

No. 609,914.

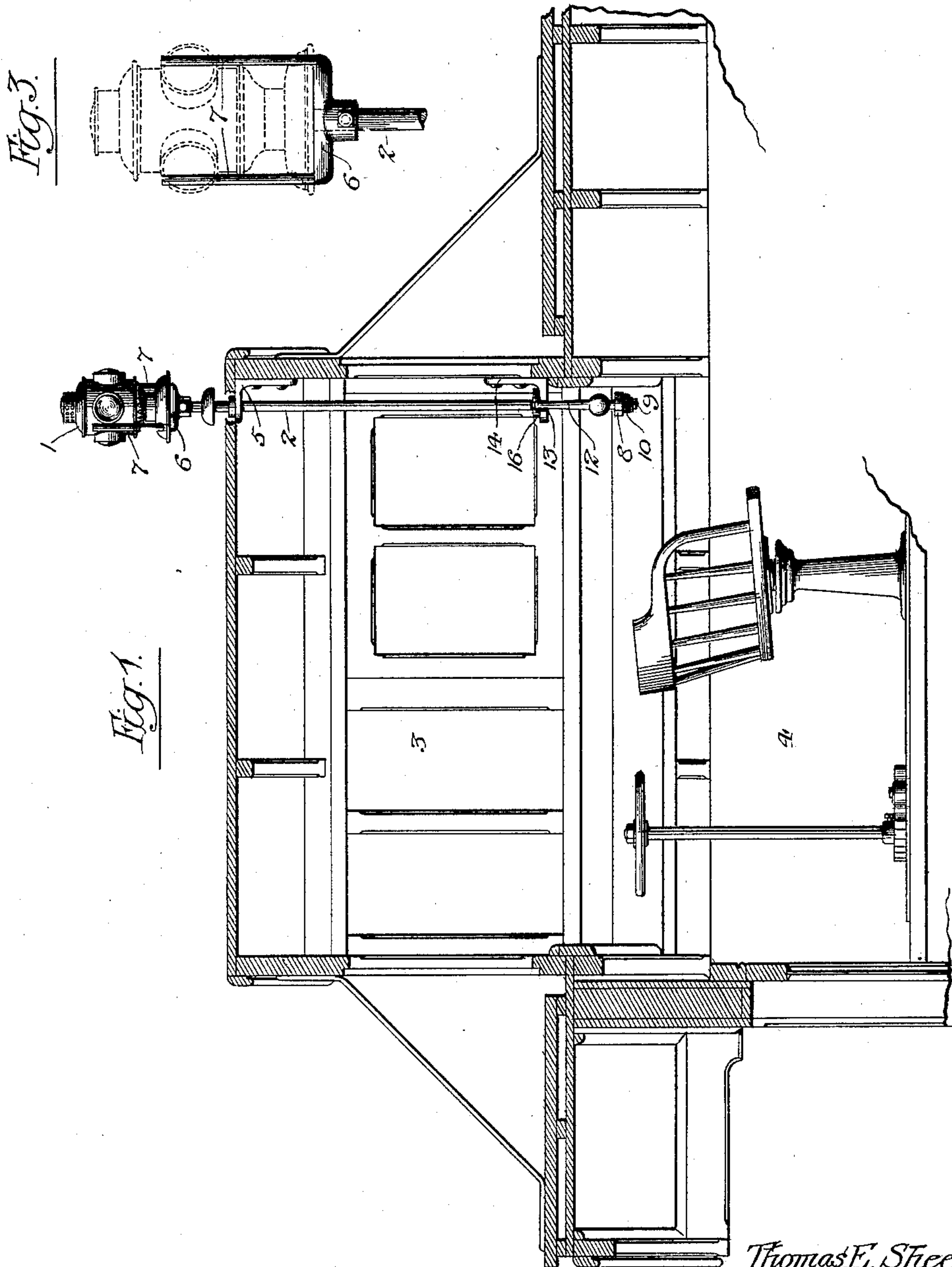
Patented Aug. 30, 1898.

T. E. SHEERIN.
CAR SIGNAL.

(Application filed Jan. 28, 1898.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:—
Louis M. F. Whitehead
V. B. Hillyard.

By *his* Attorneys,

C. A. Snow & Co.

Thomas E. Sheerin.
Inventor:—

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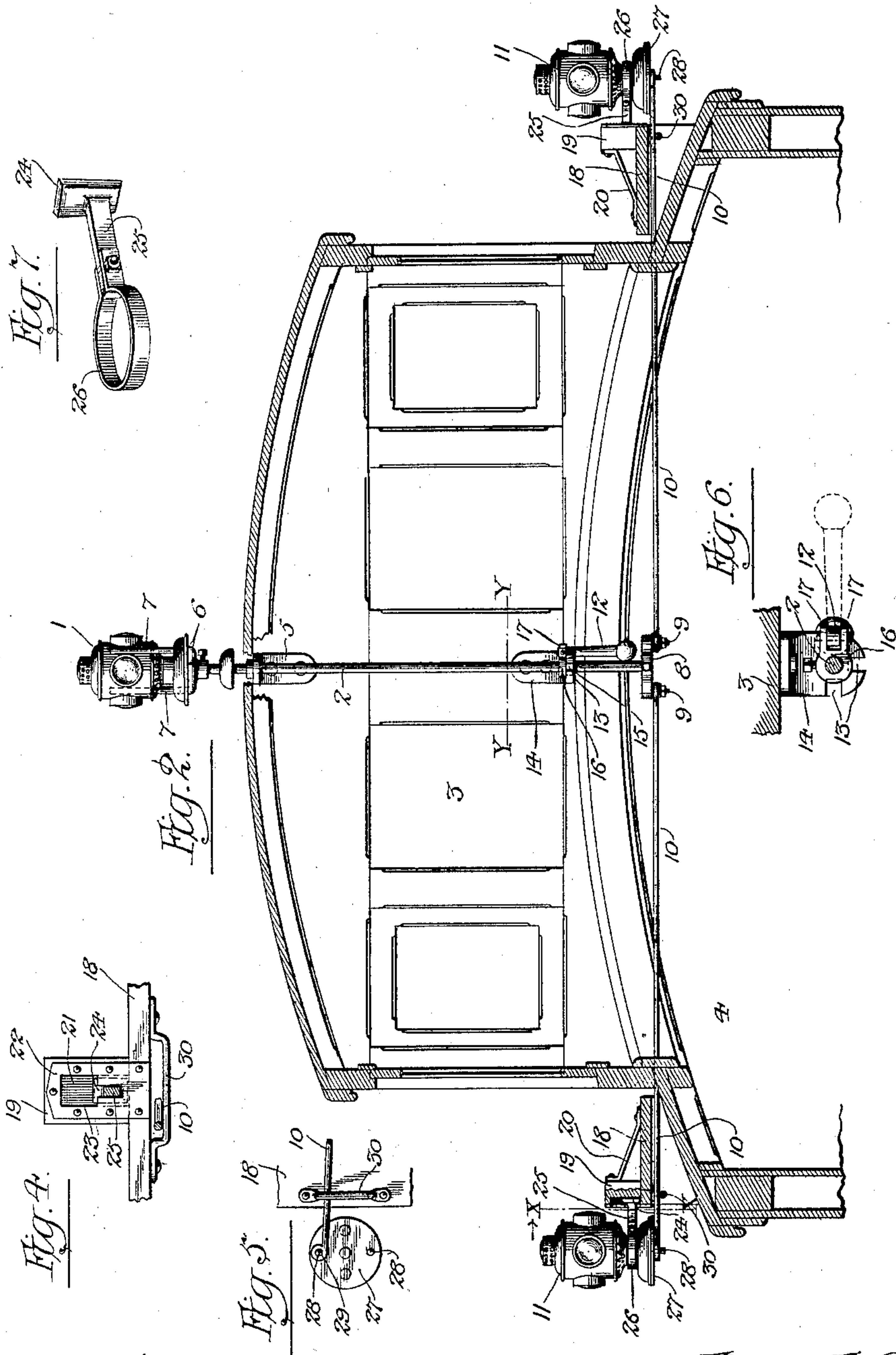
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UNITED STATES PATENT OFFICE.

THOMAS E. SHEERIN, OF SEDALIA, MISSOURI.

CAR-SIGNAL.

SPECIFICATION forming part of Letters Patent No. 609,914, dated August 30, 1898.

Application filed January 28, 1898. Serial No. 668,278. (No model.)

To all whom it may concern:

Be it known that I, THOMAS E. SHEERIN, a citizen of the United States, residing at Sedalia, in the county of Pettis and State of Missouri, have invented a new and useful Car-Signal, of which the following is a specification.

This invention relates to signaling apparatus principally designed for the cabooses of freight-trains, the purpose being to economize in oil and lamp-flues and enable the beacon-light to be elevated so as to project above the plane of the highest car of the train, the apparatus comprising a top and side lights and novel instrumentalities for operating the same simultaneously, and the side lights being movable, so as to be shifted in order to display the proper signals when reversing the direction of travel of the train.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

The improvement is susceptible of various changes in the form, proportion, and the minor details of construction without departing from the principle or sacrificing any of the advantages thereof, and to a full disclosure of the invention an adaptation thereof is shown in the accompanying drawings, in which—

Figure 1 is a longitudinal section of the cupola and upper portion of a caboose, showing the invention in operative position. Fig. 2 is a transverse section thereof. Fig. 3 is a detail view in elevation of the yoke applied to the upper end of the shaft, showing the beacon-light by dotted lines. Fig. 4 is a section on the line X X of Fig. 2, looking to the right, as indicated by the arrow. Fig. 5 is a detail view of a side light as seen from the bottom, showing the operating-rod in connection therewith and the keeper for supporting the outer end of the said rod. Fig. 6 is a plan section on the line Y Y of Fig. 2. Fig. 7 is a detail perspective view of a bracket-arm and bearing for a side light.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The upper or beacon light 1 is applied to

the top end of a vertical shaft 2, located centrally at the end of the cupola 3 of the caboose 4. The shaft 2 is journaled in bearings 5, secured to a wall of the cupola, and a yoke 6 is secured to its upper end the vertical members 7 of the yoke passing through openings in the base of the lantern 1 and extending upon opposite sides thereof, so as to retain it in place. A cross-bar 8 is secured to the lower end of the shaft 2 and has pins 9 at its ends, to which the inner ends of rods 10 are pivotally connected, whereby when turning the vertical shaft in its bearings the said rods will be actuated, so as to move the side signal-light 11 to the required position to display the proper colored light. A weighted handle 12 has pivotal connection with the shaft 2 and is adapted to engage with one of a series of notches 13 in the horizontal member of a bracket 14, which is firmly attached to the cupola. By this means the shaft 2 and the parts connected therewith are held in an adjusted position. The shaft 2 passes through an opening 15 in the horizontal member of the bracket 14, and the notches 13 are concentric with said opening and in position to receive the weighted handle 12 when turned into a pendent or vertical position. A collar 16 is secured to the shaft 2 adjacent to the horizontal member of the bracket 14 and is supplied with a pair of ears 17, between which the weighted handle 12 is pivoted. When it is required to operate the shaft 2, the free end of the handle 12 is elevated to a horizontal position, thereby disengaging the said handle from the notched portion of the bracket 14, when the handle and shaft can be turned to change the signals. After the signals have been properly positioned the weighted end of the handle is permitted to drop, and the parts are locked by the said handle entering a notch 13 of the bracket 14.

A running-board 18 is located at each side of the cupola and above the roof of the caboose, and a block 19 is made fast to the outer portion thereof, being braced by a stay 20. The outer face of each of the blocks 19 is recessed, as shown at 21, and a plate 22, having an approximately keyhole-shaped slot 23, is secured to the block over the recess 21 and is adapted to receive the expanded end 24 of

an arm 25 and provide for the detachable connection therewith of the said arm. A ring 26 is secured to the outer end of each arm 25 and constitutes a bearing for a side signal-light 11. When it is required to detach one of the side lights, it is only necessary to lift the arm 25 until its expanded end 24 registers with the enlarged end of the slot 23, when the said arm can be detached from the block 19 by an outward movement. A plate 27 is secured to each of the side lanterns or signal-lights and has pins 28 pendent from its end portions, and these pins are adapted to enter an opening 29 in the outer end of each of the rods 10, so as to enable the position of the side lights to be reversed when changing the direction of motion of the train or when on siding. The side lights are shifted by elevating them a sufficient distance to disengage the end of the pins 28 from the rods 10 and again lowering the signal-light after it has been shifted, so as to permit the other pin to enter the opening of the rod. A keeper 30 is secured to the bottom side of each of the platforms 18 and supports the outer end of the rod 10 adjacent thereto.

The apparatus can be readily applied to any of the cabooses in use, and the beacon-light 1 can be adjusted to any elevation by providing a shaft 2 of the requisite length or splicing it in any of the ways commonly practiced in the mechanic arts. The signal-lights, being properly adjusted, are simultaneously actuated by operating the weighted handle 12, the side lights being moved from the shaft 2 through the connections shown and herein described. The lanterns 1 and 11 may be of any of the usual forms commonly employed in railroad-signaling, and the openings will be covered by different-colored lights, corresponding to the nature of the signals to be displayed. When the handle 12 is placed at right angles to the line of motion of the train and enters one or the other of the side notches 13, one set of signals are displayed, and when the said handle is disposed in the line of motion of the train and is interlocked with the center notch 13 an opposite set of signals are exposed. The apparatus enables the top and side signals to be simultaneously actuated, and the relative position of the signal-lights can be reversed, so as to display the proper signals when reversing the movement of the train. The beacon-light or upper signal may be reversed, if desired, by lifting it from the vertical members 7 of the yoke 6 and turning it half-way around and again placing it so that the members 7 pass through the openings provided in the base thereof. This construction also provides a simple means for detachably connecting the light with the shaft. The side notches 13 receive the handle 12 and hold it when turned to either side,

and the central notch holds the handle and signals in proper position when the train is running. When the train is in motion or on main line, red lights will be displayed front and rear, and when the train is on siding for meeting or passing train the handle will be operated to cause green lights to be exposed front and rear.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

1. In a car-signal, the combination of a signal-lantern or the like mounted in a bearing and having a plurality of pins disposed to correspond with the faces of the lantern, a rod having an opening to make detachable connection with either one of the pins according to the relative position of the lantern, and means for imparting movement to the rod for operating the lantern, substantially as set forth.

2. In a car-signal, the combination of a signal-lantern or the like mounted in a bearing and having a plurality of pins disposed to correspond with the faces of the lantern, a rod having an opening to make detachable connection with either one of the pins according to the relative position of the lantern, a keeper 30 upon a portion of the car between which keeper and car portion the rod is guided, and means for imparting movement to the rod for operating the lantern; substantially as described.

3. In a car-signal, the combination of an operating-rod, a light, a vertically-separable pivotal connection between the side light and operating-rod, and a vertically-movable bearing supporting the side light and adapted to admit of the side light being disconnected from its operating-rod so as to have its position relatively shifted, substantially as set forth.

4. A car-signal comprising a vertical shaft, a signal-light detachably and reversibly connected with the upper end of the shaft, side lights mounted in bearings which have detachable connection with the caboose, operating-rods having detachable connection at their outer ends with the side lights to admit of them being relatively reversed, a cross-bar secured to the aforesaid shaft and having its end portions connected with the operating-rods, a bracket having a notched portion, and a weighted handle pivotally connected with the shaft and adapted to interlock with the bracket, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

THOMAS E. SHEERIN.

Witnesses:

W. K. REYNOLDS,
A. P. MOREY.