(No Model.)

L. A. BOYD.

RAILWAY SIGNAL CASE.

No. 483,528. Patented Oct. 4, 1892.

Fig. 1.

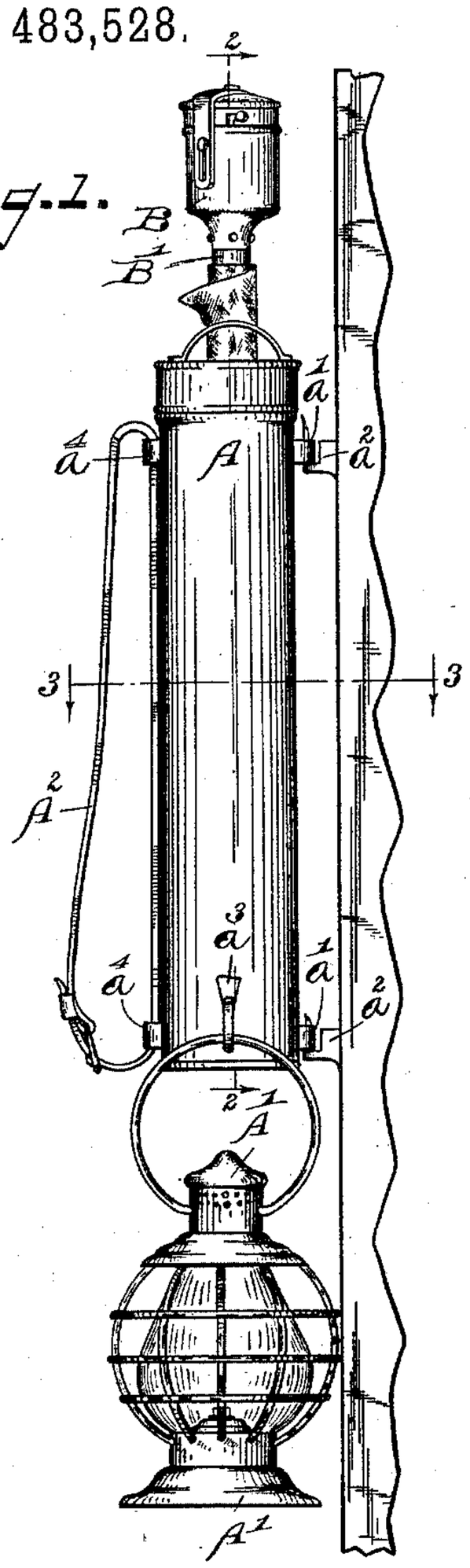


Fig. 2.

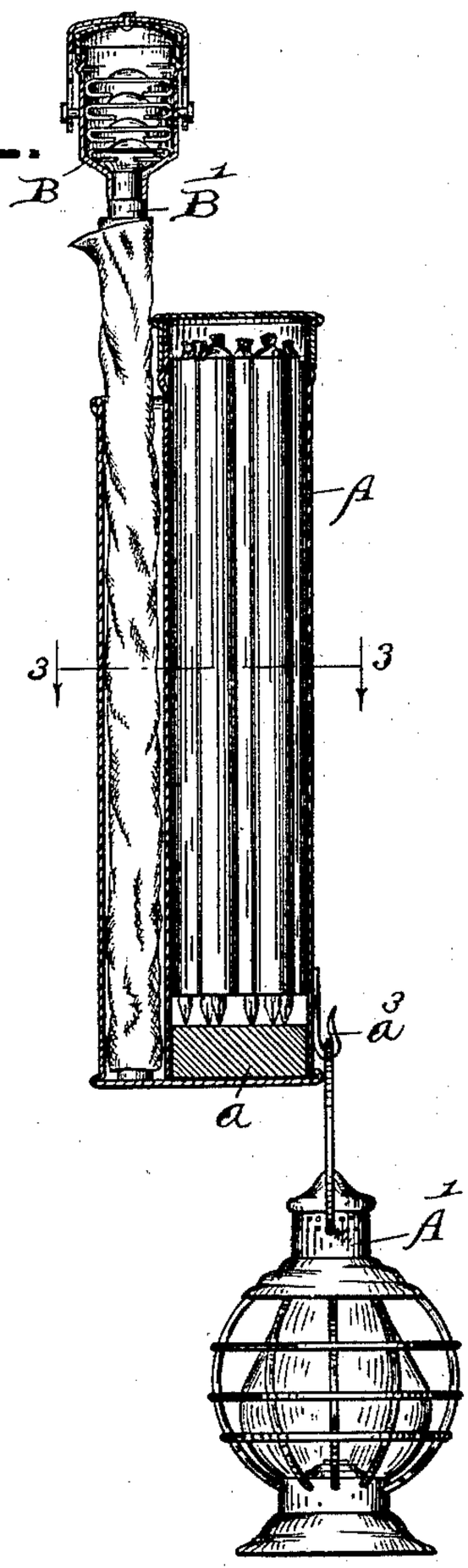
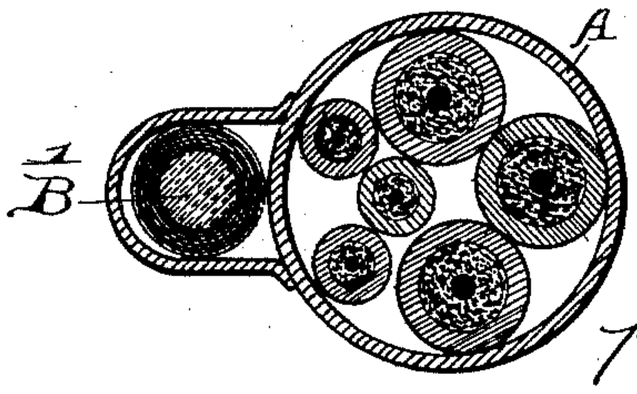


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LAWSON A. BOYD, OF INDIANAPOLIS, INDIANA.

RAILWAY-SIGNAL CASE.

SPECIFICATION forming part of Letters Patent No. 483,528, dated October 4, 1892.

Application filed March 22, 1892. Serial No. 425,918. (No model.)

To all whom it may concern:

Be it known that I, LAWSON A. BOYD, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvement in Railway-Signal Cases, of which the following is a specification.

The signals provided for the use of trainmen in protecting the rear of a train usually consist of a red flag, torpedoes, a red lantern, and fusees. Heretofore such signaling devices have not been kept in any particular place in the coach, but have been left in any convenient place, the different devices being oftentimes in different places. Such disposition of them results in much inconvenience and loss of time in finding and getting them together when desired for use, and sometimes, because of the inconvenience in finding and getting them together, the trainman will start back upon the track to signal approaching trains without all of the devices, or such as he should have taken, to which cause many "rear" collisions and railway-accidents resulting therefrom are directly attributable.

The object of my said invention is to provide a case so arranged that all of the signaling apparatus will be contained therein or attached thereto, and of such a construction and arrangement that it can be conveniently suspended in a fixed locality in or on the car, where the trainman can always find it when needed, all as will be hereinafter more particularly described and claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a side elevation of my invention as seen when the several signaling devices are in the position they occupy when ready for use and attached to the place provided for it; Fig. 2, a central vertical section through the same, looking in the direction indicated by the arrows from the dotted line 2 2 in Fig. 1; and Fig. 3, a cross-section looking in the direction indicated by the arrows from the dotted line 3 3 in Figs. 1 and 2.

In the drawings the portions marked A represent the main portion of the case, and B the torpedo-holder. The case A is preferably formed of sheet metal or such like material, and consists of a large tube or chamber for containing the fusees and a small tube or chamber formed on the side of said large chamber for containing the flag. Said chambers are of suitable size for the purpose, the large one being, preferably, of a size sufficient to hold about one-half dozen fusees. Said large chamber also has a thick supplemental bottom a of wood or similar material, upon which the spiked ends of said fusees may drop as they are placed in the chamber without injury to the metal bottom of the case. A loop a' is provided on one side of said case near its top and another near its bottom, which loops are adapted to slip onto hook-shaped brackets a^2, fastened to the side of the car or the place where it is desired the apparatus shall hang. As will be seen, one of said hooks is formed with a longer point than the other, to facilitate the hanging of the case therein, as one loop can be slipped over the long hook while the other loop is still above the short hook, which can then be readily connected. Upon one side of said case, near its bottom, a hook a^3 is also provided, on which the signal-lantern A′ is hung. Loops a^4 are also provided on another side of said casing, through which a strap A^2 is passed and secured to afford a convenient means for handling and carrying the apparatus.

The torpedo-holder B is shown on the end of the flag-staff B′, which has the red signal-flag thereon. Said torpedo-holder B is of any convenient or desired construction designed to contain as many torpedoes as will be needed for the purpose intended, that shown being known as the "Patton" holder. As will be understood, this part may be attached to any part of the case desired; but as it forms a convenient end to the flag-staff and can be conveniently carried thereon I prefer to use it as shown.

In use the large chamber of the case is filled with fusees, the flag is rolled and placed in its tube or chamber, the torpedo-holder is filled with torpedoes, and a signal-lantern is hung upon the hook a^3. The several signaling devices are thus all secured together in convenient shape for ready use and hung in a convenient place, in the manner shown. In case of accident or the stopping of the train for any

cause which necessitates a warning-signal the trainman whose duty it is to attend to the matter runs through the train, seizes the case as he passes, jumps off the rear of the car, hanging the apparatus over his shoulder by means of the strap A^2 as he goes, and runs back the distance required for the signal without the loss of a moment's time and with all the needed signaling apparatus in a complete and convenient form for ready use. Thus not only is much time saved and confusion avoided in doing this work, but the apparatus is also preserved and protected against unnecessary use or wear. For instance, the flag when allowed to lay around the coach in different places and without protection soon fades, becomes soiled, worn, decayed, and useless, while by the use of this invention it is kept carefully rolled and protected from unnecessary wear dust, and light, its color is preserved, and its durability is thus enhanced. Many torpedoes and fusees are also wasted and stolen when left lying around the coach in the usual manner, while by the use of this invention such waste is obviated. An apparatus is thus provided which not only is of great convenience and adds materially to the effectiveness of the signaling apparatus of the train and thus to its safety, but is also a source of considerable saving in the cost of signaling devices to the roads on which it is employed.

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

1. A set of railway signaling apparatus, the several devices composing which are removably connected with or contained in separate compartments of a single case provided with means for hanging and handling the whole as a single device, substantially as set forth.

2. A case for railway-signals, consisting of the two chambers, as described, having loops upon one side of the main chamber for attachment to hooks or brackets on the side of the coach, a hook for attaching a lantern thereto, other loops on the other side of said case, to which a strap for handling and carrying the case is connected, and a torpedo-holder, all substantially as set forth.

3. The combination of the case A, formed with the two chambers, the flag-staff with the flag thereon in one of said chambers and carrying the torpedo-holder on its outer end, the lantern attached to the case, and means for supporting and carrying the same, substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 18th day of March, A. D. 1892.

[L. S.] LAWSON A. BOYD.

Witnesses:
E. W. BRADFORD,
J. A. WALSH.