(No Model.)

A. A. SPRAGUE.

RAILWAY STATION SIGNAL.

No. 573,047. Patented Dec. 15, 1896.

Fig. 1.

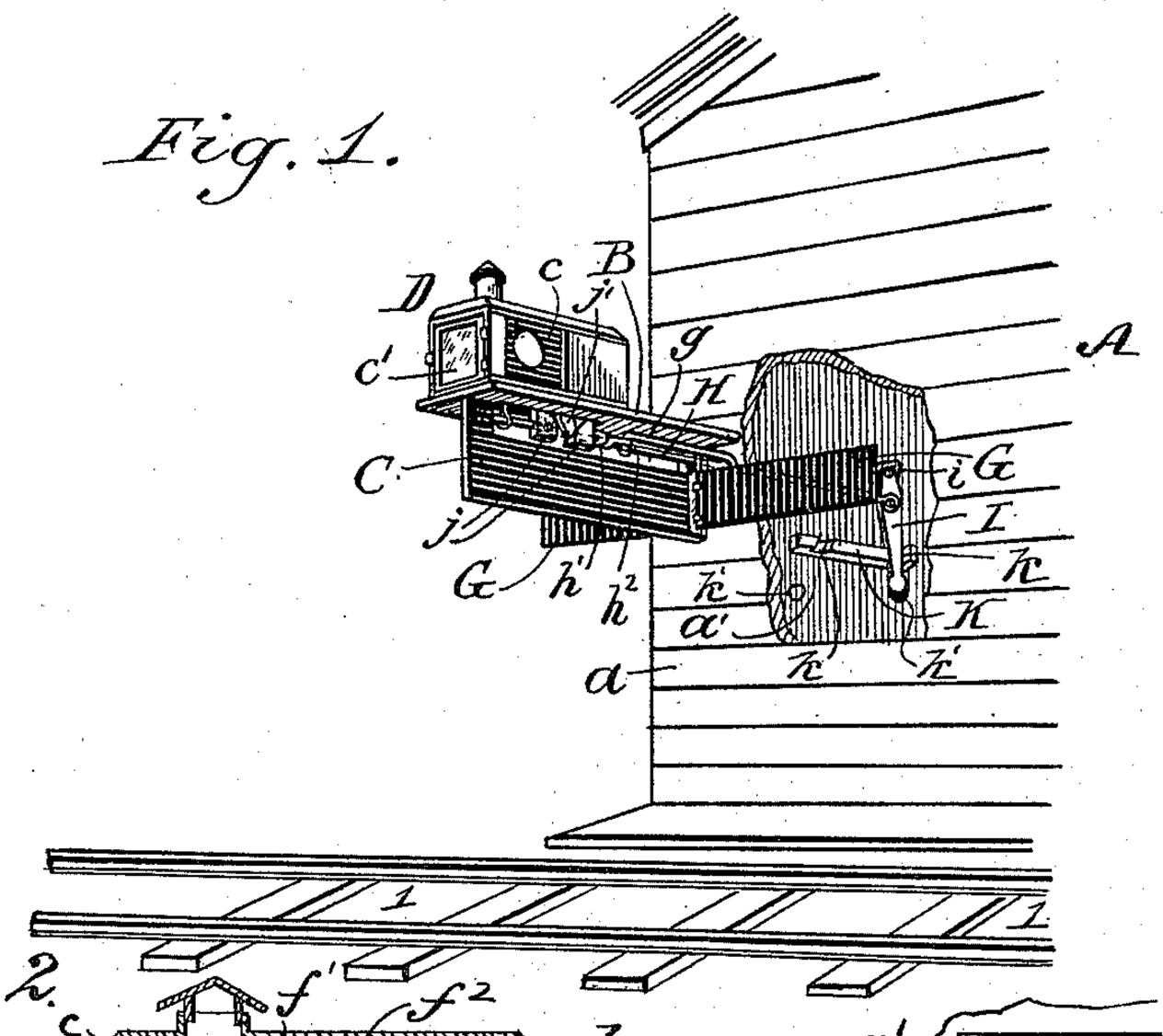

Fig. 2.

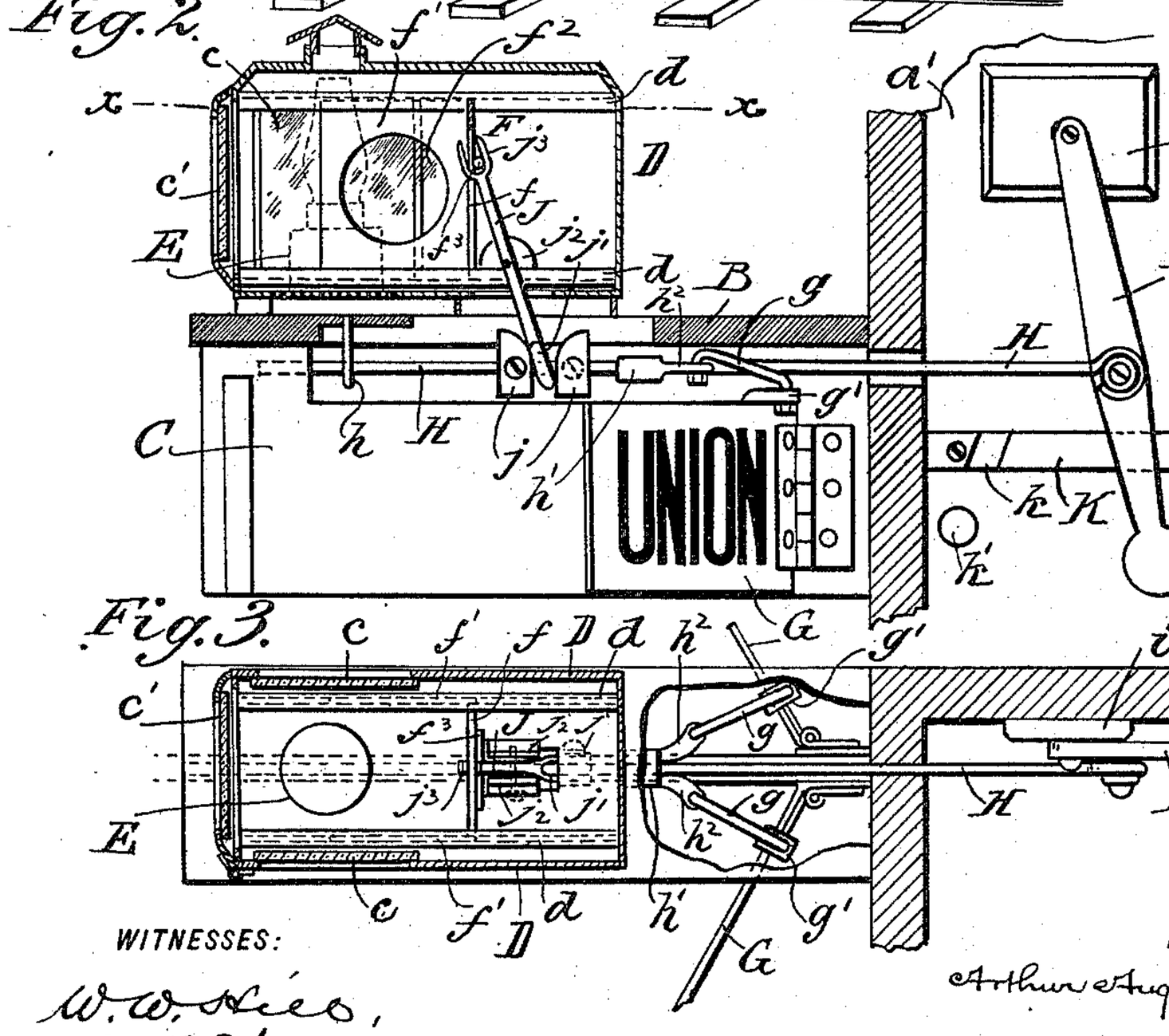

Fig. 3.

WITNESSES:

W. W. Dodge,

Otto C. Winge.

INVENTOR

Arthur Augustus Sprague

BY

Church Deemer & Co

ATTORNEYS

UNITED STATES PATENT OFFICE.

ARTHUR AUGUSTUS SPRAGUE, OF NEW YORK, N. Y.

RAILWAY-STATION SIGNAL.

SPECIFICATION forming part of Letters Patent No. 573,047, dated December 15, 1896.

Application filed March 26, 1896. Serial No. 584,927. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR AUGUSTUS SPRAGUE, a citizen of the United States, and a resident of New York city, county of New York, and State of New York, have invented certain new and useful Improvements in Railway-Station Signals, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to an improvement in railway-station signals; and it consists in certain improvements in the construction described and claimed in the United States Patent No. 317,590, granted to me May 12, 1895.

The invention will be hereinafter fully described, and specifically set forth in the annexed claim.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of my improved signal, showing the same set at "danger." Fig. 2 is a longitudinal sectional elevation showing the device partly closed, and Fig. 3 is a sectional plan view on a line $x\ x$ of Fig. 2.

In the practice of my invention, to the front wall a of a suitable signal box or house A is secured an outwardly-projecting shelf B, which shelf is mounted upon a bracket C, the said bracket being painted red as an indication of danger.

Upon the outer end of the shelf B is mounted a casing D, the outer end of which casing has open sides with transparent windows c affixed therein, and the outer end of said casing has hinged thereto a transparent door c', through which door a lamp E may be passed and placed within the casing to act as a night-signal.

The bracket C and the casing D are projected at right angles from the front of the signal-box A across the track 1, whereby the signal can be viewed from either direction, and it may also be seen from the end of the casing through the medium of the transparent door c'.

The whole casing D is composed of opaque material, with the exception of its windows c and its transparent door c'. Within the casing D is mounted a sliding framework F, which comprises a rear wall f and side walls f', the said side walls having colored-glass lenses f^2 secured therein. This said framework is mounted upon and slides freely within grooved rails d, secured to the side walls of the casing D.

Hinged to each side of the bracket C are doors G, which are adapted to fold, respectively, upon the said bracket and conceal its entire surface and to extend at right angles therefrom, whereby its surface may be exposed to view. As a means for operating the said doors and the framework F simultaneously I provide a longitudinally-extended rod H, which is mounted at its outer end upon a hanger h and is pivotally attached at its inner end to a lever I. This said lever is fulcrumed at its upper end upon a bearing i, secured to the side wall a' of the signal-box A.

Secured to the rod H at about the center thereof is a collar h', which is provided with two outwardly-projecting arms h^2, which said arms are in engagement with rods g, which connect with brackets g' upon the doors G. The rod H is further provided with adjustable stops j, which engage with the forked end j' of the lever J. This said lever is pivotally attached to bearings j^2 of the casing D, and it is further provided at its upper end with a forked projection j^3, which engages with a cross-bar f^3 of the framework F, whereby said framework may be operated longitudinally. The lower end of the lever I bears upon a rail K, which is provided with slots k, adapted to engage with the said lever and lock the same in position. This said rail is securely mounted to the side wall a' of the signal-box A. Said wall is further provided with indicators k', which indicators bear, respectively, the colors of white and red and are adapted to guide an operator in adjusting the lever I.

In the operation of the device, when it is desired to set the signal at "danger" and expose the red surface of the doors G and the bracket C an operator will place the lower end of the lever I opposite the indicating-disk at the right, whereby the lever I will be locked within the right-hand slot of the rail K, thus forcing the framework F around the lamp E and producing a red light through the lenses f^2 thereof. During the daylight hours the light will be dispensed with, the

colored surface of the bracket C and the doors G only being exhibited. When it is desired to set the signal at "safety," the lever I will be placed in engagement with the left-hand slot *k* of the rail K, whereby the doors G will be folded over upon the bracket C and the framework F will be contained within the opaque rear portion of the casing D. The outer faces of the doors G will be painted white as an indication of safety, and they may further be supplied with the names of stations, if desirable, as illustrated in Fig. 2 of the drawings.

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

In a railway-station signal, a horizontally-extended colored board or bracket having colored doors hinged to either side thereof and a casing adapted to contain a lamp mounted thereon, said casing being opaque in its rearward portion and having transparent windows in the forward end thereof, and a sliding framework carrying colored lenses mounted therein; in combination with a horizontally-extended rod which is in engagement with a double-forked lever adapted to operate the said sliding framework and with rods connected to the said doors, whereby the doors and framework may be simultaneously operated by oscillatory movement imparted to the said rod which rod is connected at its inner end to an operating-lever, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 21st day of March, 1896.

ARTHUR AUGUSTUS SPRAGUE.

Witnesses:

ROBERT BENJAMIN TRENT,

FRANK PATRICK PASSMAN.