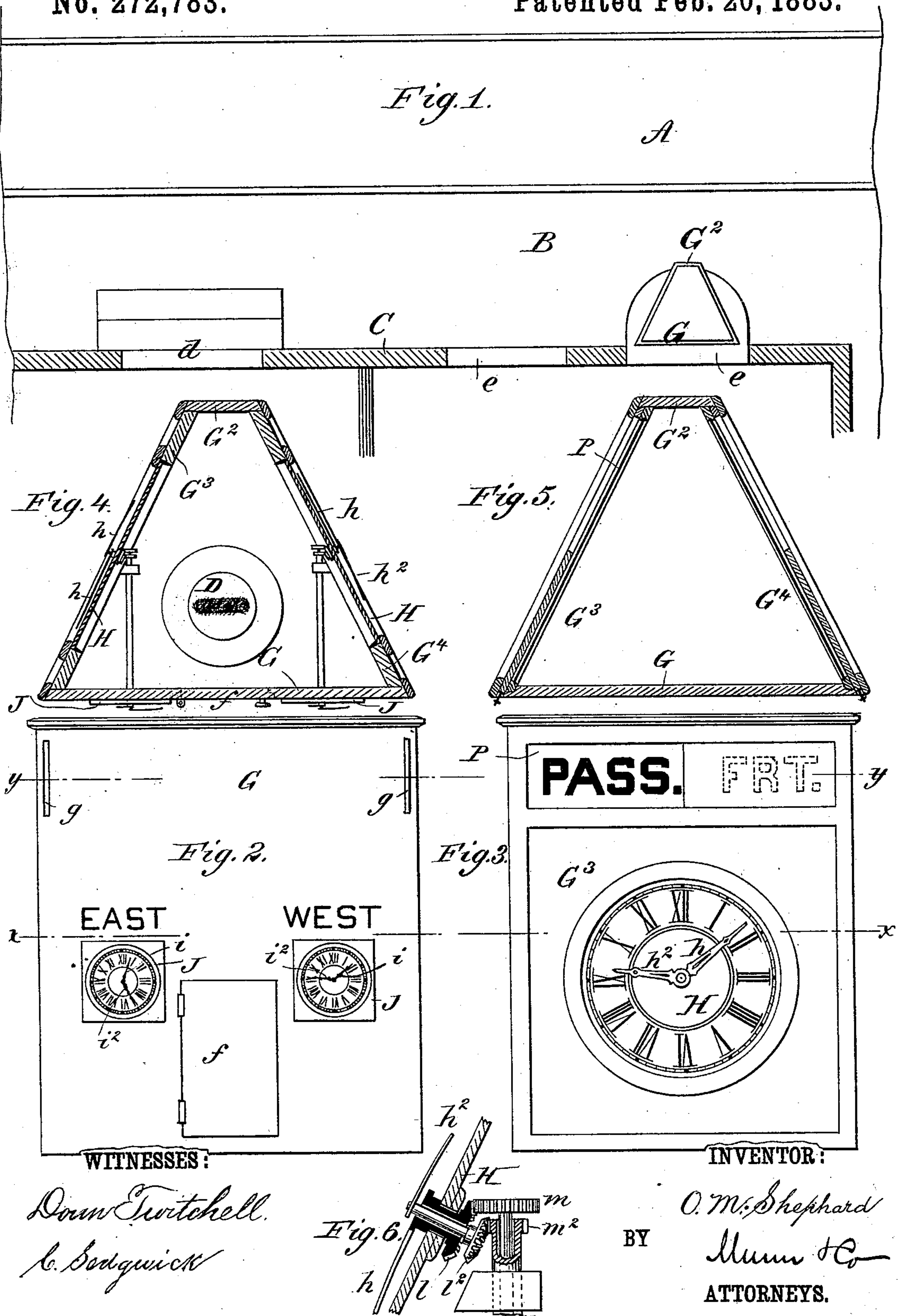


(No Model.)

O. M. SHEPARD.
TRAIN INDICATOR.

No. 272,783.

Patented Feb. 20, 1883.



WITNESSES:

Down Twitchell.
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UNITED STATES PATENT OFFICE.

ORRY M. SHEPARD, OF BOSTON, MASSACHUSETTS.

TRAIN-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 272,783, dated February 20, 1883.

Application filed April 22, 1882. (No model.)

To all whom it may concern:

Be it known that I, ORRY MORTIMER SHEPARD, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Train-Indicators, of which the following is a full, clear, and exact description.

My invention relates to a means for indicating to the engineer, conductor, or other official of a railway-train when approaching a station the character of the train last passing said station and the exact time of the passing of said train.

My invention consists of a train-indicator for railway-stations, consisting of a lantern provided with indicating-dials and slots through which slides are adapted to be worked from within the station.

It also consists in certain details of construction and arrangement of the parts, substantially as hereinafter more fully set forth.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a top view of a portion of a railway-track and station-platform, together with a portion of the station-building in horizontal section, showing the location and position of my improvement. Fig. 2 is an elevation of the inner or rear side of my improved lantern or frame, and Fig. 3 an elevation of one of the sides thereof. Fig. 4 is a horizontal section of my improved lantern or frame, taken in the line $x x$ of Figs. 2 and 3, and showing a lamp or illuminating device, D, placed therein. Fig. 5 is a similar view, taken in the line $y y$. Fig. 6 is a detail sectional view of the pointers and gears for working the same.

The lantern or frame may be of any suitable shape and dimensions, with a portion of its sides of either clear, ground, or colored glass. The lantern is herein shown as having its sides tapering toward the front, and as of suitable size to be placed near a window or other opening in the front wall of a station. It is also provided on its rear side with a door, f , to afford access to the interior for inserting and removing a lamp.

A represents the track; B, the station-platform, and C the front wall of the station, having a door, d , and two windows, e .

The lantern consists of a frame or box-like structure, having its rear side, G, wider than its front side, G^2 , and its other sides, $G^3 G^4$, equal in width, and with their front ends nearer to each other than their rear ends. It is placed with its rear side resting on or near the window-sill; so that the sides $G^3 G^4$ are exposed outside of the building. These two sides are transparent. To each of the sides $G^3 G^4$ is attached a transparent indicator, representing a clock face or dial and hands, the face H being provided with figures denoting the hours and minutes, and the hands $h h^2$ arranged to move independently of each other. To the rear side, G, is attached a similar dial, J, and hands $i i^2$. The arbors to which these hands are attached have their inner sides provided with gearing $l l^2 m m^2$, engaging in such a manner that when the hands on the inner dial are moved in either direction the corresponding hands on the outer dial are moved in a corresponding direction. The sides $G^3 G^4$ are provided with grooves, preferably above the dials, for holding transparent plates or sliders containing a word or abbreviation denoting the character of the train—as, for instance, "Passenger," "Freight," or "Express." These plates or signs are readily moved in and out of place, like the ordinary sliders, and the rear side, G, is provided with slots g , to admit of their insertion and removal by the attendant within the building. If desired, only the dials and plates or sliders may be transparent, and the surrounding portions of the sides $G^3 G^4$ opaque. The dials and sliders are protected by exterior glass plates to prevent them from being tampered with.

The operation of my improvement is as follows: When a train passes a station, the agent or person in charge inserts through the slot g to its place in the grooves a slider denoting the character of the train, and moves the hands to indicate the exact time of passing. For example, the plate P in Fig. 3, bearing the abbreviation "Pass.," indicates that a passenger-train passed the station at eight minutes past nine, as shown by the hands $h h^2$, which were moved in unison with the hands $i i^2$ on the dial J, located under the word "West" in Fig. 2.

Heretofore the passing of a train has been indicated by signs, placards, or bulletin-boards located outside of the station-building in such

a position that the light from a lamp or lantern would enable them to be seen at night. These devices necessitated the attendance of an agent outside of the building, and required considerable time and attention.

By the use of my invention all devices can be operated from the inside of the building—for example, from within the ticket-office—without loss of time by the agent.

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

1. A train-indicator for railway-stations, made substantially as herein shown and de-

scribed, and consisting of a lantern provided with indicating-dials H H and slots g , through which slides P are adapted to be worked from within the station, as set forth.

2. The combination of the dials H J , hands h h^2 i i^2 , gearing l l^2 m m^2 , and arbors carrying said hands and gearing, substantially as and for the purpose set forth.

ORRY MORTIMER SHEPARD.

Witnesses:

H. P. WOODWARD,
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