No. 804,087. PATENTED NOV. 7, 1905.

H. C. BECK.

TRAIN ORDER INDICATOR.

APPLICATION FILED APR. 3, 1905.

Fig. 1.

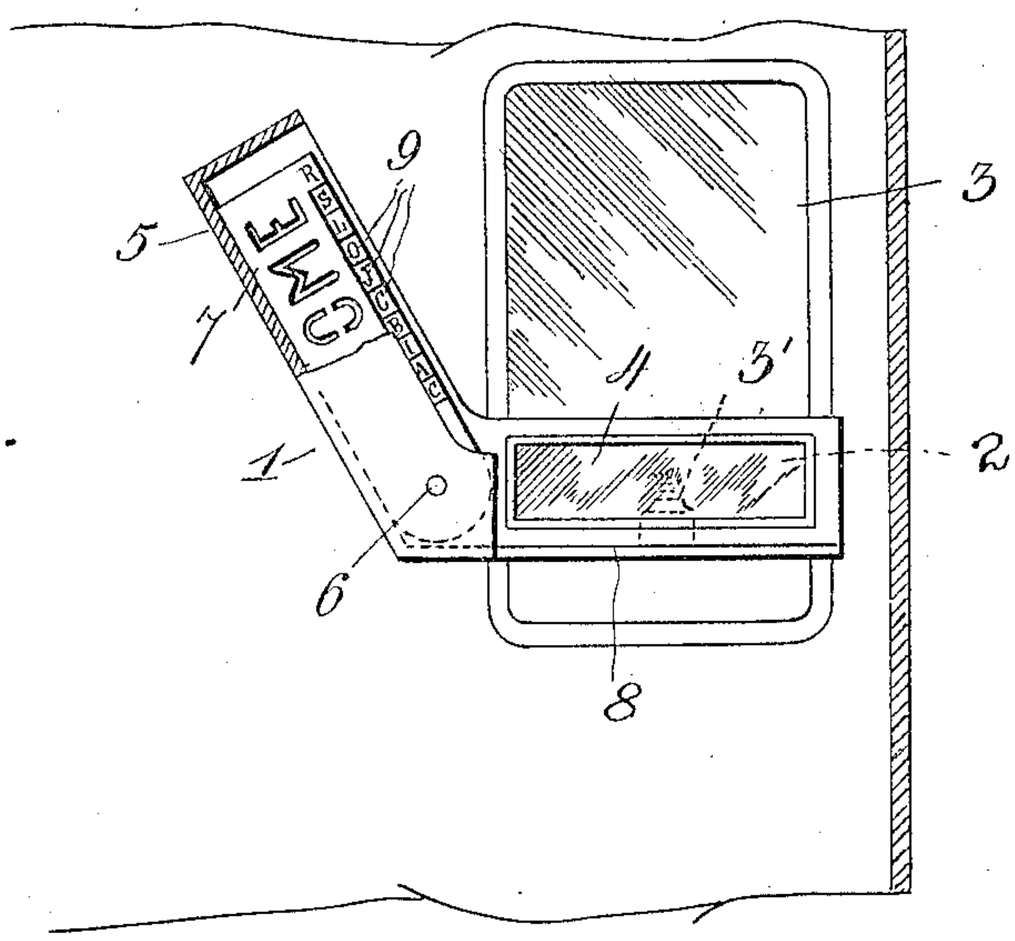


Fig. 2.

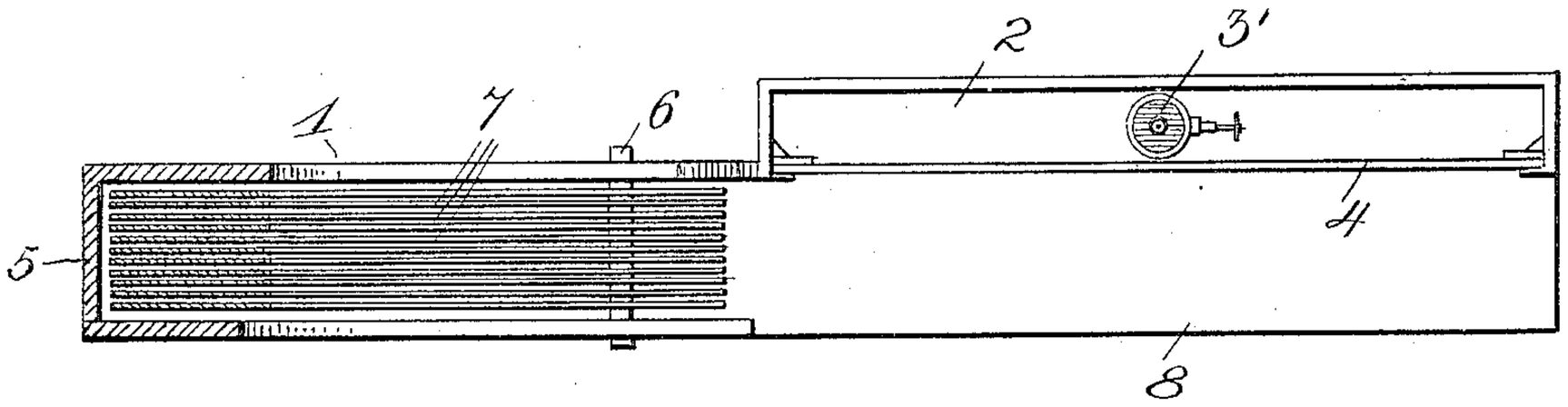
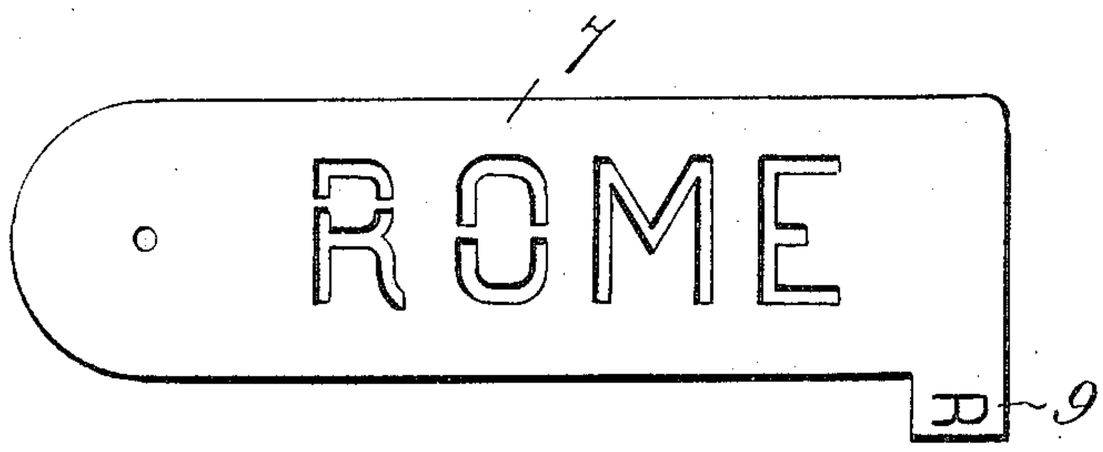


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

HAROLD C. BECK, OF KINGSTON, GEORGIA.

TRAIN-ORDER INDICATOR.

No. 804,087. Specification of Letters Patent. Patented Nov. 7, 1905.

Application filed April 3, 1905. Serial No. 253,560.

To all whom it may concern:

Be it known that I, HAROLD C. BECK, a citizen of the United States, residing at Kingston, in the county of Bartow and State of Georgia, have invented certain new and useful Improvements in Train-Order Indicators; and I 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.

This invention relates to train-order indicators; and one of the objects of the same is to provide means for preventing the engineer from forgetting to stop at a station at which he had received orders to wait for a train going in the opposite direction.

Another object is to provide a reminder for the engineer of the character described which shall be always in sight and which will be particularly prominent at night.

Still another object is to provide a device of this character which shall be of simple construction and can be readily operated to indicate the station at which the engineer should stop.

These and other objects are attained by means of the construction illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of a train-order indicator made in accordance with my invention. Fig. 2 is a sectional view taken through the name-plates and supporting-casing therefor; and Fig. 3 is a plan view of one of the name-plates separated from the casing.

Referring to the drawings for a more particular description of the invention, the numeral 1 designates a casing, one portion 2 of which is adapted to be disposed transversely of the engine-window 3. Within this portion of the casing a lamp 3′ may be placed or other suitable means for providing a light within the casing may be resorted to. A stained-glass plate 4 is secured in front of the lamp, and this glass plate is preferably red.

The casing 5 for the name-plates extends upwardly at an inclination from the vertical, and a pivot-pin 6 passes through the corner of the casing and through all of the leaves of the indicator. The casing being inclined, the leaves or name-plates will by gravity retain their positions within the casing unless one is pulled down from the upper end to move on the pivot-pin 6. The name-plates 7 may be of thin sheet metal or other material having the letters forming the name of the station cut therefrom, so that when the plate is pulled down to rest upon the stop 8 in front of the red-glass plate an illuminated word is sure to be seen by the engineer. The name-plates are each provided with an initial letter 9 and these initial letters are displayed upon the upper or outer edge in a manner similar to ledger-index letters.

From the foregoing the construction and operation of my device will be readily understood. When the engineer receives orders to wait at a certain station, the name-plate of such station is drawn out of the casing upon the pivot-pin 6 and swung to a position in front of the colored-glass plate in front of the lamp and immediately in line with the engineer's vision at the outlook-window of his cab. If the device is to be used in the day-time, the red or other colored glass plate will show through the stencil-letters in the name-plate and serve the same purpose as when the lamp is lighted at night.

My invention is of simple construction, may be manufactured at slight cost, can be readily attached at the side of the window of any locomotive-cab, and is a reliable, safe, and efficient device for its purpose.

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

1. A train-order indicator comprising a casing having a colored-glass window therein, and a stop at its lower edge, an inclined portion formed on said casing for supporting a series of name-plates, said name-plates being pivoted to the casing at the lower end thereof, initial letters indicated upon said plates and letters indicating the name of a station cut from said plate and adapted to be swung down in alinement in front of the colored-glass plate to be supported upon the stop at the lower edge of the casing, substantially as described.

2. A train-order indicator comprising a casing having a horizontal portion and an inclined portion adapted to be secured at the side of a locomotive-window, a colored glass in the horizontal portion, a series of name-plates pivoted at the lower end of the inclined portion and adapted to be swung in front of the colored glass for indicating the name of the station, substantially as described.

3. A train-order indicator comprising a casing having a colored-glass sight-opening therein and a stop at its lower edge, said casing being adapted to contain a lamp or other illuminator and an inclined portion on said

casing designed to contain a series of station name-plates pivoted at their lower ends within said casing and provided with stenciled letters, said plates adapted to be swung down in alinement with the colored-glass plate and supported upon the stop at the lower edge of the casing, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HAROLD C. BECK.

Witnesses:
J. M. TUMLIN,
T. F. COLBERT.