

No. 798,987.

PATENTED SEPT. 5, 1905.

C. WHITAKER.

# RAILWAY TIME INDICATOR.

APPLICATION FILED OCT. 17, 1904.

[illegible]

Fig. 1

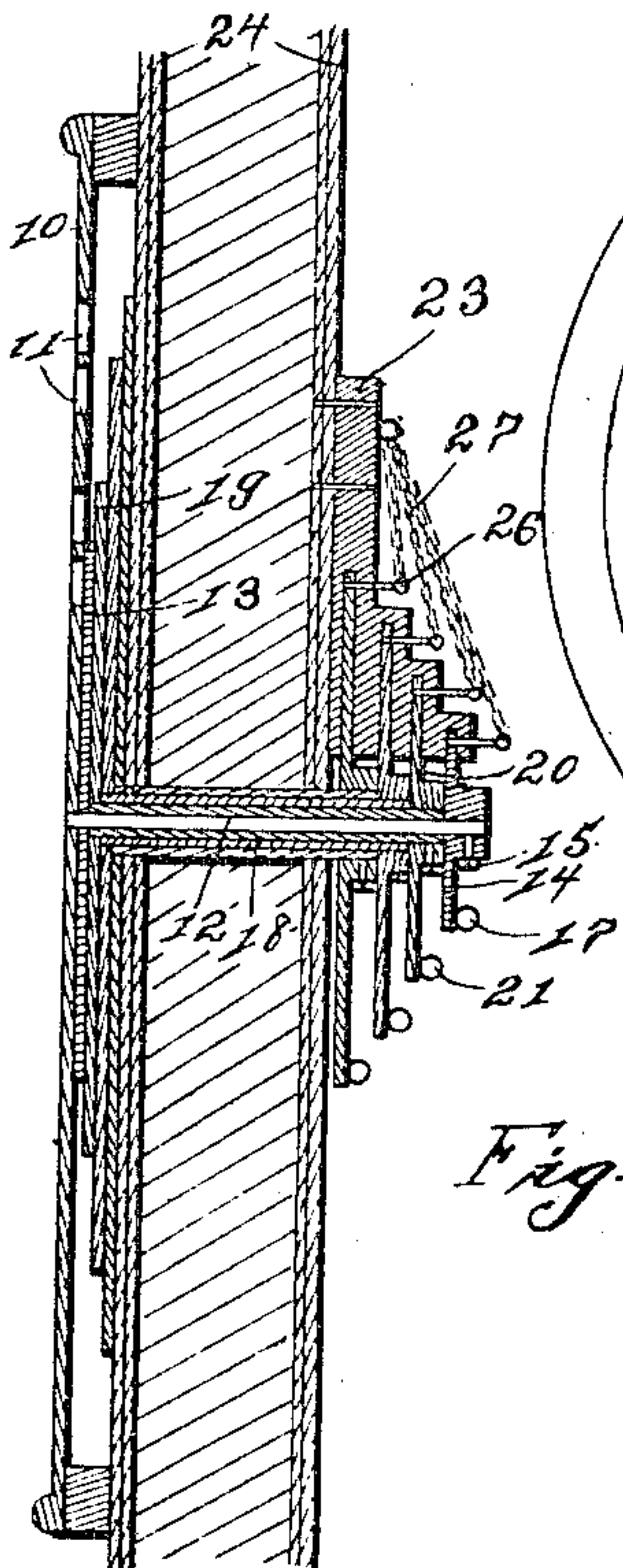


Fig. 4.

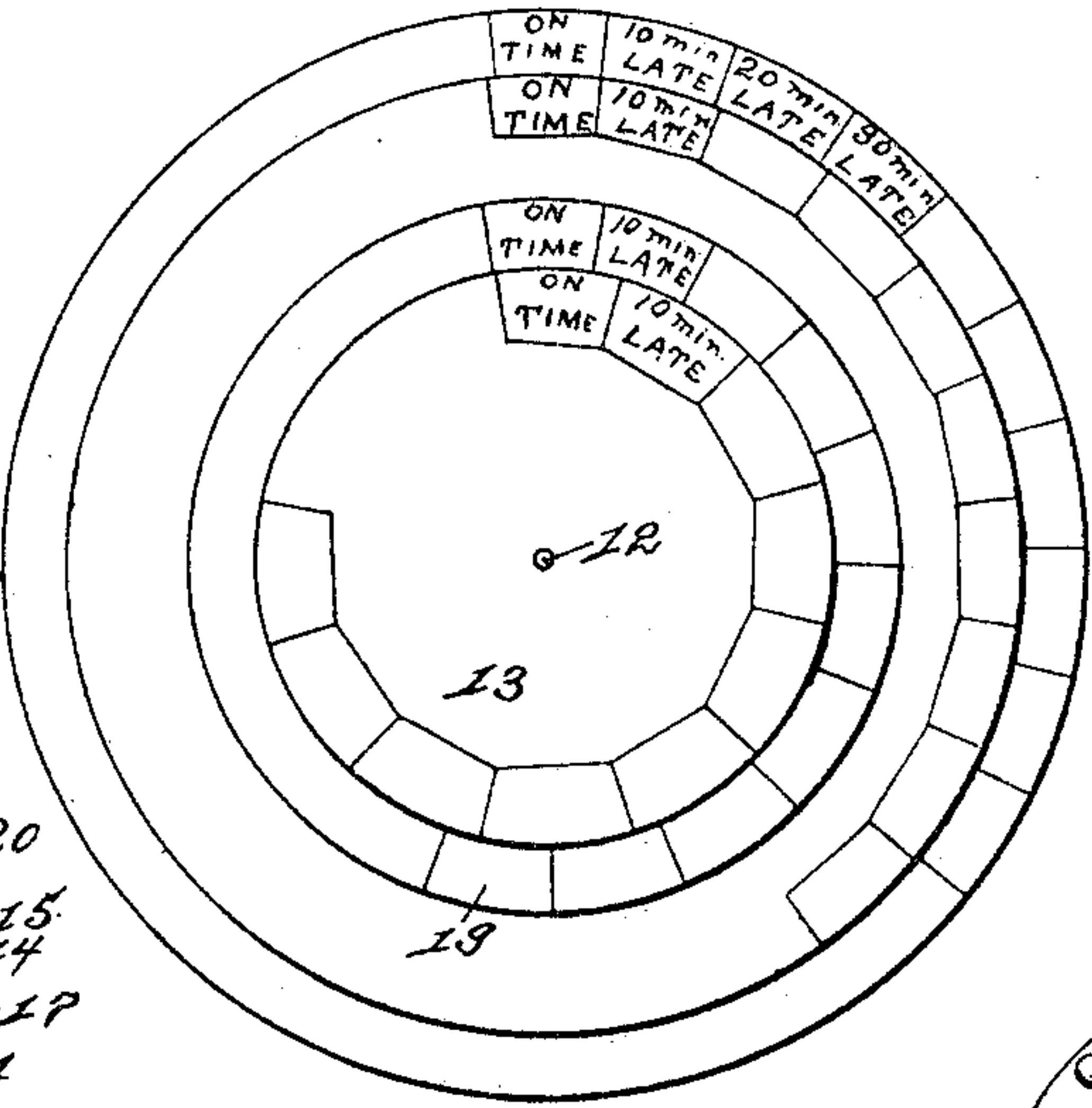


Fig. 2.

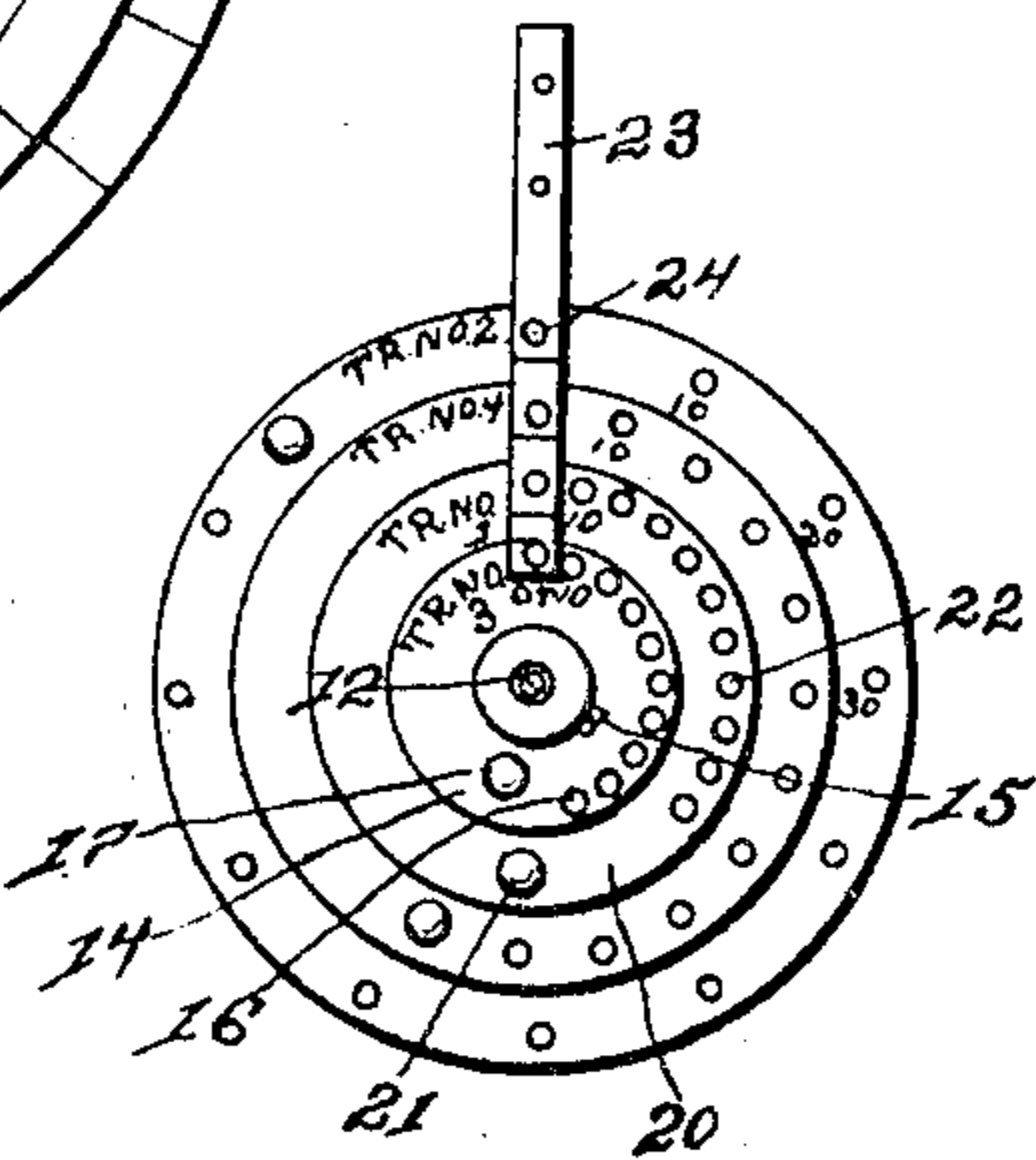


Fig. 3.

Witnesses:-  
H. H. Leibrock.  
S. F. Christy.

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attys.



# UNITED STATES PATENT OFFICE.

CHARLES WHITAKER, OF EUFAULA, INDIAN TERRITORY.

## RAILWAY TIME-INDICATOR.

No. 798,987.

Specification of Letters Patent.

Patented Sept. 5, 1905.

Application filed October 17, 1904. Serial No. 228,695.

*To all whom it may concern:*

Be it known that I, CHARLES WHITAKER, a citizen of the United States, residing at Eu-  
faula, Creek Nation, Indian Territory, have  
invented a certain new and useful Railway  
Time-Indicator, of which the following is a  
specification.

The objects of my invention are to provide  
an indicator of simple, durable, and inexpen-  
sive construction that may be quickly and  
easily applied to any ordinary indicator-board,  
so that an operator in his office may quickly  
and easily display upon the indicator-board,  
located at a point exterior to his office, the  
time when various trains are expected to ar-  
rive and to indicate whether or not said trains  
are late, and if so how long they will be de-  
layed.

My invention consists in the construction,  
arrangement, and combination of the various  
parts of the device, whereby the objects con-  
templated are attained, as hereinafter more  
fully set forth, pointed out in my claims, and  
illustrated in the accompanying drawings, in  
which—

Figure 1 shows a front view of an indicator-  
board with portions of the time-indicating  
disks visible through openings in the board.  
Fig. 2 shows a front elevation of the time-in-  
dicating disks. Fig. 3 shows a rear elevation  
of the disks, which are to be set by the oper-  
ator as required to turn the time-indicating  
disks; and Fig. 4 shows a vertical central  
sectional view of the complete device.

Referring to the accompanying drawings,  
I have used the reference-numeral 10 to in-  
dicate a railway time-board of the ordinary  
kind. This board is provided on its face with  
vertical and transverse lines, the first ver-  
tical column to the left indicating the train-  
numbers, the next the schedule time for  
the arrival of the trains, the third the sched-  
ule time for the departure of the trains, and  
on the large column to the right a space for  
the time of the arrival of the train to des-  
ignate whether the train will arrive on time  
according to schedule, or if it is late to what  
extent. The board is also provided with a  
number of horizontally-arranged lines upon  
which are marked the general direction in  
which the various trains are traveling. In  
the board between the horizontally-arranged  
lines under the column denoting the time of  
arrival I have formed an opening 11 oppo-  
site each train-number, and means hereinafter  
described are provided for displaying through

these openings statements as to the time when  
the certain train will arrive.

The numeral 12 indicates a shaft one end  
of which is mounted in the board below the  
row of openings, and the other end is extend-  
ed rearwardly from the board and designed  
to pass through a wall into a room occupied  
by the operator. Fixed to the outer end of  
the shaft 12, directly in the rear of the board  
10, is a relatively small disk 13, having formed  
on its front face, near its periphery, a series  
of lines dividing said space into oblong fig-  
ures. Within one of said figures are the  
words "On time," and within the remaining  
ones of said figures are words and figures in-  
dicating different times with the word "Late"  
in each figure. The said figures on the disk  
are so arranged with relation to the board 10  
that the words on the figures may be seen  
through the lower one of the openings 11 in  
the board. On the other end of the shaft  
12 is a disk 14, which may be smaller than  
the disk 13, if desired, and this disk is fixed  
to the shaft 12 by the set-screw 15. It is  
formed with a series of openings 16 near its  
periphery, and adjacent to these openings are  
numbers corresponding to the figures and  
words on the disk 13. Said disk 14 is prefer-  
ably provided with a handle 17, so that the  
disk may be easily rotated.

Rotatably mounted upon the shaft 12 is a  
sleeve 18, and fixed to one end of the sleeve  
is the disk 19, immediately in the rear of the  
disk 13 and of somewhat greater diameter  
than the disk 13. This disk is also formed  
with figures upon its front face near its pe-  
riphery, which figures may be seen through  
the next to the lower opening in the board 10.  
The sleeve 18 is slightly shorter than the  
shaft, and mounted upon the other end of said  
sleeve is the disk 20 of slightly-larger diame-  
ter than the disk 14 and formed with a handle  
21 and a series of openings 22. Mounted  
upon the sleeve 18 is another sleeve provided  
with a disk on its outer end larger than the  
adjacent disk in front of it, and on the other  
end of this sleeve is a smaller disk slightly  
larger than the adjacent disk, before described,  
in the rear of it. Any number of sleeves and  
disks may be provided in the same manner.  
All of the disks in the rear of the board have  
figures upon their front faces to indicate the  
time of arrival of trains, and each is slightly  
larger in diameter than the one in front of  
it, so that a portion of its front face near its  
periphery may be seen through one of the



openings in the board. For each of such sleeves and disks there is a disk at the rear end of the shaft fixed thereto by a set-screw and formed with openings, as before described.

5 I have provided means for holding all of the disks at the rear end of the device accurately spaced apart and for locking each individual disk as follows: The numeral 23 indicates a bracket secured to a stationary support 24 and formed with notches in its lower  
10 end, each designed to receive the edges of the disks at the rear of the shaft 12 and sleeves 18. The said bracket 23 is formed with a series of openings 24, designed to coincide  
15 with the openings of the said disks, so that the pins 26 may be passed through the openings in the bracket and into any selected one of the openings in the disks. Supporting-chains 27 are provided for said pins.

20 In practical use and assuming that the large disks are arranged in the rear of a board provided with openings as described and divided by vertical and horizontal lines and provided with indicia designating the subject-matter  
25 before explained and assuming that the other set of disks were arranged in the operator's room, then if the operator received information that a certain train would be ten minutes late he would then grasp the pin 26 be-  
30 longing to the disk which applied to the particular train designated and would remove said pin. He would then grasp the handle of said disk and rotate the disk until the opening therein marked with the numeral 10 would be  
35 directly under the bracket 23. He would then replace the pin in position through the bracket and the opening indicated by the numeral 10. This operation would move the  
40 disk in the rear of the board that related to the particular train desired to such position that the figure on the said disk in which was contained the words "Ten minutes late" would be visible through the opening in the board  
45 corresponding to the train designated. The object in providing the pins 26 is to prevent any of the disks from turning except the particular one that the operator grasps. If they  
50 were not thus locked, others of the disks might be inadvertently moved when the disk was moved to the desired position.

Ordinarily the room in which a railway operator or station agent is located is entirely inclosed and it is necessary to leave the room in order to write upon a board the time when  
55 certain trains are expected to arrive. This operation has to be gone through very often,

because when a train is late the operator frequently receives information stating that the train will arrive at different times. Therefore the posting of the expected time of the  
60 arrival of various trains is a matter which consumes considerable of an operator's time and requires him to leave his office frequently. By means of my improvement the small disks  
65 at the inner end of the shaft may be located inside the operator's room and at a point where they may be conveniently moved from the operator's chair, so that the operator need lose  
70 little time in accurately posting upon the indicator-board all of the information he receives from time to time in regard to the arrival of trains.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States therefor, is—

75 1. The combination with a board having openings therein, of a shaft rotatably mounted in the rear of the board, a disk on the shaft having a portion of its face visible through  
80 one of the openings, a disk fixed to the other end of the shaft, a sleeve rotatively mounted on the shaft, a disk fixed to its front and of larger diameter than the first-mentioned disk and located in the rear of said first-mentioned  
85 disk and having a portion of its face visible through another one of the openings in the board, a disk on the rear end of the sleeve, a bracket formed with notches to receive the disks at the rear of the shaft and sleeve, and  
90 means for locking said disks to the bracket.

2. The combination of a board formed with openings, a shaft rotatably mounted in the rear of the board, a disk fixed to the front of the shaft with a portion of its face visible  
95 through one of the openings, a sleeve rotatably mounted on the shaft, a disk at the front thereof of larger diameter than the aforesaid disk and located immediately in the rear of it with a portion of its face visible through another one of the openings in the board, disks  
100 fixed to the rear ends of the shaft and sleeve and formed with openings near their peripheries, a bracket formed with notches to receive the rear disks and also formed with openings designed to coincide with the openings  
105 in the disks and pins designed to pass through the openings in the brackets and to enter one of the openings in each disk.

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Witnesses:

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S. F. CHRISTY.