

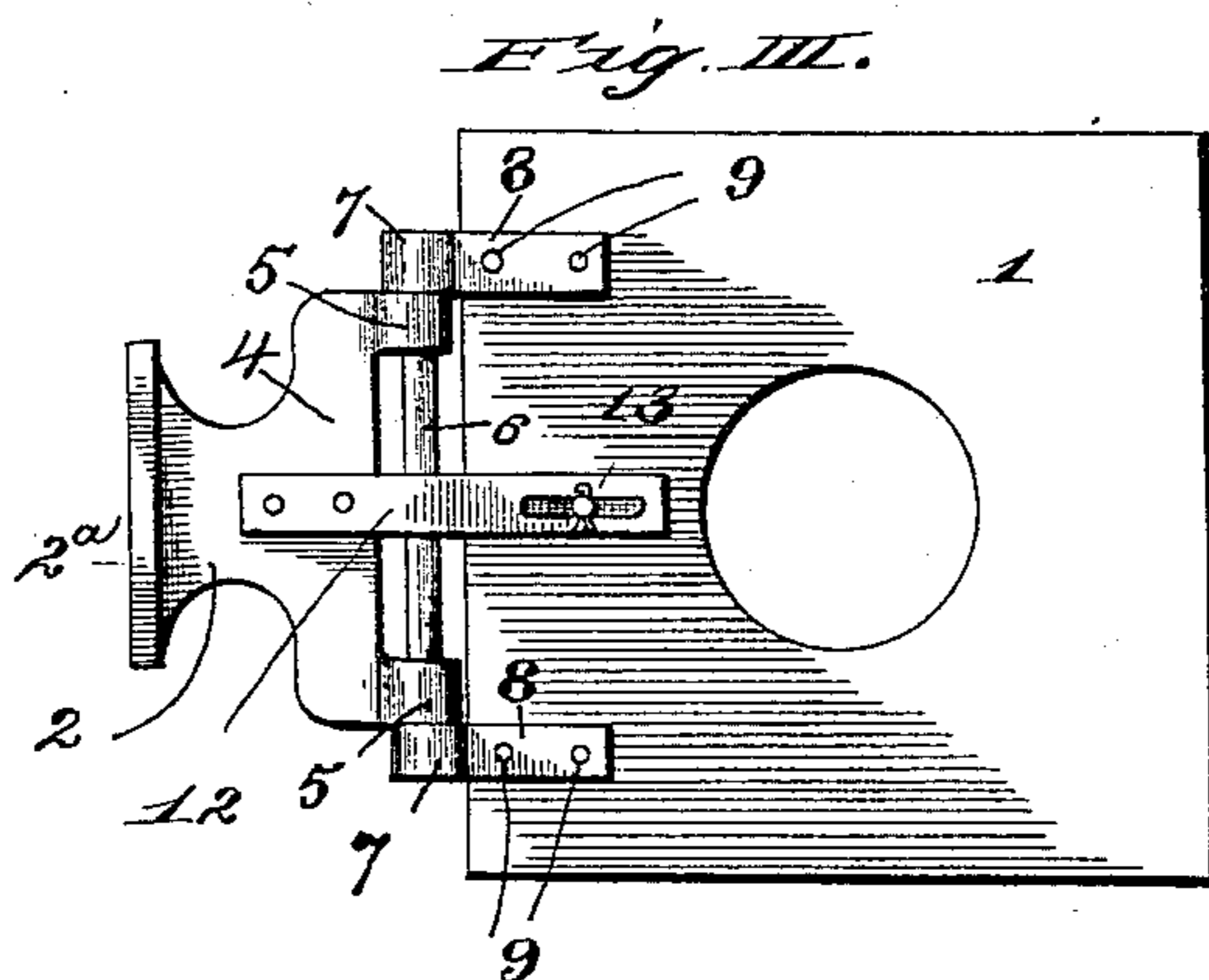
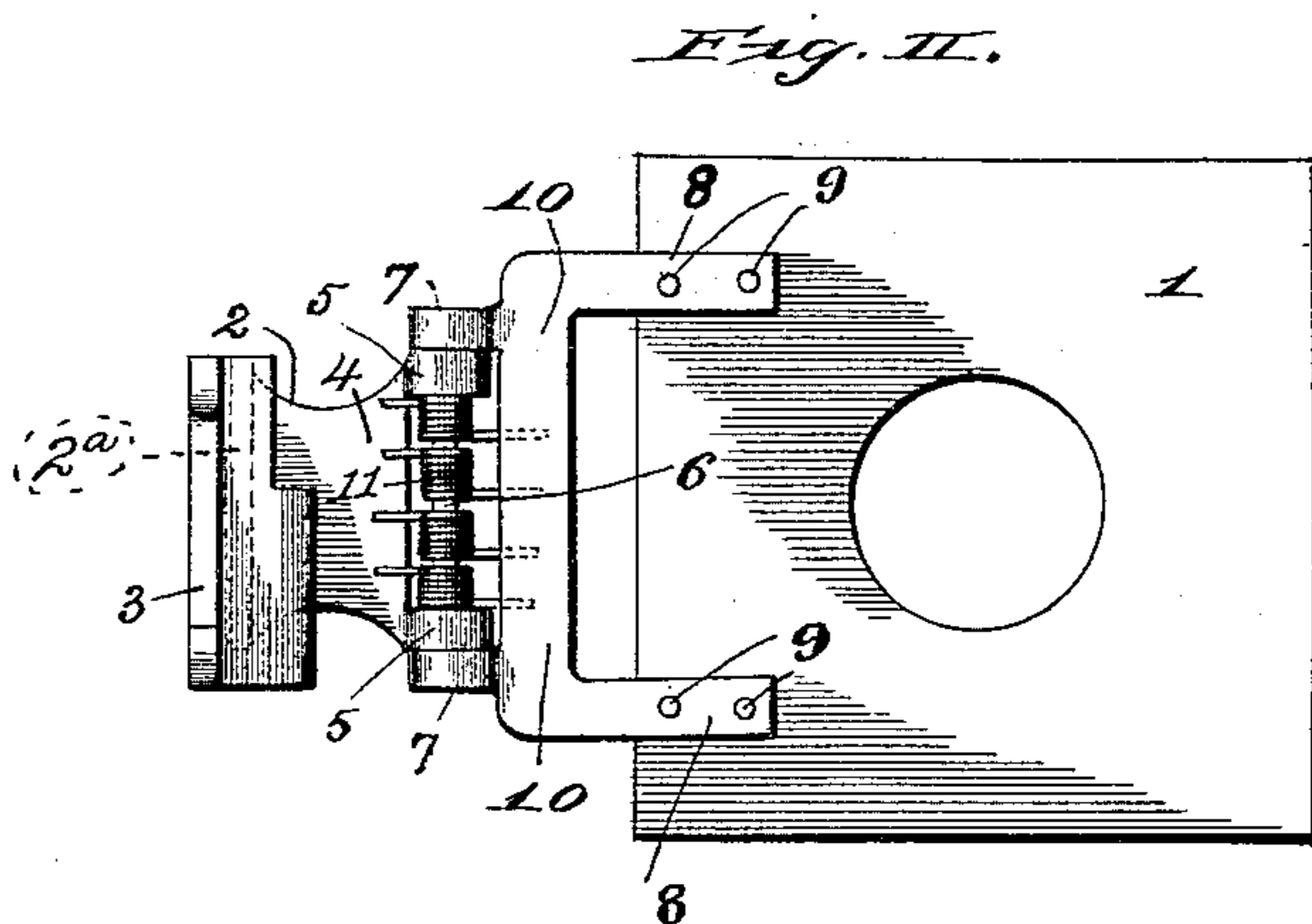
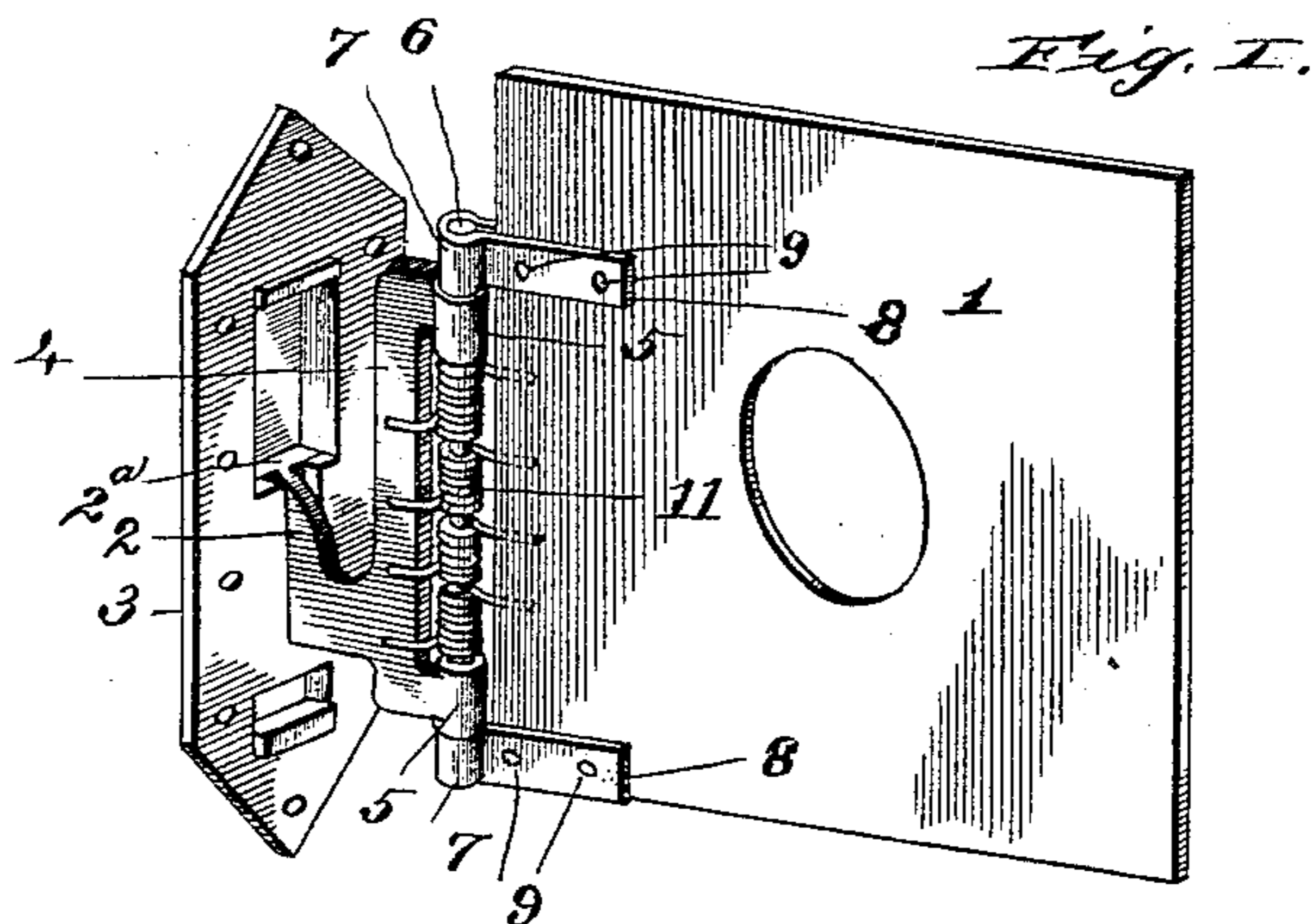
No. 633,450.

Patented Sept. 19, 1899.

A. H. HANDLAN, JR.
RAILWAY FLAG.

(Application filed Apr. 19, 1899.)

(No Model.)



WITNESSES—

G. A. Pauerschmitt,
E. Knight

INVENTOR—

A. H. Handlan, Jr.

By Knister Bros

Attorneys

UNITED STATES PATENT OFFICE.

ALEXANDER H. HANDLAN, JR., OF ST. LOUIS, MISSOURI.

RAILWAY-FLAG.

SPECIFICATION forming part of Letters Patent No. 633,450, dated September 19, 1899.

Application filed April 19, 1899. Serial No. 713,566. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER H. HANDLAN, Jr., a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Railway-Signals, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a signal to be attached to a car or locomotive to serve the purpose for which a fabric flag carried by a car or locomotive has heretofore usually been employed.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a perspective view of my improved signal. Fig. II is a side view showing a modification. Fig. III illustrates another modification.

1 represents the flag, which is in the form of a metallic plate and which is painted the color to suit the signal it is intended to display.

2 is a bracket connected to the flag and having a T-head 2^a, which is received by a socket 3, such as is now used on the rear ends of cars and on locomotives to support a signal-lantern. The socket may be of the well-known form shown in Fig. I or of the well-known form shown in Fig. II. The bracket has a hinged or pivotal connection with the flag, and my preferred construction is that shown in Fig. I, wherein the shank 4 of the bracket is provided with perforated ears 5 to receive a pin or pintle 6, that passes also through ears 7, formed on straps 8, secured by rivets 9 or otherwise to the flag. Surrounding the pintle are coiled springs 11, (four are shown in Figs. I and II,) the ends

of which are extended and bear, respectively, against the flag and against the shank 4, as shown. These springs hold the flag normally in line with the shank of the bracket, yet permit it to oscillate or yield under atmospheric or other pressure, so that it will not be broken or distorted. In Fig. II, I show a connecting-bar 10 between the straps, against which the flap ends of the spring bear.

In Fig. III, I have shown the use of a single spring 12. It is secured by one end to the bracket or flag, and its other end has a slot-and-pin connection 13 with the other member, so that the spring tends to hold the flag in its extended position, while allowing it to move in either direction when meeting with resistance.

I claim as my invention—

1. A railway-signal comprising a bracket having a T-head and a shank formed with perforated ears, a flag, straps having perforated ears and secured to the flag, a pin passing through the perforated ears to provide a hinged joint between the shank and the flag, and a spring bearing on the shank at one end and bracing the flag at the other end; substantially as described.

2. The combination of a metallic flag provided with perforated ears, a bracket, a socket adapted to receive the bracket, a shank on the bracket provided with perforated ears, a pin passing through said perforated ears and serving to connect the flag to the shank of the bracket, and springs surrounding said pin and having extended ends bearing against said shank and flag respectively, substantially as set forth.

ALEXANDER H. HANDLAN, JR.

In presence of—

E. S. KNIGHT,
G. A. TAUBERSCHMIDT.