

No. 849,935.

PATENTED APR. 9, 1907,

G. G. THOMAS.
RAILROAD TRAIN ORDER SYSTEM.
APPLICATION FILED MAR. 27, 1906.

Fig. 1.

Form 1.
B & O. RAILROAD
DATE 1-1-06 TIME 2:02 STATION 23 NO. TRAIN 306
3
2

Fig. 2.

Form 2.
B & O. RAILROAD
DATE 2-1-06 TIME 2:00 STATION 29 NO. TRAIN 1206
3
1

Fig. 3.

Form 3.
B & O. RAILROAD
DATE 2-1-06 TIME 1:00 STATION 50 NO. TRAIN 242
3
1
2

Fig. 4.

Form 4.
B & O. RAILROAD
DATE TIME STATION NO. TRAIN
3
2
1

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RAILROAD TRAIN-ORDER SYSTEM.

No. 849,935.

Specification of Letters Patent.

Patented April 9, 1907.

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To all whom it may concern:

Be it known that I, GWILYM G. THOMAS, a citizen of the United States, residing at Amite, in the parish of Tangipahoa and State of Louisiana, have invented certain new and useful Improvements in Railroad Train-Order Systems, of which the following is a specification.

This invention relates to railway train-order systems, the object of the invention being to provide a simple order-blank system for railroads by means of which the more important items of the order or instructions may be comprehended at a glance and the more detailed items of the order or instructions conveyed in the usual manner.

A great many accidents are brought about by lack of time and inability of the operator to quickly comprehend and thoroughly understand the significance of orders delivered to him at the various stations along the road, and the loss of many lives and property is occasioned thereby. The aim of the present invention is to guard against such loss by introducing a simple order system, the significance of which may be readily comprehended at a glance.

With the above and other objects in view, the nature of which will more fully appear as the description proceeds, the invention consists in the novel construction, combination, and arrangement of parts hereinafter more fully described, illustrated, and claimed.

In the accompanying drawings, Figures 1, 2, 3, and 4, respectively, represent the several forms of train-order blank necessary to a carrying out of the system.

The train-order blanks shown in Figs. 1, 2, 3, and 4 are the counterpart of each other, with the exception of the marginal colors represented on each of the blanks. For instance, form 1 shown in Fig. 1 contains at its extreme left margin a red color line or space 1 and just inside of and following the red space is a green line or space 2. In form 2, Fig. 2, the green space 2 precedes the red space or line 1. In form 3, Fig. 3, the red and green color-lines are located at the right-hand end of the order-blank, the red 1 preceding the green 2. In form 4, Fig. 4, the green line or space 2 precedes the red line or space 1.

Each blank ordinarily contains the name of the railroad, as shown, and also contains such designating words as date, time, station, and train number, with spaces following such words wherein the operator may write the

necessary data to indicate the date, time, station, and the number of the train to which the order-blank refers. Each order-blank may be in the form of a sheet or card, leaving sufficient space 3 in which to write the full order in detail. The principal items of the order are, however, indicated by the red and green lines or spaces, and it will be seen that such instructions are comprehended at a glance. For example, in form 1 the colors precede the written message. The leading color is red, which indicates danger in all cases, the green following the red indicating caution. Form 1 in its language without any written message tells the trainman of danger ahead and indicates that he must observe caution to the next switch and that a train is coming to meet his train. The remainder of the message informs him as to where the passing place will be. The red calls for the undivided attention of the engineer, and the green following informs him that something is to be done to avoid the danger ahead, the written message informing him as to just what is necessary to be done. In form 2 the green precedes the red, and being located at the left-hand end of the order-blank, indicates danger ahead, as before. The green coming first informs him that he must observe caution, the red indicating that there is danger ahead, the message of the color lines or spaces conveying the instructions to him to watch the speed of his train and not proceed too fast. In form 3 the message precedes the colors, indicating that what the message has to do with is coming after, the same way as the train that receives the message is traveling. The red precedes the green, thus indicating that all possible caution is necessary to avoid danger, or, in other words, that the flagman must be on the alert. The written message tells what is to be done under the circumstances. For instance, it may indicate that the train will side-track for the other to pass or otherwise; but the signal indicated by the colors on the order-blank indicates danger ahead and calls for caution. In form 4, as in form 3, the message precedes the colors, the green occurring first and being followed by the red, which conveys the instructions that nothing but strict observance of the message written will avoid a calamity and that lives and property are in danger. It will thus be understood that the main items of the message or instructions contained on the order blank delivered to the

trainman are comprehended in an instant and by a mere glance at the order-blank thus put the trainman on the alert immediately, even before he reads the detailed message
5 written on the blank.

I claim—

A train-order system embodying a series of order-blanks, each having a space of suitable size and shape to receive a written message
10 or set of instructions, said blanks being provided with red and green color lines or marks and arranged for use in pairs, one pair being adapted to designate by the colors thereon general instructions pertaining to possible
15 contingencies ahead and the other pair being adapted to designate by the colors thereon

general instructions pertaining to possible contingencies in rear, said colors indicating significant orders to be followed, detailed, explained or modified by the specific character
20 of the written message, the colors upon the blanks of one pair preceding and those upon the blanks of the other pair following the message space, the colored lines upon the respective blanks of each pair being reversed in
25 precedence of arrangement.

In testimony whereof I affix my signature in presence of two witnesses.

GWILYM G. THOMAS.

Witnesses:

JNO. B. LAWRENCE,

LOUIS LEFEVRE.