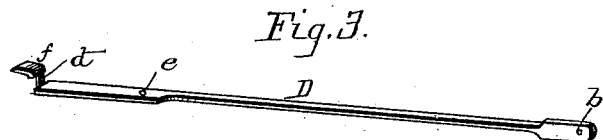
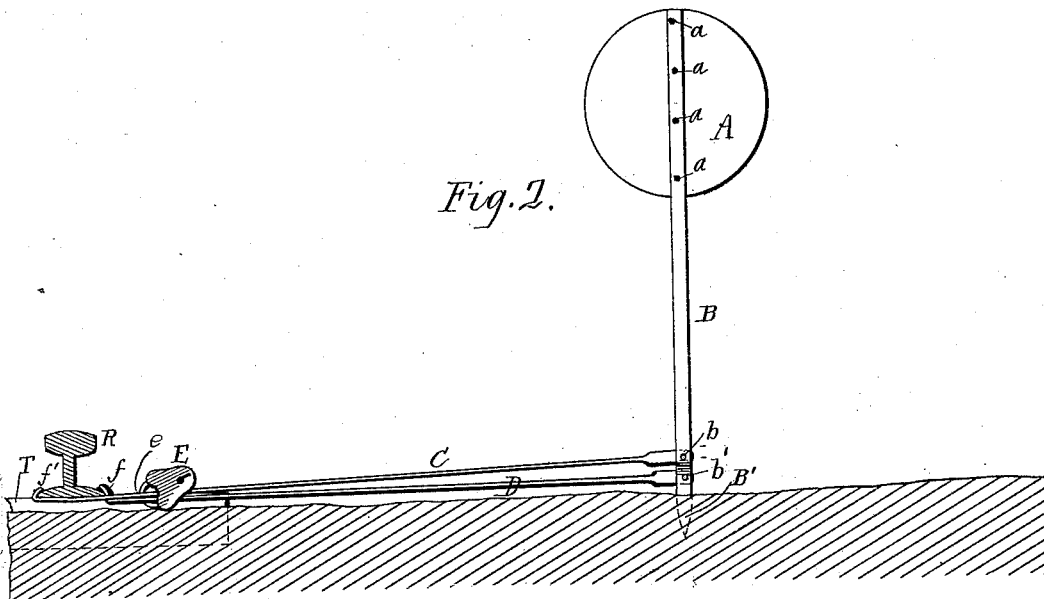
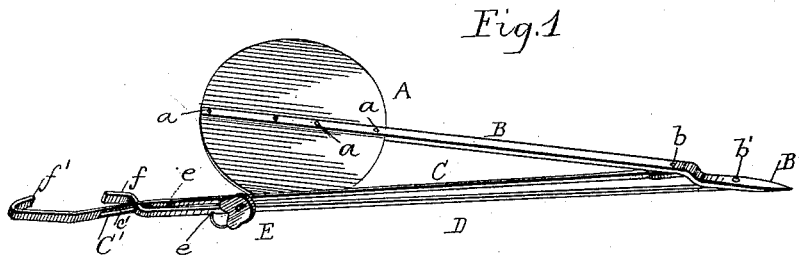


(No Model.)

J. D. BERRY.  
RAILWAY SIGNAL.

No. 418,155.

Patented Dec. 31, 1889.



Witnesses  
M. E. Lonsdale.  
Garnett. Lee. Hobbs.

Inventor  
James D. Berry  
By his Attorneys  
Oliver. Dwyer

# UNITED STATES PATENT OFFICE.

JAMES DUDLEY BERRY, OF GRANITE, NORTH CAROLINA.

## RAILWAY-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 418,155, dated December 31, 1889.

Application filed September 2, 1889. Serial No. 322,655. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES DUDLEY BERRY, a citizen of the United States, residing at Granite, in the county of Caldwell and State of North Carolina, have invented certain new and useful Improvements in Railway-Signals; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has relation to railway-signals; and it consists in the novel construction and arrangement of its parts.

In the accompanying drawings, Figure 1 is a perspective view of my invention. Fig. 2 is an elevation of the same. Fig. 3 is a detail view.

My invention is a contrivance made of two horizontal bars C D, the upper one having near its clasp end C' a slot c', while its extreme end f' turns up and back in the form of a hook. The lower bar D is provided with a clasp end f and a neck d, which works in the slot c'. Said bars have through them perforations e, through which the neck of a padlock works. The other ends of said bars are provided with perforations b b', by means of which they are pivoted near the lower end, one above the other, to an upright bar B. The lower end B' of said bar is sharpened to be driven in the surface adjoining the railway-track, while to the upper end of said bar is secured a "signal-head" A, having one side colored to represent "safety"—say white—and the other side colored to represent "danger"—say red—or whatever other colors the roads using the signal may adopt to indicate to trains to stop for danger and proceed when safety signals are displayed.

To illustrate the use of this signal, if the track be obstructed, the track force places the signal on each side of the obstruction to stop the train, and when the train approaches red is seen, which, when it means "danger," requires the train to stop. When the track is made safe and the train passes the obstruction, it will see the signal on the other side of

the obstruction, which shows the reverse—white—for "safety," and it will then proceed, saving the track force the necessity of sending a man to take down the signal.

In setting up the signal the bar C is slipped under the rail and its hook end f' brought over the edge of its base, and then the clasp end f of the bar D is pushed over and against the other edge of the base, and then the neck of the lock E is passed through the perforations e of said bars and is locked. This firmly secures the two ends f and f' to the rail, so that it may not be taken away or displaced by mischievous or evil-designed persons. Then the end B' is driven in the surface, the bar B being in a vertical position. When the obstruction is entirely removed, the lock E may be unlocked, the bars C D loosed, bar B taken up, and the whole thing folded into a neat package, to be carried to another point or stored away.

I do not confine myself to the particular manner of locking the said bars to the rail, as herein described, but claim the right to lock the same by any usual method.

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

1. The signal consisting of the signal-head A, secured to the vertical bar B, vertical bar B, adapted to be driven in the surface, horizontal bars C D, having one end pivoted near the lower end of said vertical bar, the bar C having the perforation e, slot c', and hook f', the bar D having the perforation e, neck d, and clasp end f, and lock E, its neck adapted to pass through the perforations e e of said bars and lock the same, substantially as shown and described, and for the purposes set forth.

2. The signal, substantially as above described, consisting of the signal-head A, secured to the vertical bar B, vertical bar B, adapted to be driven in the surface, horizontal bars C D, having one end pivoted near the lower end of said vertical bar, the bar C having the perforation e, slot c', and hook f', the bar D having the perforation e, neck d, and clasp end f, said bars adapted to be locked to a railway-rail, all substantially as shown and described.

3. The signal, substantially as above de-

scribed, consisting of the signal-head A, vertical bar B, bearing said signal-head and adapted to be driven in the surface, horizontal bars CD, having one end pivoted near the  
5 lower end of said vertical bar, their other ends constructed to clasp the base of a railway-rail and be locked in position, substantially as shown and described.

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

JAMES DUDLEY BERRY.

Witnesses:

A. C. RECTOR,  
JAS. A. HOUK.