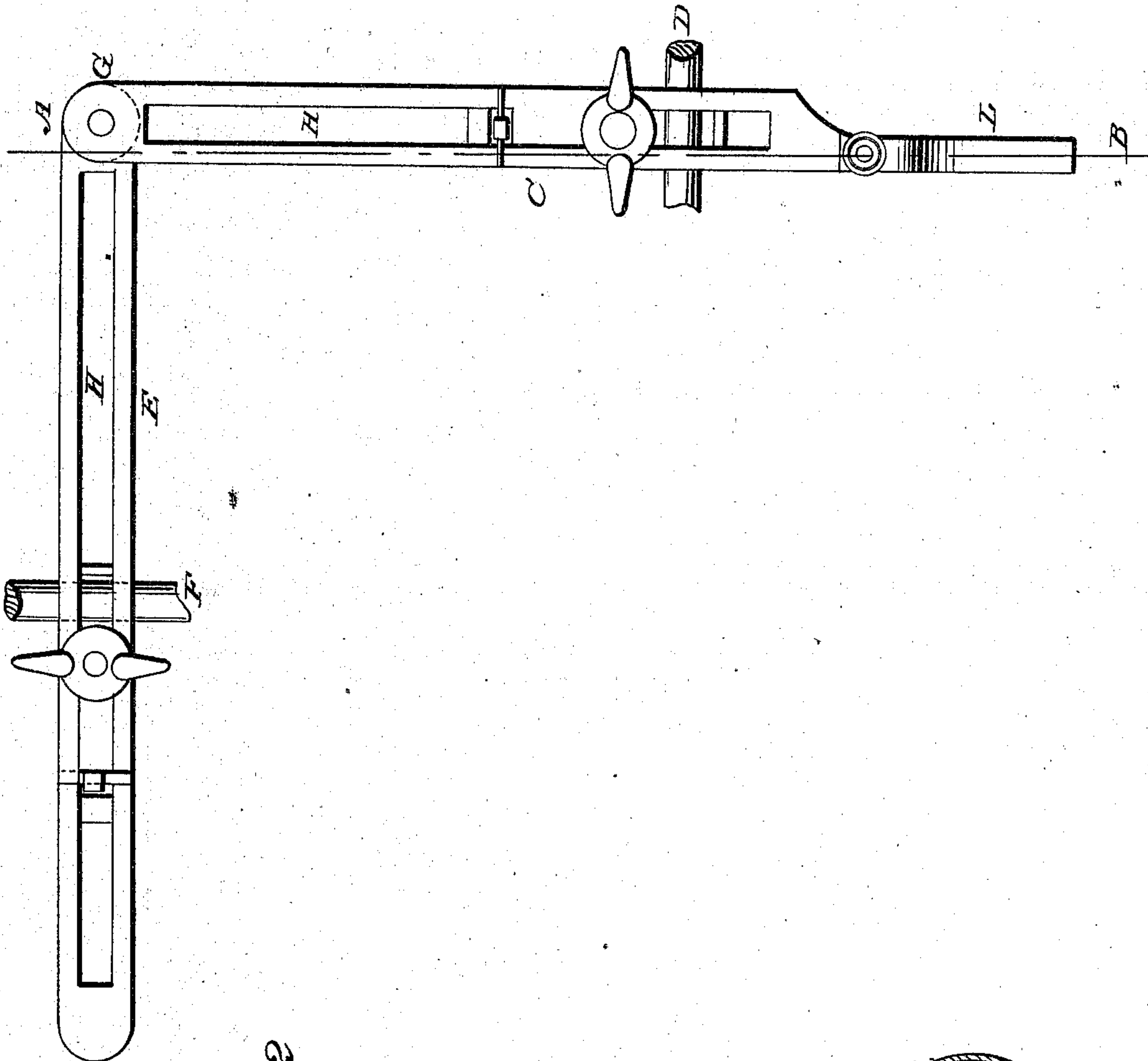
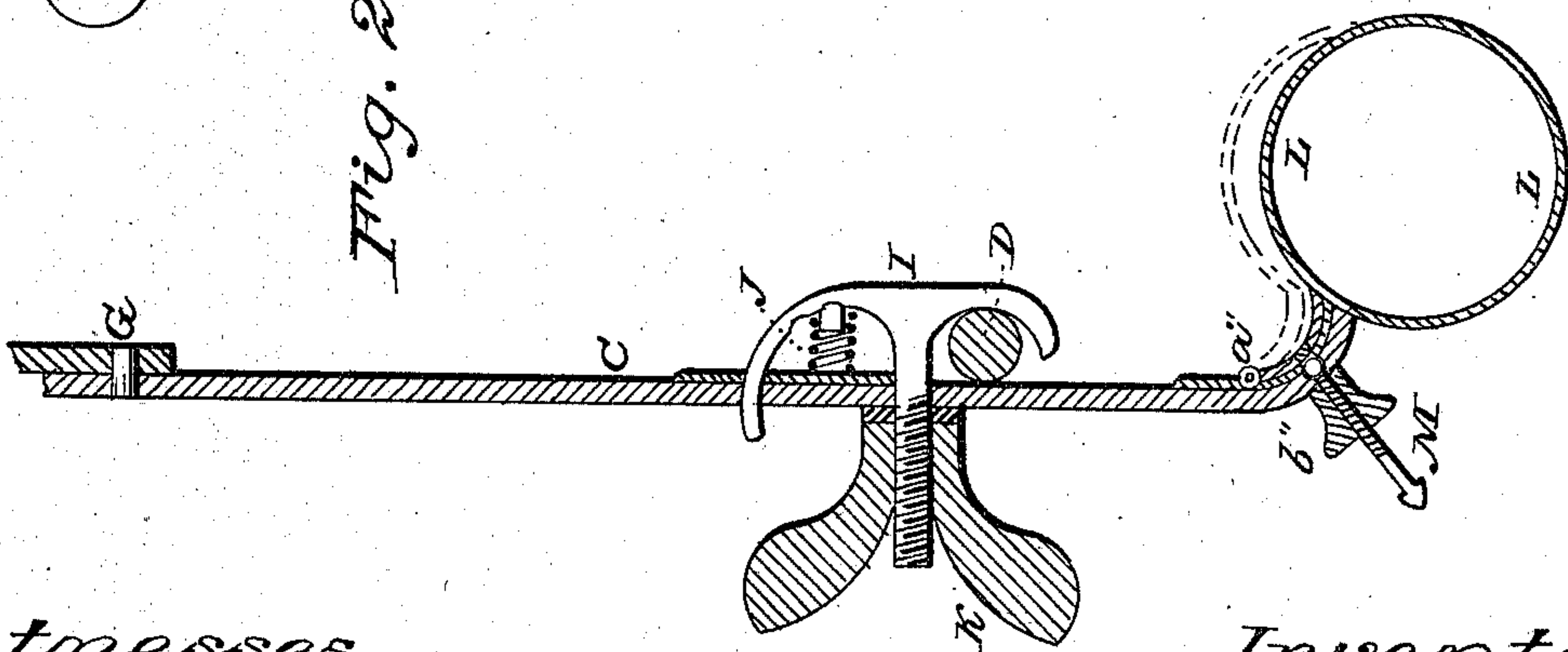


Fig. 2



Witnesses
Wm. C. Clegg
Arden Morrow

Inventors
H. C. Colley
W. M. Deitrick

United States Patent Office.

WILLIAM W. COLLEY AND WILLIAM H. DEITRICK, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 95,086, dated September 21, 1869.

SIGNAL-HOLDER FOR RAILWAY-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, WILLIAM W. COLLEY and WILLIAM H. DEITRICK, of the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful "Improved Apparatus for Receiving and Holding Lanterns or other Signals upon Railway-Cars;" and we do hereby declare that the following is a full, clear, and exact description of the nature, construction, and operation thereof, reference being hereby had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this our specification.

Like letters represent and refer to like or corresponding parts.

Figure 1 represents a plan or top view of our "improved apparatus for receiving and holding lanterns or other signals upon railway-cars," for use by night or day upon moving trains, and showing the various parts thereof, each of which will be fully described hereinafter.

Figure 2 represents a vertical section of one part of our said apparatus, shown at fig. 1, and which vertical line is on the line A and B, fig. 1, as aforesaid, thus and thereby showing the detail parts of the same, each more fully described hereinafter.

The nature of our said invention and improvement consists in the construction and arrangement of a device which shall receive and firmly hold any kind of railway or other lantern or other instrument, upon and in combination with the end or side of a passenger or other railway-car, for the purpose of giving proper signals or information necessary for the proper, safe, and successful management of railway-trains in the day or night-time.

By this means the engineer, without moving from his seat, can see at a glance whether any of the train is detached, as frequently happens without his knowledge, when the bell-rope, by reason of twist, knot, or other obstruction, fails in its duty.

The said device is detachable and removable from such car so combined therewith, for any purpose deemed necessary; and it consists of the several parts of the same, constructed, arranged, and combined with each other, in the manner substantially as herein described and set forth.

Having thus described the nature of our said invention and improvement, we will here proceed to describe the construction and operation of the same, which is substantially as follows, to wit:

The said device or apparatus, when in use, will be substantially as shown at fig. 1, where C is the lower or horizontal part, attached to the vertical iron rod D, at the end of the car, while E is the vertical part attached to the horizontal rod F, which passes from the said vertical rod D, along the end of the car, to an-

other and opposite vertical rod upon the other side of said car.

The said rods to which our said apparatus is attached and combined may be of any suitable and convenient size or shape that is used for the purpose.

The device will attach to any such rods now used on the United States railways without alteration.

Our said apparatus consists of two straight bars, with a joint at one end of each, substantially as shown at G, figs. 1 and 2, and having a slot in each running from end to end, substantially as at H H, fig. 1, of the accompanying drawings, and which slot may be of any width deemed best to use; and it may extend from end to end of each of said bars, or only part of that distance, as the case may require.

Working in each of said slots, and resting upon each of said plates, there is a claw, I, with a spiral or other spring, J, between said plate and claw, and having a set-screw, K, as shown at fig. 2, by which that part of said claw which contains the said rail or rod D is brought closely and firmly thereon, so as to hold there the same, in the manner and by the means substantially as shown at fig. 2 of the accompanying drawings.

At the extreme end of the said bar C, we construct and arrange our device for receiving and holding the lantern or any other signal, as aforesaid, which consists of a spring-band, L, figs. 1 and 2, and which contracts and expands, as shown by the red line at fig. 2, by means of a jointed screw, M, fig. 2.

One half of the said band is stationary, while the other half is movable, by means of a hinge, a, fig. 2.

The thumb-screw or nut b is for the purpose of bringing the said movable part of the said band L to its place upon the instrument to be used as and for a signal, and of holding the same in its proper place thereon.

By means of the said jointed piece M and the said hinge a, fig. 2, any size of lantern or other signal may be used, and firmly held in and by the said band L, figs. 1 and 2. Either or all of these parts, a, b, and M, may be omitted in case the signals require but one size holder.

The device known as claw I is, with all its accompanying parts, constructed substantially as shown at fig. 2, and there will be one used in each of said slots H, substantially as shown at fig. 1 of the accompanying drawings.

The several parts of our said apparatus may be constructed of any suitable material, and of size, form, or shape, substantially as shown at said fig. 2.

The said expanding and contracting device or band L, fig. 2, with the said jointed bar or rod M, joint a, and thumb-screw b, of said fig. 2, may also be of any suitable material and of any size or form deemed best.

The said device or band L is so arranged as to be

turned or set away or off in an opposite direction from the said jointed bar M and thumb-screw b, in the manner substantially as shown at fig. 2 of the accompanying drawings. This is for the purpose of having the said lighted lantern or other signal arranged upon said railway-car out of the way of passengers when entering or leaving the cars, or for other purposes, when required.

Having thus described our said invention,

What we claim, and desire to secure by Letters Patent, is—

1. The slotted bars O and E, jointed at G, and containing the claws I I, and the expanding and contracting band L L, whether made expansible or not, as arranged and combined, in the manner and for the purposes substantially as herein described and set forth.

2. The claw I, and spiral or other spring J, and set-

screw K, arranged and combined and moving in the slot H, and on the surface of the bar C, in the manner and for the purposes substantially as herein described and set forth.

3. The expanding and contracting band L L, in combination with the jointed bar or rod M and joint a, each being constructed, arranged, and operated in the manner and for the purposes substantially as herein described and set forth.

In testimony whereof, we have, on this 17th day of August, 1869, hereto set our hands and seals, in presence of two witnesses.

W. W. COLLEY. [L. S.]

W. H. DEITRICK. [L. S.]

Witnesses:

W. J. McCLEAN,
ANDREW MORROW.