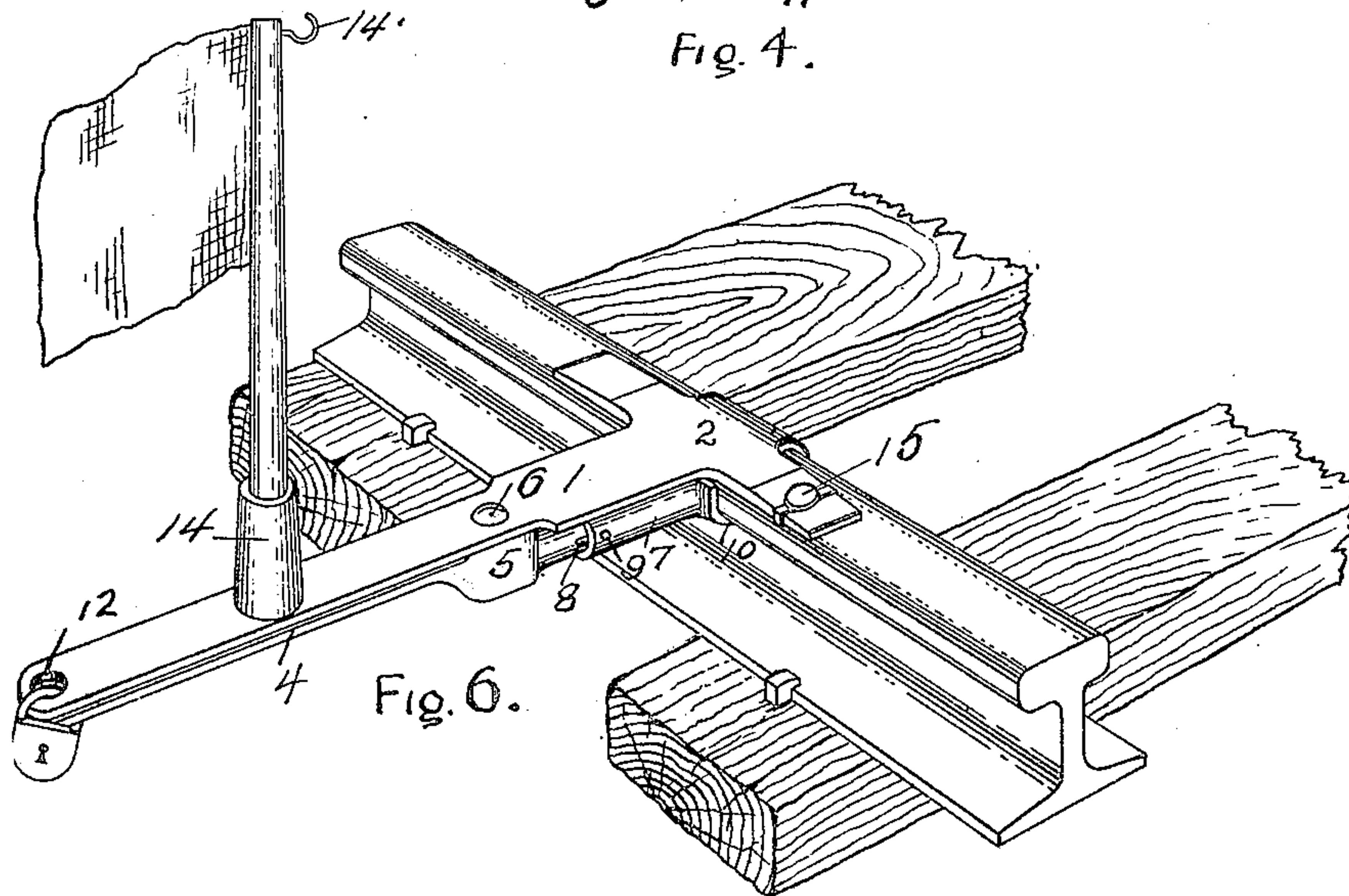
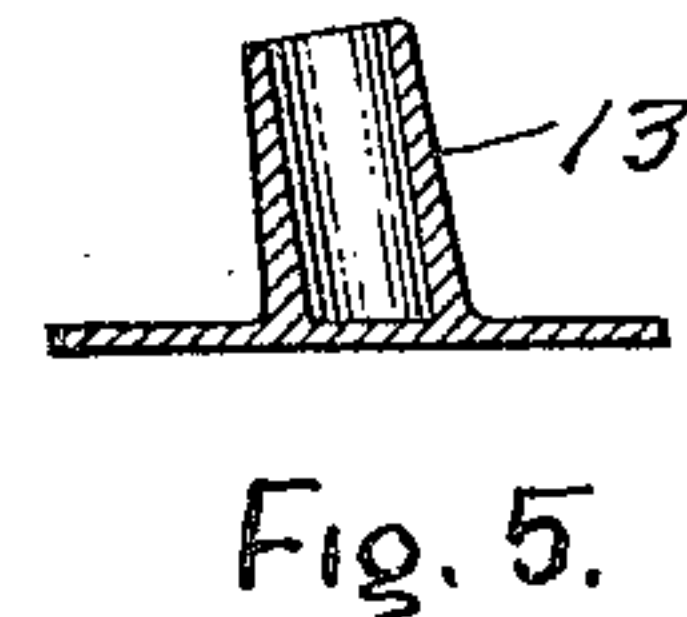
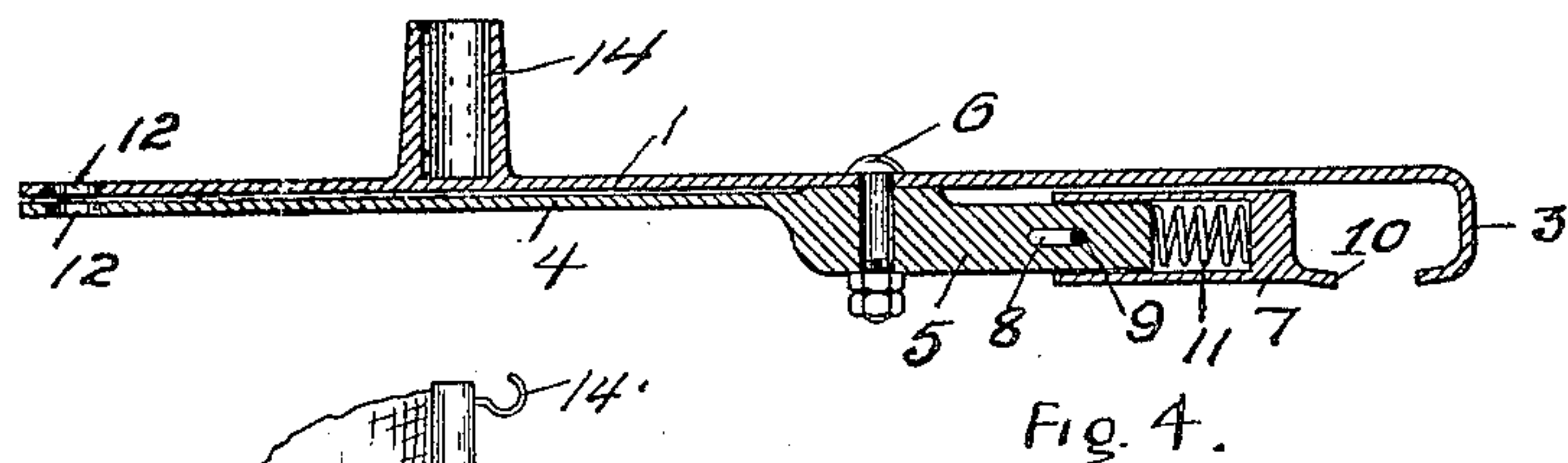
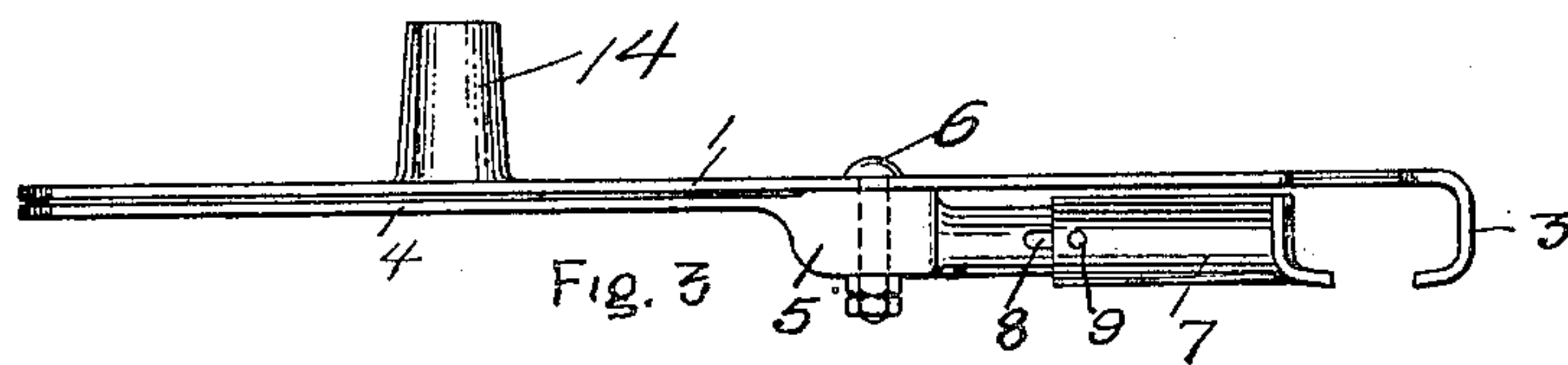
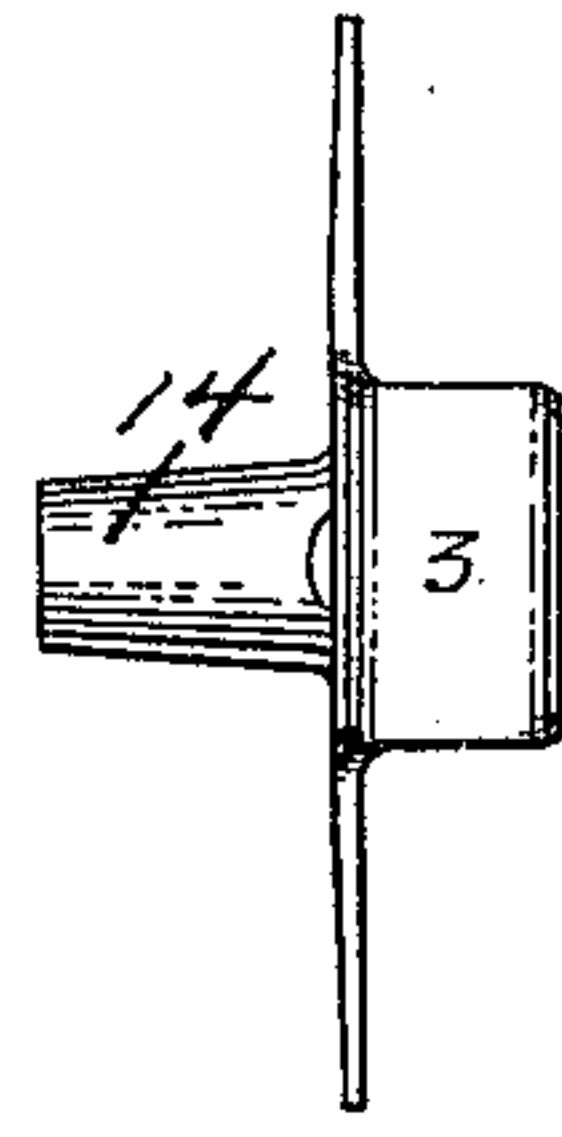
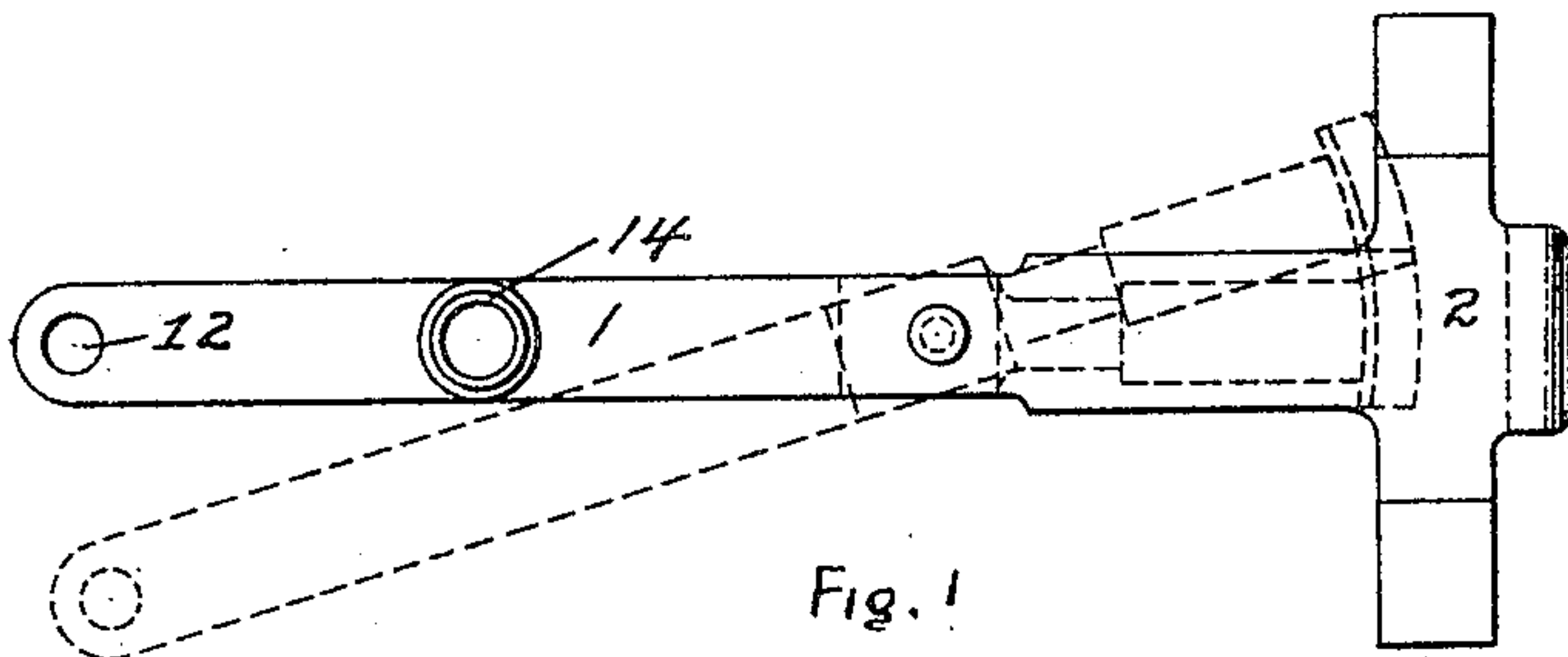


No. 822,195.

PATENTED MAY 29, 1906.

J. M. EATON.  
RAILWAY SIGNAL DEVICE.  
APPLICATION FILED JAN. 8, 1906.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JAMES M. EATON, OF SCRANTON, PENNSYLVANIA.

## RAILWAY SIGNAL DEVICE.

No. 822,195.

Specification of Letters Patent.

Patented May 29, 1906.

Application filed January 8, 1906. Serial No. 295,098.

*To all whom it may concern:*

Be it known that I, JAMES M. EATON, a citizen of the United States of America, residing at Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Railway Signal Devices, of which the following is a specification.

My invention relates to certain new and useful improvements in railway signal devices, and has for its object a device of this type which is of simple construction and which may be readily positioned or removed with respect to the rail to which the same is secured.

Further and other objects will appear in the following specification.

Referring to the accompanying drawings, forming a part of this application, and where- in similar characters of reference denotes similar parts throughout the several views, Figure 1 shows the invention in top plan and further shows in dotted lines the position of a portion thereof when being placed in position with respect to the rail. Fig. 2 is an end elevation. Fig. 3 is a side elevation. Fig. 4 is a central longitudinal sectional view. Fig. 5 is a section taken through the socket for holding either the flag or lantern, showing a modification of the socket ordinarily employed; and Fig. 6 is a view in perspective, showing my invention applied to a rail.

The invention is applied to one of the rails of the track; and it consists of two members, essentially, which bear a pivoted relation to one another. The upper of these members is designated 1 and is formed of a section of metal, the inner end of which is enlarged, as at 2, to engage the head of the rail and at its extremity is bent downwardly and inwardly to embrace the head of the rail, as indicated at 3. The part 2 extends transverse to the length of member 1 and has its ends tapered to provide an easy-riding surface for the wheels of the train, it being understood that the thickness of member 1 is not such as will interfere with the train movements. The lower of these members consists of a strip 4, which at its inner end is considerably enlarged, as at 5, and is pivoted to the member 1 by means of a bolt. The outer end of portion 5 is formed circular in cross-section and receives one end of a sleeve 7, the two being connected by virtue of a pin-and-slot connection, as shown, the outer portion of member

5 having a transverse slot 8, which receives a pin 9, arranged transversely of the sleeve 7, whereby the sleeve is restricted in its movement with relation to portion 5. The outer end of sleeve 7 is formed with a projecting flange at the base thereof, as at 10, which is adapted to engage the rail-head in a manner similar to the engagement of part 3.

It is apparent that sleeve 7 has inward movement with respect to portion 5; but when the device is in the position indicated in Fig. 6 this movement is not sufficient to enable the sleeve to be disengaged from the rail-head to enable the removal of the device; but when this inward movement of sleeve 7 is attended by the swinging movement of member 4 on its pivot, as indicated in dotted lines, Fig. 1, the entire device may be disengaged from the rail. In order to retain sleeve 7 in its position in engagement with the rail, a coil-spring 11 is employed, which is interposed between the end of the outer portion of element 5 and the sleeve 7, as shown in Fig. 4 of the drawings.

Members 1 and 4 at their outer ends are each formed with registering openings, as at 12, which receive a padlock or the like, thereby preventing swinging movement of the two members with respect to one another to enable the same to be disengaged from the rail.

Member 1 carries a socket on its upper face which receives the flagstaff, as shown in Fig. 6, or may receive a staff to which a lantern is connected. It is permissible, as shown in Fig. 5 of the drawings, to dispose the socket at an angle, so as to hold the flag or lantern away from the staff in an obvious manner. The socket is designated 13 in Fig. 5 and 14 in the remaining figures.

By reference to Fig. 6 of the drawings it will be noted that either end of the enlarged part 2 of member 1 may be employed to retain a torpedo, as indicated at 15, which will assure of the signal being called to the engineer's attention.

By removal of the padlock or other lock, member 4 may be swung on its pivot and simultaneously therewith have the sleeve 7 thereof moved outwardly to enable member 4 to become entirely freed of engagement with the rail, at which time the entire device may be removed from the rail. It is manifest that the device may be as easily positioned with respect to the rail and is compact



in form and may be readily carried from place to place.

By reference to Fig. 6 of the drawings it will be noted that a hook 14' is provided on the flagstaff to retain a lantern, whereby the flagstaff may be employed for a double purpose.

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

1. In a device of the type set forth, a pair of members bearing a pivotal relation to one another, the inner ends of each of said members being shaped to embrace the rail-head, and means whereby said members may be positioned and removed with respect to the rail.

2. A railway signal device consisting of a lower member engaging one side of the rail-head, and an upper member overlying said lower member and engaging the opposite side of said rail-head, said upper member having a swinging and reciprocating movement with respect to said lower head.

3. A railway signal device consisting of a pair of members having a pivotal relation and having their inner ends formed to engage the rail-head, and means for resiliently mounting the inner end of one of said members.

4. A railway signal device consisting of an upper member having its end enlarged to provide a portion to engage the top face of the rail-head and having the portion therebeyond formed to engage the rail-head, and a member secured to said upper member and having its end formed to engage the rail-head.

5. A railway signal device consisting of a top member, having its inner end formed to embrace the rail-head, a lower member pivoted to said upper member and having a sleeve received on one end thereof, said sleeve being formed to engage the rail-head and being spring-mounted with respect to said lower member.

6. A railway signal device consisting of a top member having its inner end formed to embrace the rail-head, an under member pivoted to the upper member, a sleeve received by said under member and having its inner end formed to embrace the rail-head, and a

spring interposed between said under member and said sleeve.

7. A railway signal device consisting of a pair of members bearing a pivotal relation to one another, one of said members having its end formed to engage the rail and being resiliently mounted with respect to the remainder thereof, the other member having one end cooperating with the first-named member to retain the rail therebetween.

8. A railway signal device consisting of a pair of pivotally-mounted members, the inner ends of said members being formed to receive the rail therebetween, one of said ends being spring-mounted.

9. A railway signal device consisting of a pair of members having their ends formed to embrace the rail therebetween, one of said members having an element which is spring-mounted with respect to the remainder thereof, and means to lock said member and said element to prevent the same from being removed from the rail.

10. A railway signal device consisting of a pair of members receiving the rail therebetween, one of said members having its rail-engaging part spring-mounted with respect to the remainder thereof, and means to lock said member so as to prevent disengagement of said spring-mounted part thereof from said rail.

11. A railway signal device consisting of two movable members arranged one above the other and having their inner ends formed to receive the rail therebetween, the upper of said members having an enlarged part engaging and seating on the rail-head, and means to lock said members.

12. A railway signal device consisting of a pair of members movably mounted with respect to one another to engage the rail therebetween, one of said members being swingingly mounted with respect to the other and having a part thereof capable of reciprocating movement.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES M. EATON.

Witnesses:

JOHN A. KUSCHKE,  
WM. H. COONS.