

No. 640,011.

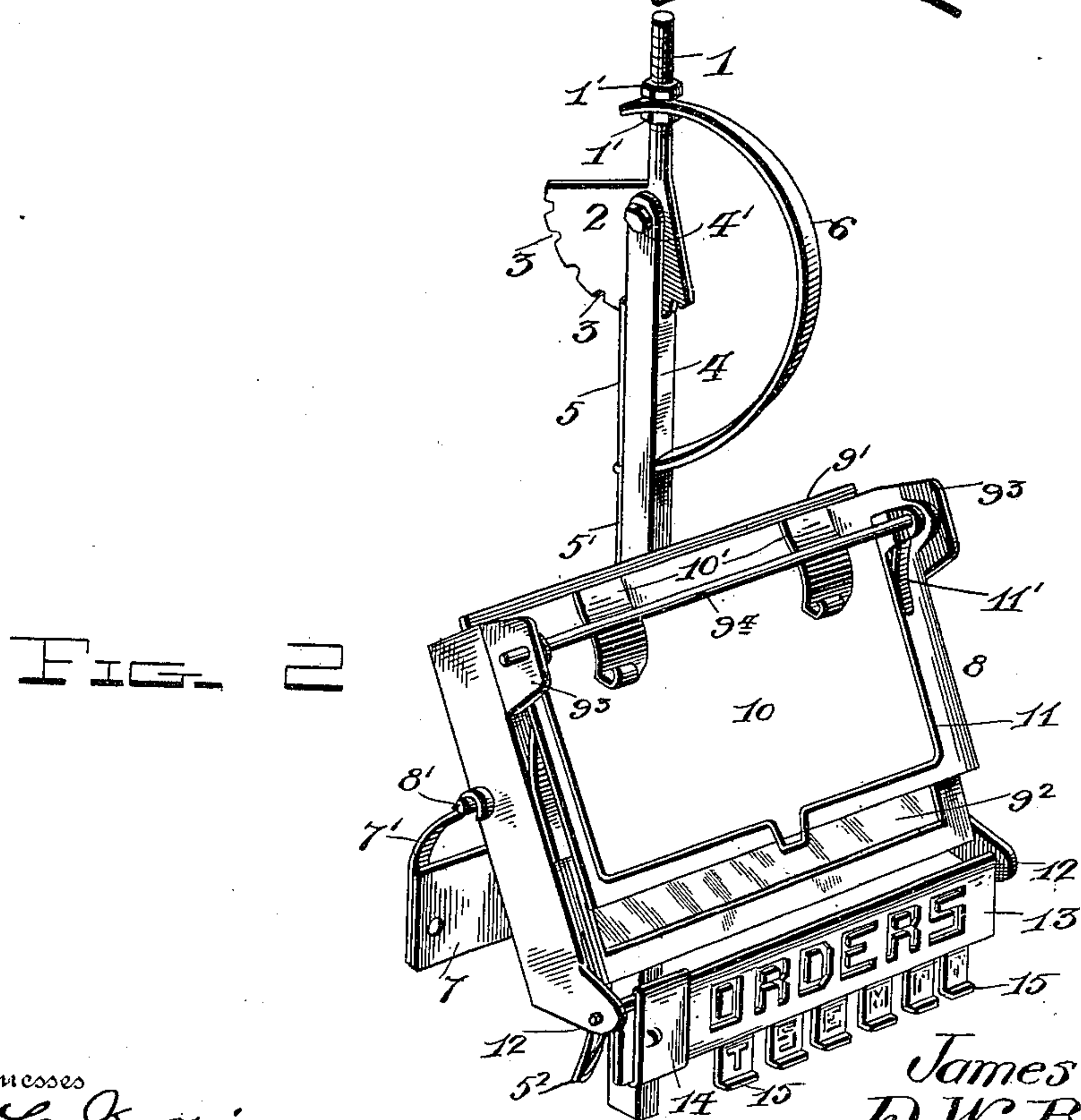
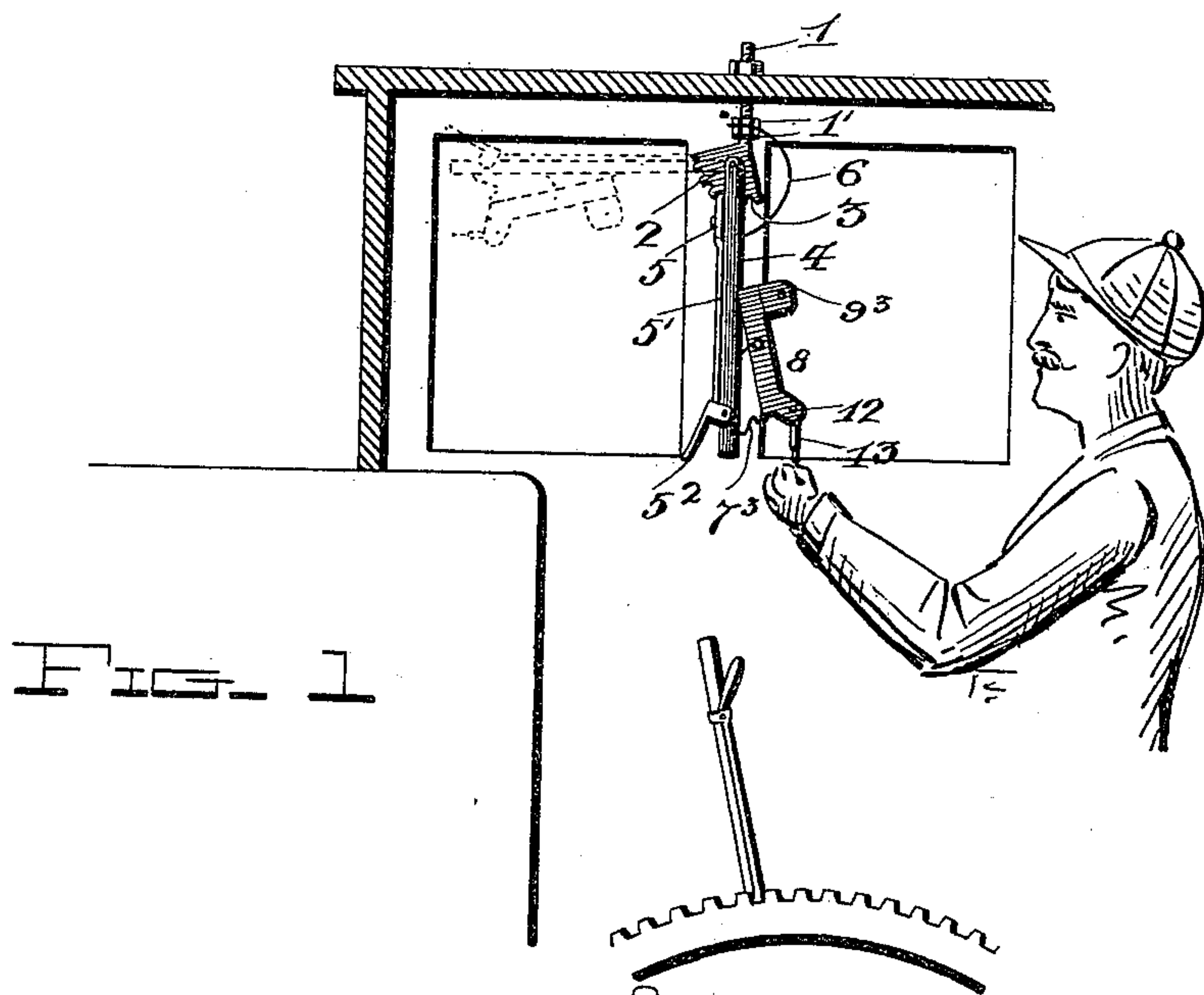
Patented Dec. 26, 1899.

J. MURPHY & D. W. BUGHMAN.
LOCOMOTIVE CAB SIGNAL REMINDER.

(No Model.)

(Application filed Apr. 19, 1899.)

2 Sheets—Sheet 1.



Witnesses

D. L. Jennings
Furber

*James Murphy and
D. W. Bughman, by
Wilson & Co.
Attorneys*

No. 640,011.

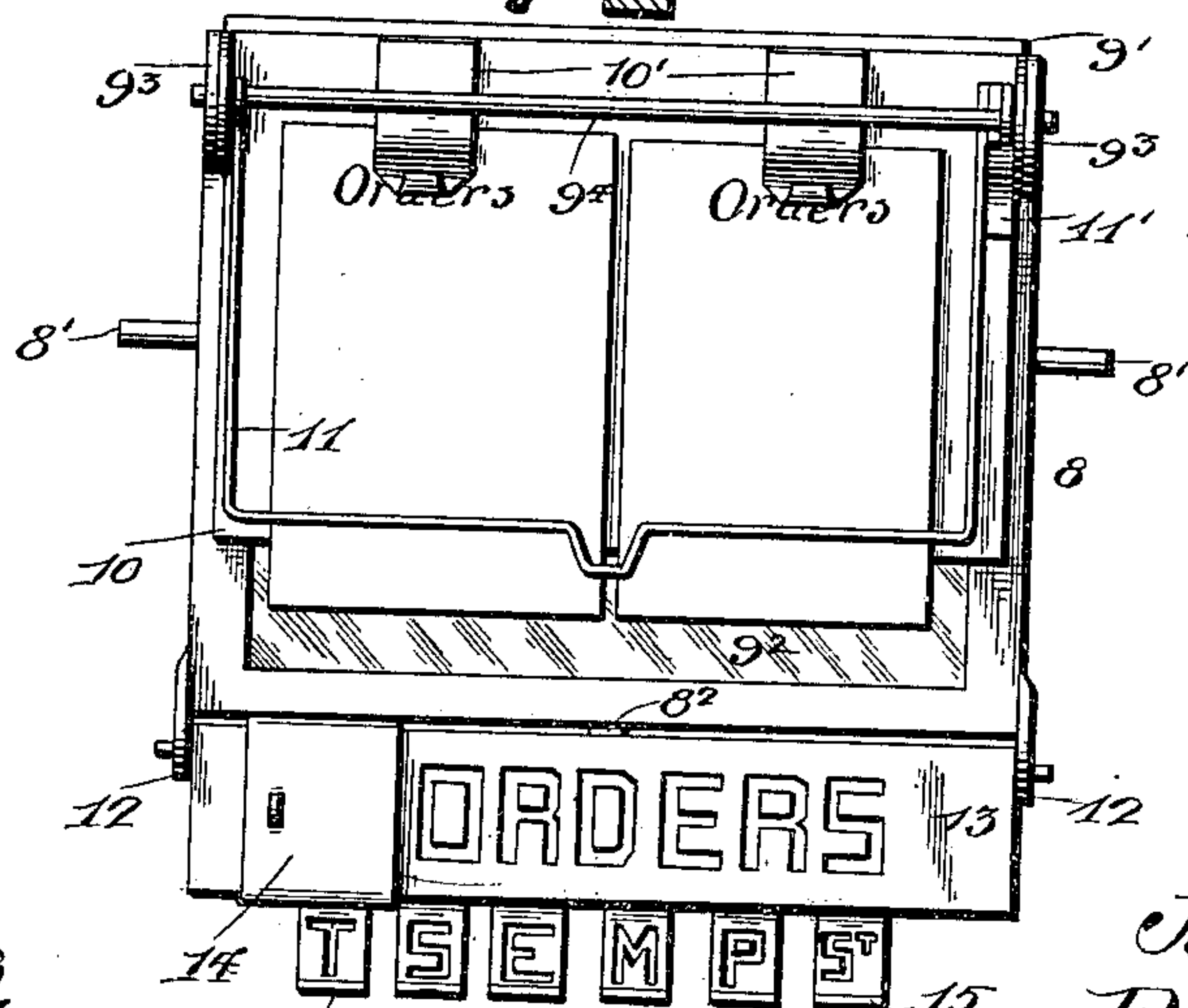
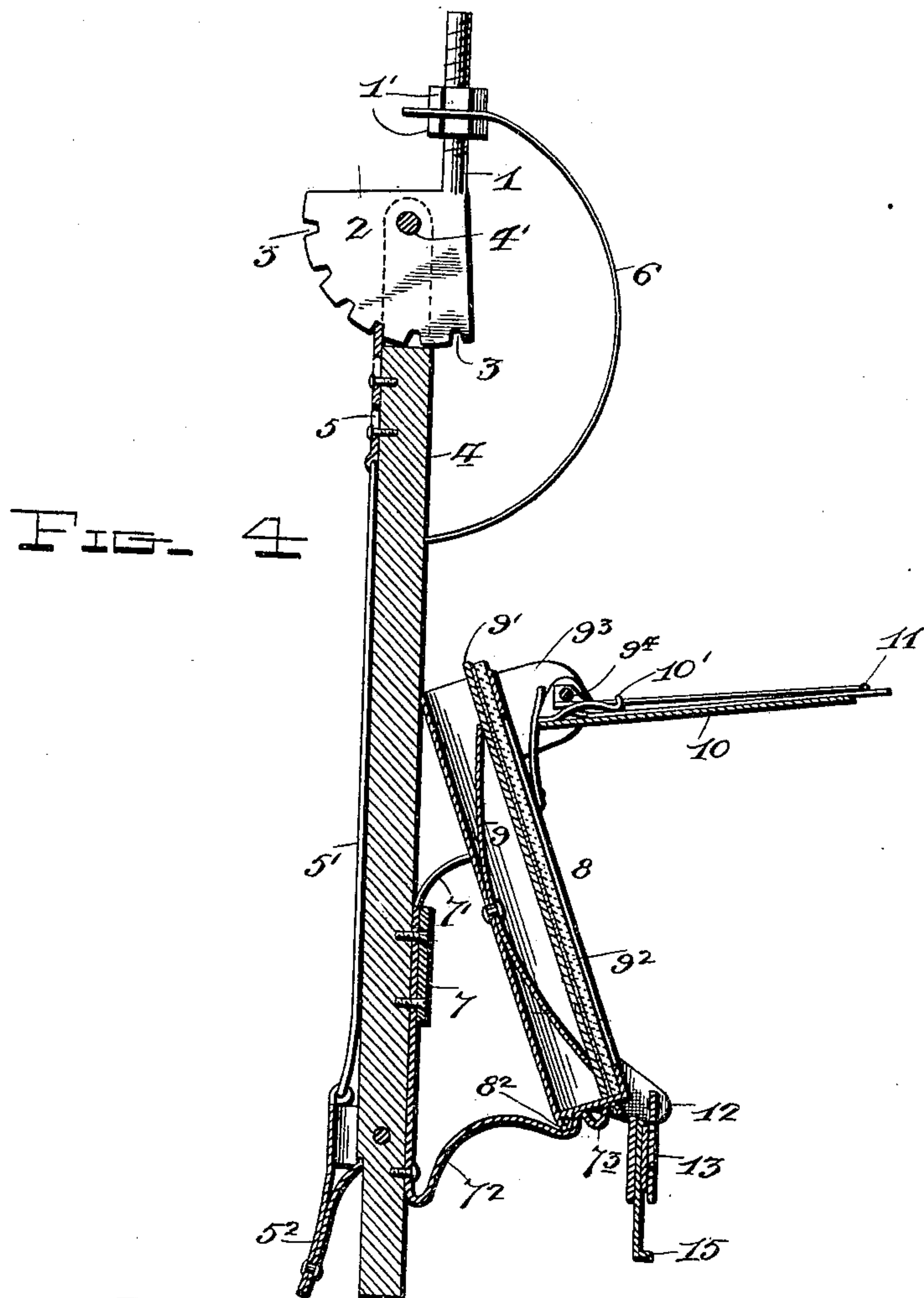
Patented Dec. 26, 1899.

J. MURPHY & D. W. BUGHMAN.
LOCOMOTIVE CAB SIGNAL REMINDER.

(No Model.)

(Application filed Apr. 19, 1899.)

2 Sheets—Sheet 2.



Witnesses
J. L. Jenkins
A. Wilson

James Murphy and
D. W. Bughman
by
A. B. Wilson & Co.
Attorneys

UNITED STATES PATENT OFFICE.

JAMES MURPHY AND DAVID W. BUGHMAN, OF HERINGTON, KANSAS.

LOCOMOTIVE-CAB SIGNAL-REMINDER.

SPECIFICATION forming part of Letters Patent No. 640,011, dated December 26, 1899.

Application filed April 19, 1899. Serial No. 713,634. (No model.)

To all whom it may concern:

Be it known that we, JAMES MURPHY and DAVID W. BUGHMAN, citizens of the United States, residing at Herington, in the county of Dickinson and State of Kansas, have invented certain new and useful Improvements in Locomotive-Cab Signal-Reminders; and we 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.

Our invention relates to an improved form of railway-trainmen's signal-orders reminder, and more particularly to that class of devices which are placed in the locomotive-cab for the guidance of the engineer.

The object is to provide a simple, convenient, and reliable device of this character.

To this end the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a section of a locomotive-cab, showing our improved signal-order reminder in position. Fig. 2 is an enlarged perspective view of the device. Fig. 3 is a front elevation of the order-board. Fig. 4 is a transverse central section.

In the drawings, 1 denotes the threaded bolt, secured in the roof of the cab, and its lower end terminates in a sector plate or quadrant 2, the circumferential edge of which is provided with the radial notches 3 3.

4 denotes a bar or lever bifurcated at its upper end and fulcrumed on the bolt 4' in the plate 2.

5 denotes a latch having a sliding engagement with the bar 4, so as to engage the notches in the edge of the plate 2, and it is manipulated through the medium of the conventional spring-actuated hand-grip 5² and rod 5'.

6 denotes a C-shaped spring the upper end of which is fixed to the bolt 1 by the nuts 1' 1', and its free end bears against the front edge of the lever 4.

7 denotes a transverse plate fixed to the lower end of the bar 4, and its outer ends are provided with upwardly and forwardly curved spring-arms 7' 7' and with a central V-shaped spring-bracket 7², the free end of which terminates in a notched finger 7³, as shown.

8 denotes the order-case, and it consists of a rectangular sheet-metal case open at the top and front and provided with lateral trunnions 8' 8', which engage the arms 7' 7', and with a toe 8² to engage the notched finger 7³. A leaf-spring 9 is fixed in the back of the case, which presses against the follower 9' to hold the glass front 9² in place, permanent orders being inserted between the follower and the glass, so as to be visible from the front.

9³ 9³ denote parallel ears fixed on the front upper edge of the case to receive the rod 9⁴, on which the plate 10 is mounted, and 10' 10' denote spring-clips fixed to the upper end of the plate to receive written orders.

11 denotes a wire frame also mounted on the rod 9⁴, and 11' a coacting spring which serves to hold the papers in place and prevent their accidental displacement incidental to the movement of the train.

12 12 denote parallel ears fixed on the lower end of the case, in which the "order-plate" 13 is pivoted. The face of this plate 13 has the word "Orders" on it, and 14 denotes a shutter having a sliding engagement with the plate, by means of which the first part of the word "Orders" may be concealed, or by sliding the shutter to the left the entire word may be left exposed to view.

When the engineer has been notified to stop at a certain station for orders, the slide 14 is pushed to the left, as shown in Fig. 3, to expose the word "Orders" on the plate 13, which serves as a reminder that he is to stop for orders at a certain point, whereas if he has received no such instructions the slide 14 is pushed to the right to partly obscure the word "Orders" to signify that no instructions have been received to stop for orders.

15 15 denote a parallel series of tabs having a sliding engagement with the plate 13, so that their faces (which contain arbitrary signs or characters) may be drawn downward and exposed to view or pushed back and concealed from view, as occasion requires. These tabs each have an arbitrary character to which a certain meaning is attached and which are conventional with the road, and when the engineer wishes to remember a certain thing—as, for instance, that he is to meet and pass an express train—he pulls down the tabs "E" for express, "M" for meet, and "P" for pass.

The utility and convenience of the device are obvious from the above description, taken in connection with the accompanying drawings, and therefore do not require elaboration.

It will of course be understood that various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. A device of the character described comprising a superimposed fixed support, a depending bar pivoted to said support, means for adjusting said bar with reference to said support, a C-shaped spring connecting bar

and support and an order-display case removably secured to said bar, substantially as and for the purpose set forth.

2. In combination, the bolt 1 formed with the notched sector-plate, the bar pivoted to said plate, a transverse plate 7 fixed to the free end of said bar and provided with the spring-arms 7' 7' and spring-bracket 7², and the order-case formed with the lateral trunnions 8' 8' and toe 8², substantially as and for the purpose set forth.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

JAMES MURPHY.

DAVID W. BUGHMAN.

Witnesses:

A. M. CRARY,

B. C. CRARY.