(No Model.)

N. A. FAUS.

RAILWAY SIGNAL CARRIER.

No. 525,889. Patented Sept. 11, 1894.

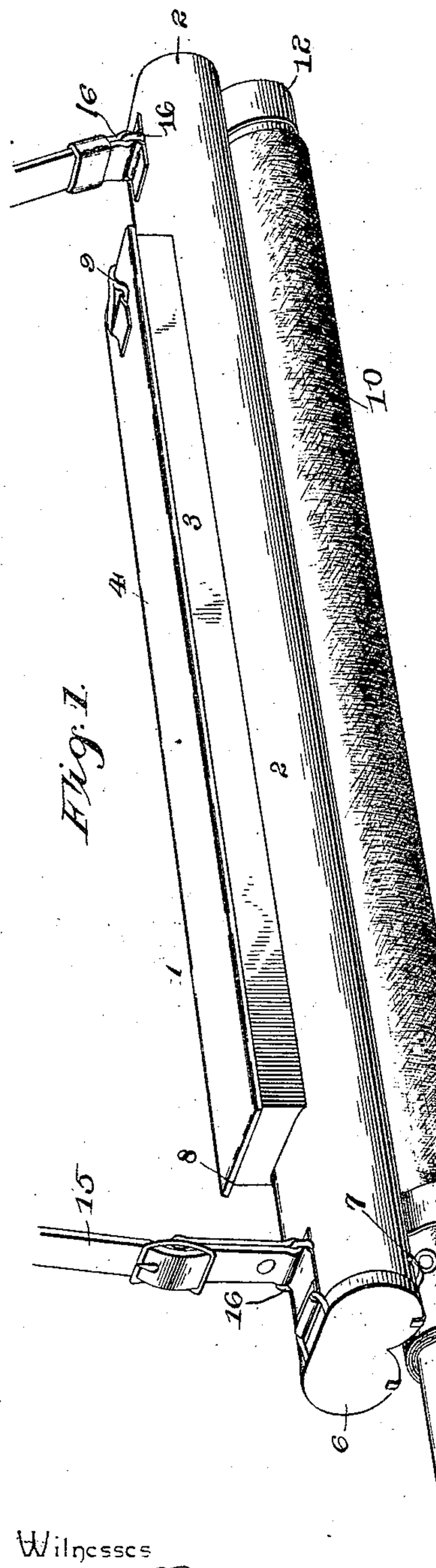

Fig. 1.

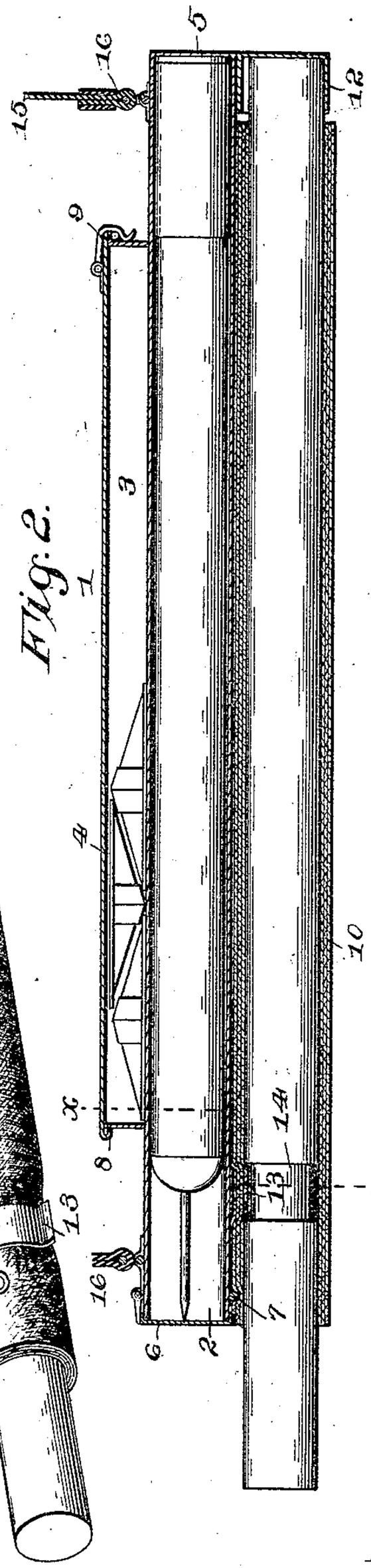

Fig. 2.

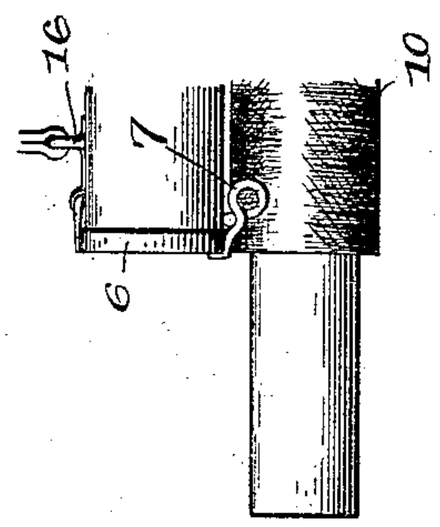

Fig. 4.

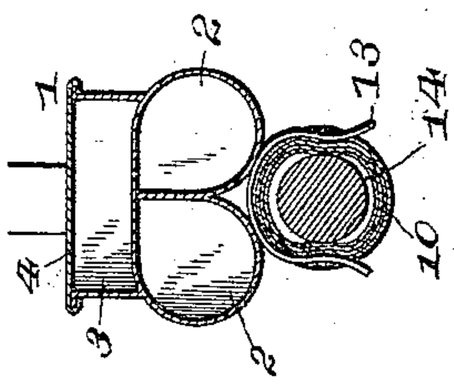

Fig. 3.

Witnesses
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By his Attorneys,
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UNITED STATES PATENT OFFICE.

NORMAN A. FAUS, OF KANSAS CITY, KANSAS.

RAILWAY-SIGNAL CARRIER.

SPECIFICATION forming part of Letters Patent No. 525,889, dated September 11, 1894.

Application filed February 24, 1894. Serial No. 501,419. (No model.)

To all whom it may concern:

Be it known that I, NORMAN A. FAUS, a citizen of the United States, residing at Kansas City, in the county of Wyandotte and State of Kansas, have invented a new and useful Railway-Signal Carrier, of which the following is a specification.

The invention relates to improvements in railway signal carriers.

The object of the present invention is to enable the signals necessary for a railway signal man to be compactly carried, fully protected, and conveniently arranged to facilitate their use in case of emergency.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a signal carrier constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view on line *x*—*x* of Fig. 2. Fig. 4 is a detail view showing the construction of the catches of the cap or cover of the fusee tubes.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a casing, comprising a series of longitudinal tubes 2 and a box 3 secured to and extending longitudinally of the tubes, and provided with a sliding cover 4.

The tubes 2, which may be of any desired number, are preferably two. They are closed at one end at 5, and are provided at the opposite end with a hinged cover 6; and they are adapted to contain fusees, which are an extra danger signal necessary to be carried on a train, and designed to be lighted and placed on the track at night or in foggy weather in case of accident or emergency, or when it is necessary to check a following train. The tubes 2 are water tight, and are adapted to protect the fusees, which are comparatively expensive, and of which a great number are continually broken or otherwise rendered inoperative, from injury and moisture.

The cover 6 consists of a hinged close fitting cap, and is securely held closed by spring catches 7.

The box 3 is provided at opposite sides with flanges and the cover has opposite grooves receiving said flanges, and it is provided at one end with a stop 8, and at the opposite end with a hinged catch 9. This box forms a safe receptacle for torpedoes designed to be placed on the track to be exploded by a train to signal the same.

The torpedo receptacle is located on top of the tubes 2, and beneath them is detachably secured a signal flag 10. The staff of the flag has one of its ends resting in the socket 12 secured to one end of the casing, and the other end of the flag is detachably held by a spring clasp 13. The spring clasp 13 consists of two similar jaws or arms secured to the casing. It is adapted to hold the flag from unwrapping; and the staff is provided beneath the fabric with an annular groove 14, to enable the flag to be readily clamped. The annular groove 14 is arranged opposite the spring clasp 13, and it forms a yielding surface for the clasp.

The clasp receives the flag when rolled, and it compresses the fabric into the annular groove and thereby obtains firmer hold on the flag, and at the same prevents any longitudinal movement of the latter.

The signal carrier is designed to be attached to the wearer by means of a strap 15, which is provided with a buckle, and which has its ends connected with a casing by loops or links 16.

It will be seen that the danger signals necessary for a passenger train brakeman, or other railway signal man are compactly carried and securely protected, and that they are within convenient reach in case of emergency.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. A signal carrier, comprising a series of longitudinal tubes connected together, a longitudinally disposed box mounted on top of the tubes, and means for securing a signal flag beneath the tubes, substantially as described.

2. A signal carrier, comprising a series of longitudinal tubes arranged side by side and

closed at one end and provided at the other end with a cover conforming to the configuration of the series of tubes, a longitudinally disposed box mounted on top of the tubes, a socket arranged beneath the tubes and located at one end thereof, and a clasp arranged beneath the tubes and located at the opposite end thereof, substantially as and for the purpose described.

3. A signal carrier comprising a casing, a flag having its staff provided with an annular groove, and a yielding clasp mounted on the casing and adapted to receive the flag when rolled and to compress the fabric of the flag into the annular groove of the staff, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

NORMAN A. FAUS.

Witnesses:
H. P. McPHERSON,
SAMUEL G. HALL.