

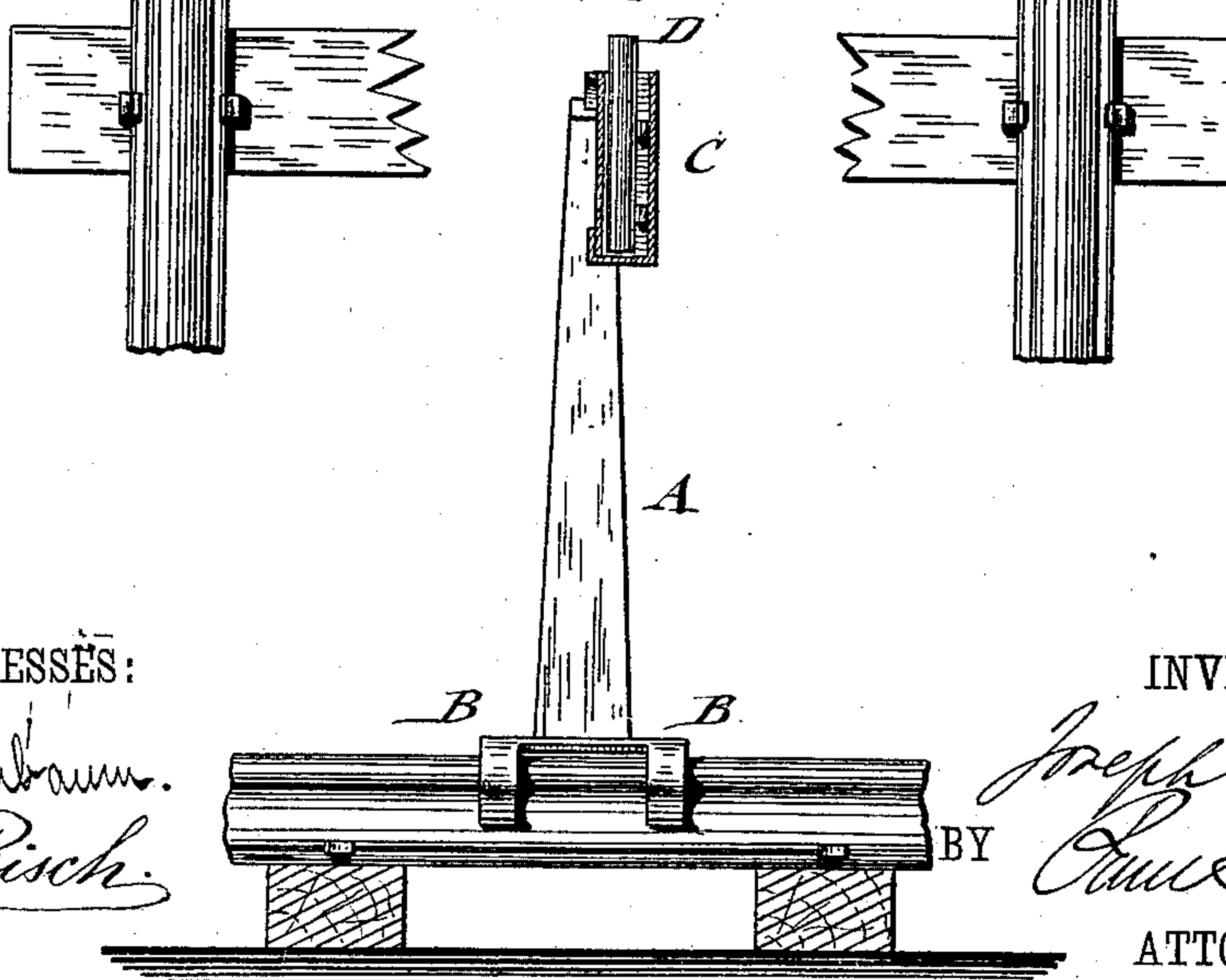
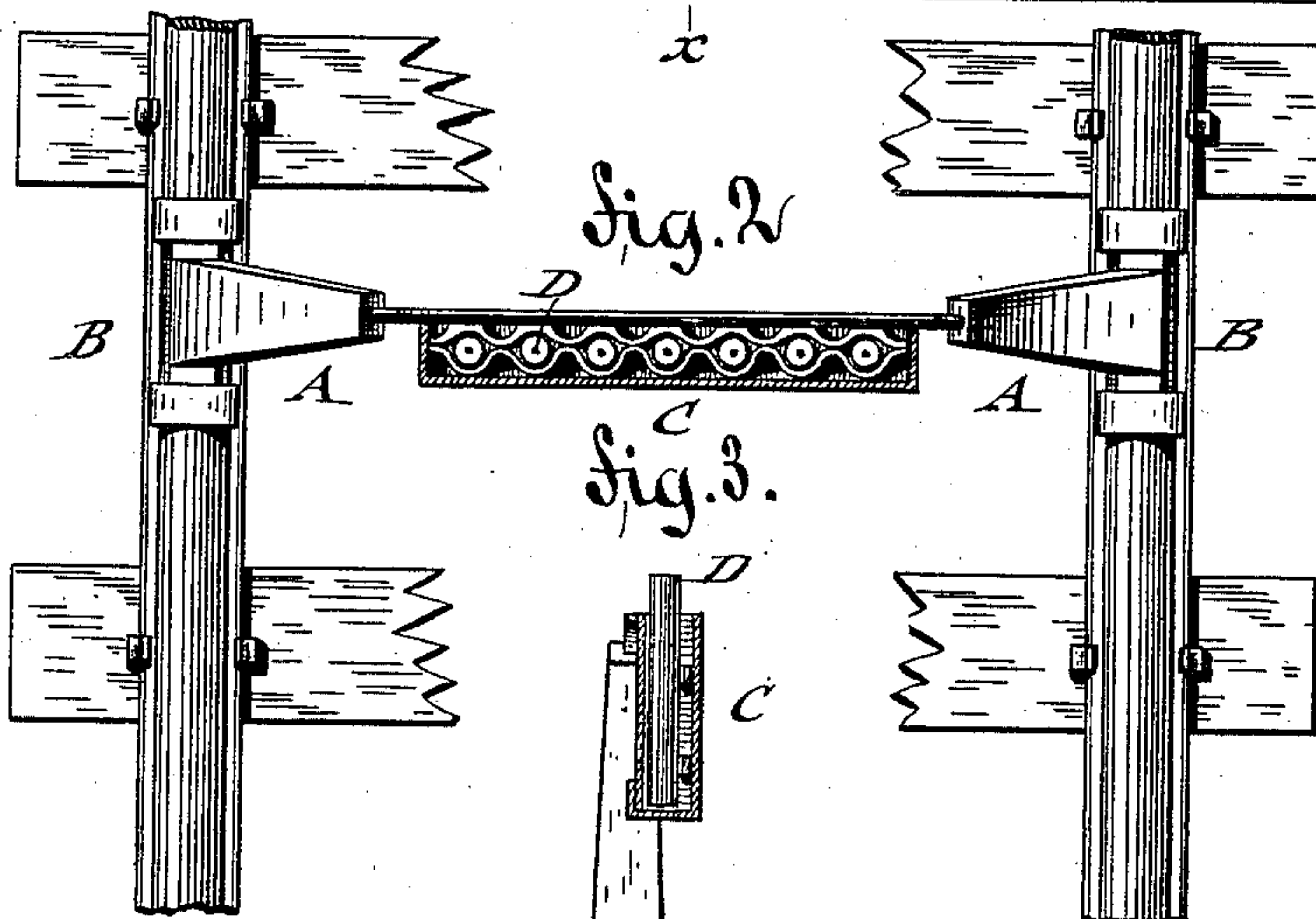
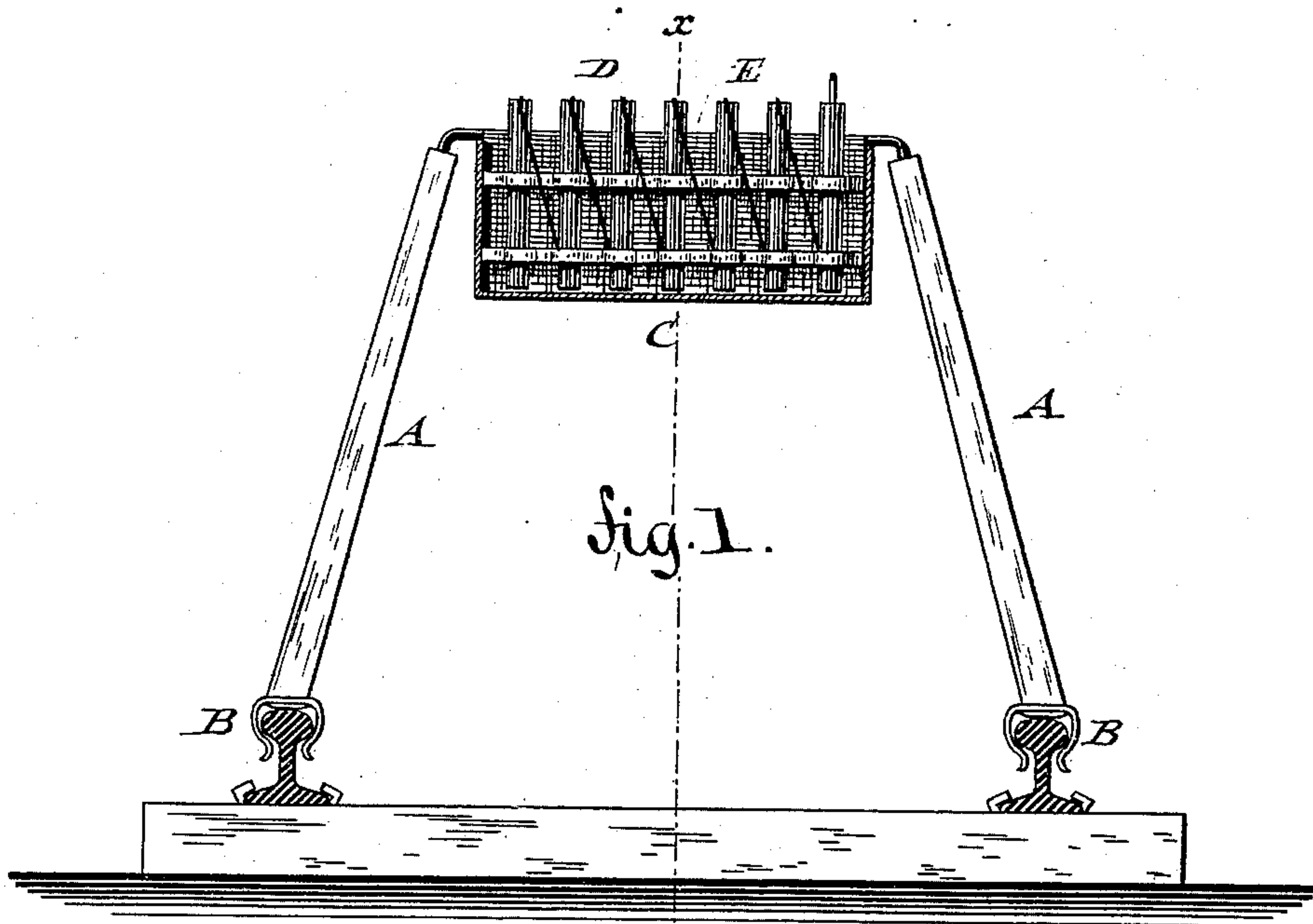
(No Model.)

J. CLARK.

ALARM SIGNAL FOR RAILWAY TRACKS.

No. 285,571.

Patented Sept. 25, 1883.



WITNESSES:

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JOSEPH CLARK, OF GREEN POINT, NEW YORK.

ALARM-SIGNAL FOR RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 285,571, dated September 25, 1883.

Application filed February 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH CLARK, of Green Point, in the county of Kings and State of New York, have invented certain new and useful Improvements in Alarm-Signals for Railway-Tracks, of which the following is a specification.

The object of this invention is to furnish a handy danger-signal for protecting the rear of a train in case of accidents, and giving due notice to the following train of the obstruction on the road, to be used by the brakeman in place of torpedoes or other signaling heretofore employed.

The invention consists of a supporting-stand that is applied by spring-clasps to one or both rails, said stand supporting a box, within which are arranged a series of signal-lights of suitable color.

In the accompanying drawings, Figure 1 represents a side elevation of my improved alarm-signal for railway-tracks, shown as applied to the rails. Fig. 2 is a plan, and Fig. 3 a vertical transverse section, of the same on line *x* *x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

A in the drawings represents a supporting-stand, which extends transversely across the track, and is applied by means of strong spring-clasps B at its lower ends to the head and web of the track-rails. To the upper part of the stand A is applied a sheet-metal box, C, the outer surface of which is painted red, so as to form a danger-signal by day. For signaling at night, the box C is provided with Greek-fire signal-lights D, of different colors, by which due notice of the condition of the track can be given by one train to the following train. The differently-colored lights are connected by fuses E with each other, and made of such a size as to burn for a considerable length of time—say fifteen minutes or more.

In place of supporting the box by a stand, A, that extends transversely across the track and is applied to both rails, it may also be supported on a single upright standard. In both cases a handy device is furnished that is stored away in a suitable place in the rear car of the train, so as to be instantly at hand and available when required.

In case of an accident to a train the brakeman places the signaling device on the track at some distance back of the train, which then gives warning to the next following train, either by the color of the box C by day or by a light suspended therefrom at night. When the train is in a position to proceed, the brakeman lights the Greek-fire signals, the first three of which should be of red color, the remaining ones of other colors, so that the engineer of the next following train, by the color then burning, is informed exactly of the distance of the train ahead of him. When the locomotive passes the point where the alarm-signal is secured to the rails, it is thrown to one side or the other of the track, and afterward picked up by the trackman and returned to the next station. It is then filled with a new set of Greek-fire lights and returned to the brakeman for use on the train. In this manner, by a simple and comparatively inexpensive device, the rear part of a train can be protected, and thereby accidents that occur from the running in of the next following train into a train that has been delayed for some reason or other more effectually obviated than by the signaling devices heretofore in use.

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

1. An alarm-signal for railway-tracks, consisting of an upright standard having at the lower end a spring-clasp for being applied to the rails, and at the upper end a signal box or receptacle for the danger-indicating signal-lights, substantially as set forth.

2. An alarm-signal for railway-tracks, consisting of an upright standard secured by a spring-clasp to the rail and provided at the upper end with a signal-box and with a number of Greek-fire lights of different colors, substantially as specified.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

JOSEPH CLARK.

Witnesses:

PAUL GOEPEL,
SIDNEY MANN.