

(No Model.)

C. W. WHITE.
Railway Train Marker.

No. 237,459.

Patented Feb. 8, 1881.

Fig. 1.

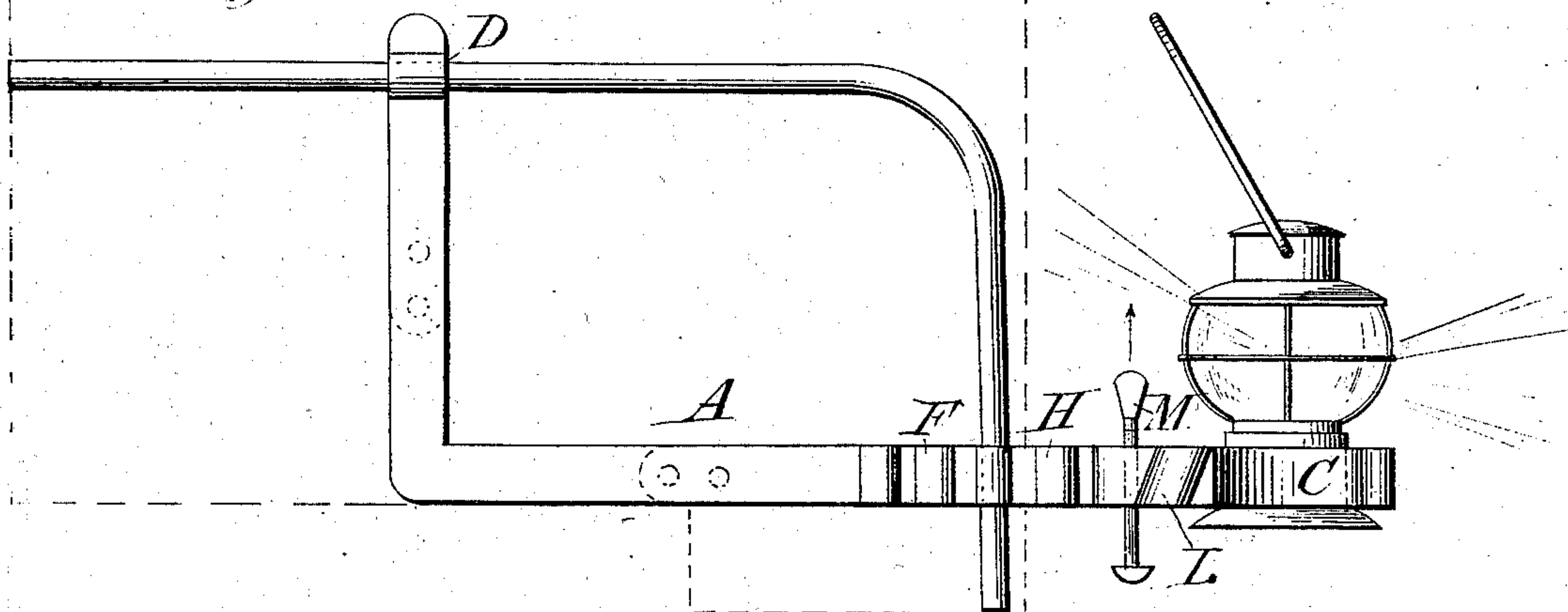


Fig. 3.

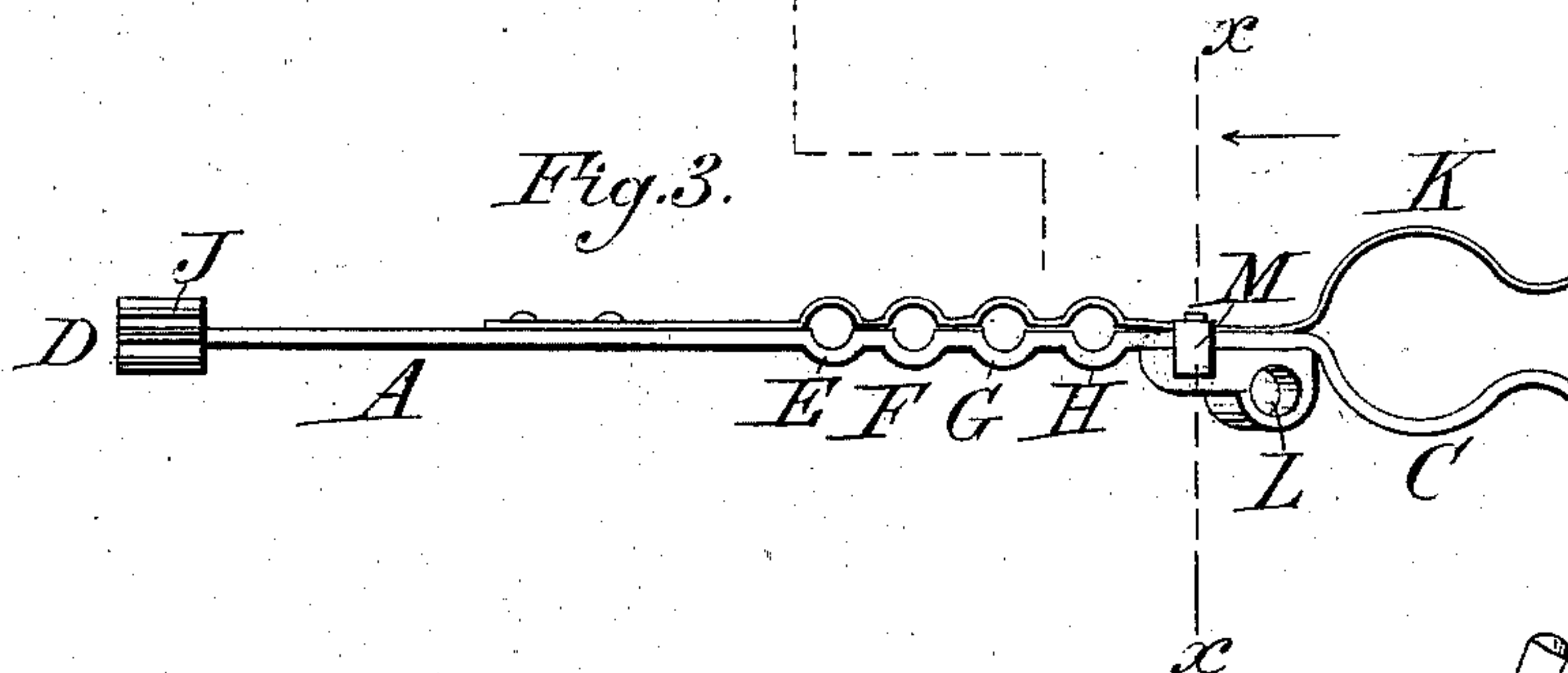


Fig. 4.

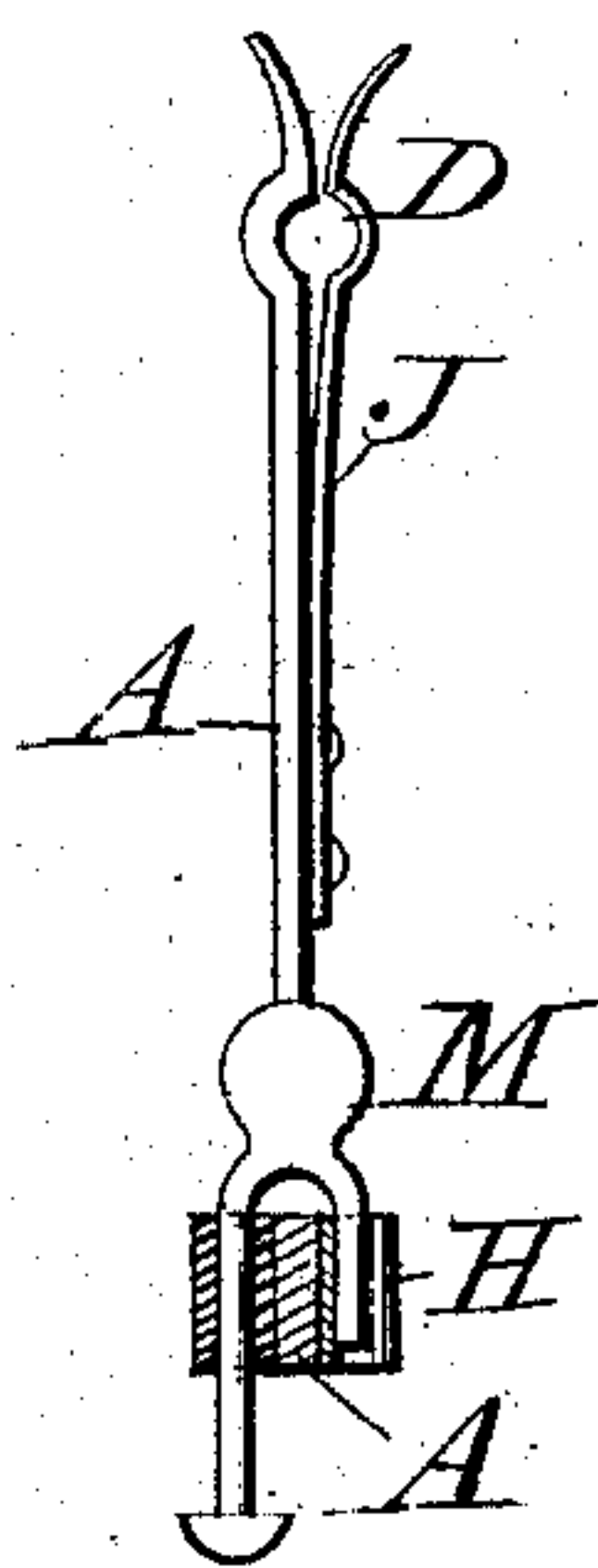
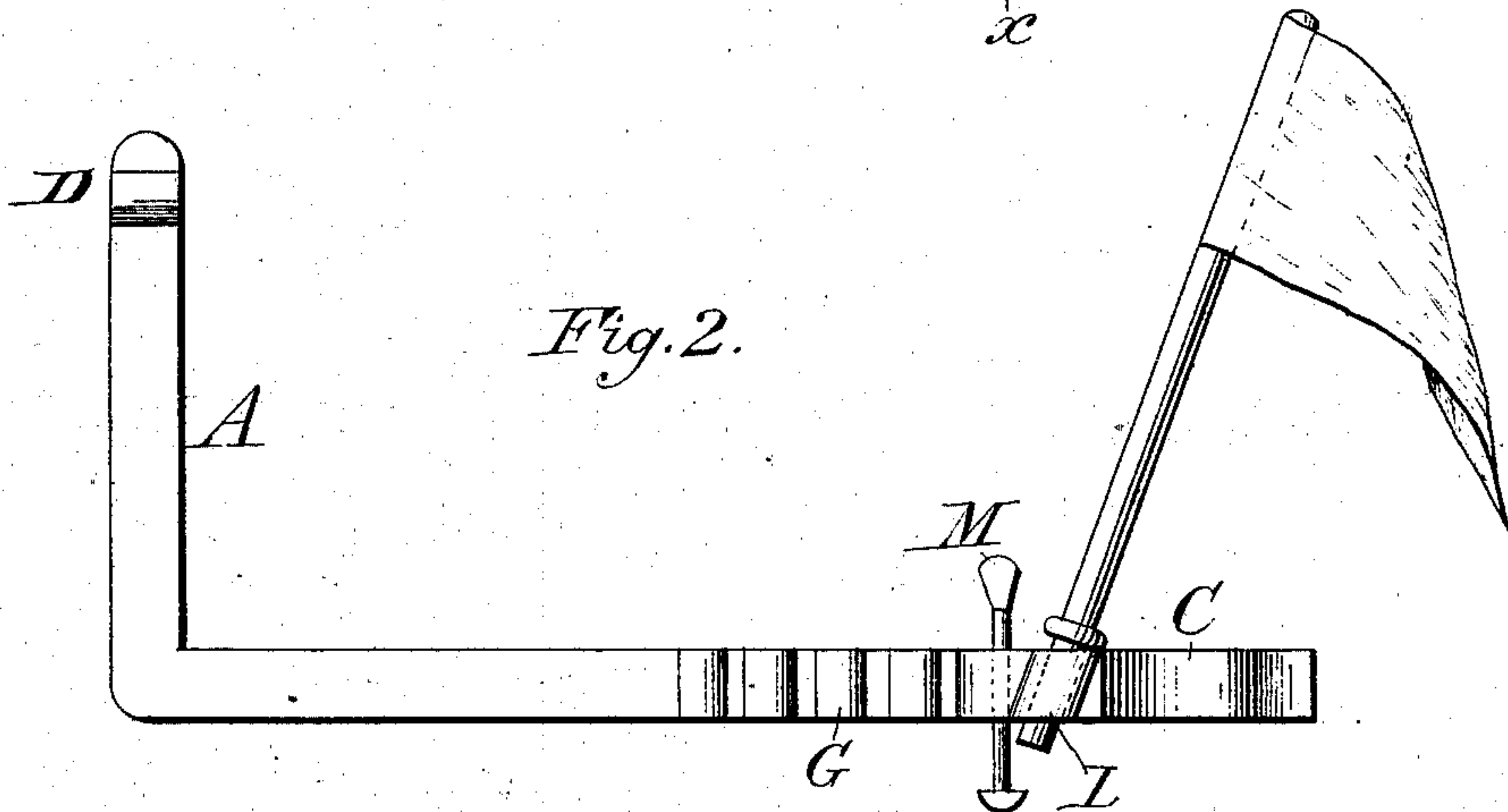


Fig. 2.



Attest:

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UNITED STATES PATENT OFFICE.

CHARLES W. WHITE, OF BIRMINGHAM, ALABAMA, ASSIGNOR OF ONE-HALF
TO TRUMAN H. ALDRICH, OF SAME PLACE.

RAILWAY-TRAIN MARKER.

SPECIFICATION forming part of Letters Patent No. 237,459, dated February 8, 1881.

Application filed November 8, 1880. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. WHITE, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented a new and useful Improvement in Railway-Train Markers, of which the following is a specification.

My invention relates to railway-signals, and its object is to furnish a substantial, durable, safe, and convenient instrument for holding, adjusting, and carrying securely a signal-flag by day and a signal-lantern by night, and which may be easily and quickly attached to and detached from the hand-railing of any railway-car. It may be made of iron, steel, or brass.

The accompanying drawings illustrate my invention, and show its practical application.

Figure 1 represents it in position attached to the hand-railing of a railway-car. Fig. 2 represents it detached, with the signal-flag in place and the signal-lantern displaced. Fig. 3 and part of Fig. 4 present it edgewise. Fig. 4 also represents a sectional view at lines *x x* in Fig. 3, showing the key or lock M in position.

A is a bar of iron turned to form a right angle, and extending far enough beyond the corrugated point at H to display a flag-signal or a lantern-signal beyond the side of the car, and the curve C formed at the end of said iron bar is for the reception of the signal-lantern.

Corrugated parts D, E, F, G, and H in said iron bar A and their corresponding parts in springs J and K are for the purpose of adjusting the distance from the car at which the

signals are to be displayed, and also for the purpose of attaching and holding the instrument itself to the hand-railing of the car.

J is a spring firmly attached to the principal bar A, for the purpose of holding the upper end of the instrument in position; and K is also a spring, firmly attached to said bar A, and is for the purpose of aiding in holding in position and securing the signal-lantern.

L represents a socket for the staff of a flag-signal, and the part of which it is made, being solid and firmly attached to the bar A near the curve C, furnishes a substantial bearing for the lock M, by which the signal-lantern is made secure in its place and the whole instrument made secure in its position.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a railway-train marker, the combination, with the hand-rail of a car, of bar A, having suitable corrugations to fit the hand-rail, and the springs J and K, having corresponding corrugations, and forming with bar A a clasp for the lantern, and with the socket L a holder for the flag.

2. In a railway-train marker, the combination, with the hand-rail of a car, of bar A, the corrugations D, E, F, G, and H, and curve C, the springs J and K, having corresponding corrugations D, E, F, G, and H, and curve C, socket L, and lock M.

CHARLES W. WHITE.

Witnesses:

WILLIAM BEMEY,

H. FRANCIS CRAWFORD.