

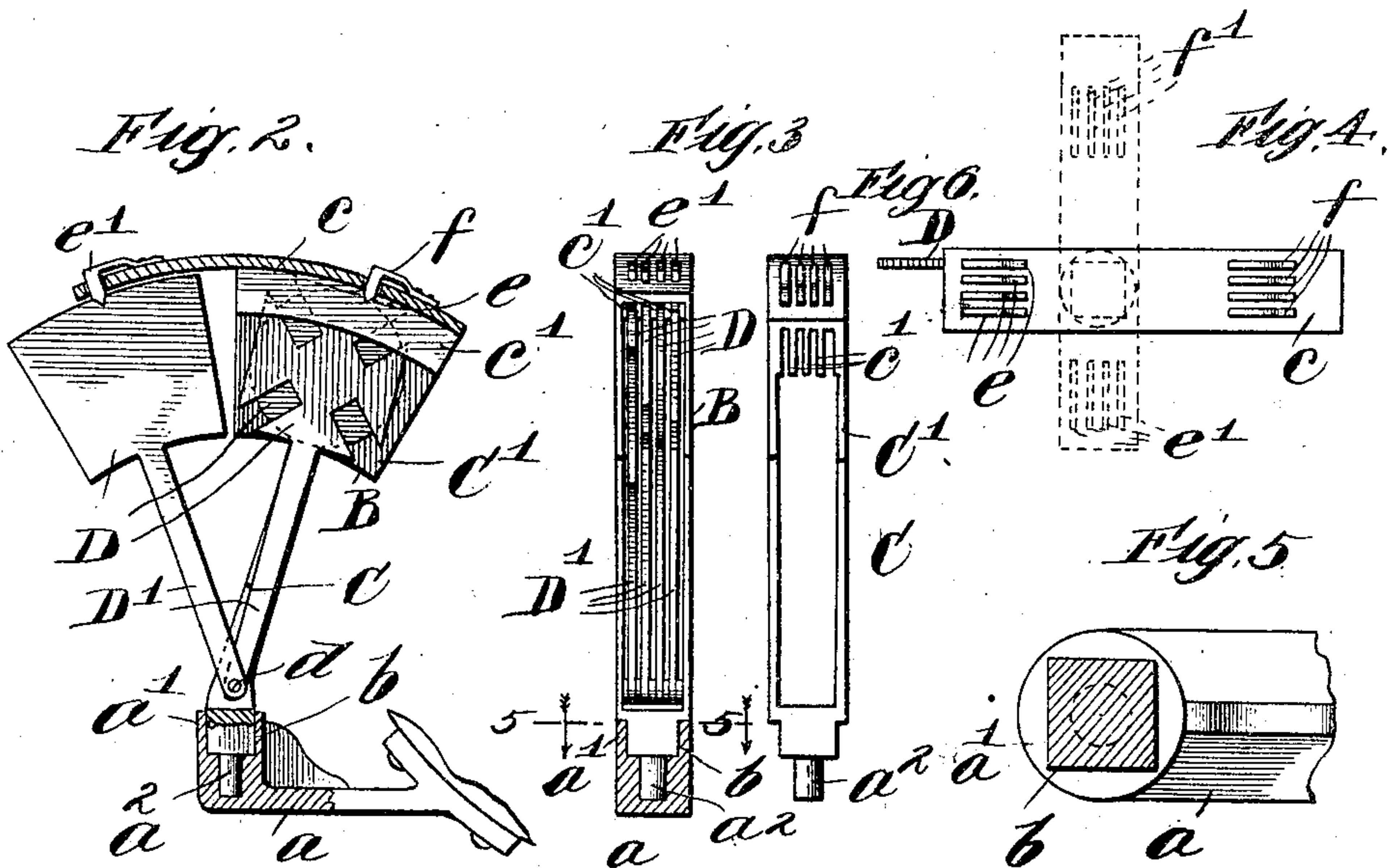
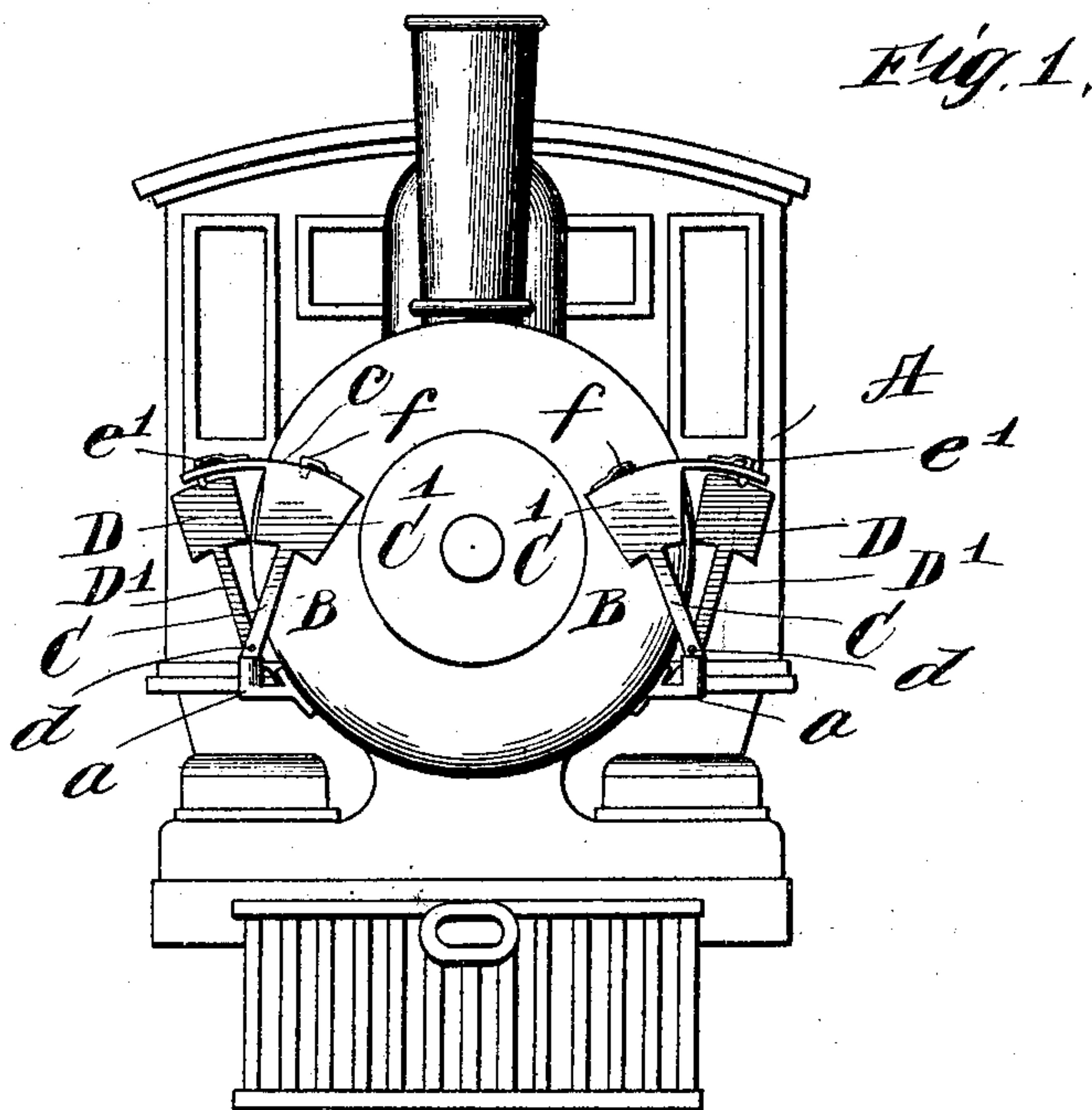
No. 877,385.

PATENTED JAN. 21, 1908.

W. N. THOMPSON.

RAILWAY SIGNAL.

APPLICATION FILED OCT. 15, 1906.



Witnesses:

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RAILWAY-SIGNAL.

No. 877,385.

Specification of Letters Patent.

Patented Jan. 21, 1908.

Application filed October 15, 1906. Serial No. 338,918.

To all whom it may concern:

Be it known that I, WALTER N. THOMPSON, a citizen of the United States, and a resident of Tucson, in the county of Pima and Territory of Arizona, have invented certain new and useful Improvements in Railway-Signals, of which the following is a full, clear, and exact description.

This invention relates to railway signals, and is especially useful in connection with devices of this character designed to be mounted upon a railway locomotive.

The primary object of my invention is to provide a railway signal which is simple and durable in construction, and inexpensive to manufacture, which is provided with a protective case and which may be rotated into an inoperative position when not in use.

A further object of my invention is to provide a device of this character in which the signals are characterized and distinguished one from the other both in form and color.

The invention consists in the construction and combination of parts to be more fully described hereinafter and particularly pointed out in the claims.

In the accompanying drawings forming part of this specification, and in which like reference letters indicate corresponding parts, I have illustrated one form of device embodying the principle of my invention, although the same may be carried into effect in other ways without in the least departing from the spirit thereof, and in these drawings

Figure 1 is a front elevation of a railway locomotive provided with signals of my invention; Fig. 2 is a front elevation of my invention showing a signal disk or target in operative position; Fig. 3 is an end view of Fig. 2; Fig. 4 is a top plan view of the apparatus with a signal displayed; Fig. 5 is a view taken on line 5—5 of Fig. 3 looking in the direction of the arrows; Fig. 6 is an end view of the signal case with the signals removed.

My invention may be applied to railway or other trains, or it may be used wherever signals of this character are employed at the present time. It is especially useful when mounted upon the forward part of a locomotive to take the place of flags or ordinary disks now provided for the purpose; and in this case it may be used, for instance, to indicate that a second section of the train is following the first.

In carrying out my invention I provide a

plurality of signals, targets or disks, which differ one from the other both in form and color, and in this way largely tend to eliminate the danger of misreading the signals when a train is moving rapidly; thus, I employ a red square which will distinguish from a green cross in both form and color. It will be understood that the choice of the forms and colors of the signals is entirely arbitrary and will depend upon the signal systems in vogue.

Referring more particularly to the drawings, Fig. 1 shows a locomotive A, having a pair of signals of my invention mounted thereon. The signals may be mounted upon any portion of the locomotive which is suitable for the purpose, and are supported in a base or standard *a*.

I provide a case B of sheet metal or other suitable material, which is adapted to provide a housing for the signal disks. The case B has a narrow elongated portion C rising from the base *a*, and an enlarged upper portion C'. Extending laterally from the upper portion C' is a curved guideway *c*. The signal disks D are secured rigidly upon standards D' which are pivotally mounted by means of a pin *d* within the case, the lower end of the standards being pivoted within the lower end of the part C of the case. The enlarged upper portion C' of the case receives the signal targets or disks D and completely incloses the same when they are not in service. The upper end of each disk has a notch *e* into which a spring catch *e'* drops to lock the disk in position. The spring catch *e'* is located in the guideway *c* and is adapted to drop into the notch *e* when the signal is laterally displaced from within the case.

The signal may be provided with any suitable number of standards and disks, which may be mounted upon a single pivot pin in the lower end of the case. The guideway *c* is divided into a number of channels or grooves corresponding to the number of signals by parting webs *c'* suitably secured within the guideway. Mounted upon the upper portion of the case B is a series of spring catches *f* having laterally disposed fingers which are adapted to pass through a suitable opening in the case and engage with the notches to hold the signal disks within the casing. A series of similar catches *e'* engage the same notches in the signal disks to hold them in set position when they are laterally displaced from the case.

The base a has an upturned extension a' which receives a vertical pivot a^2 at the lower end of the casing. An opening b approximately square is provided in the extension a' and below this opening is a round socket which receives the pivot a^2 . By reference to Fig. 6 it will be observed that the lower end of the signal case is round at the lower end and square above to fit in the above described socket. When the signal is not in use and it is desired to change the position of the case, the signal case is raised until the square portion is disengaged from the holder and the case can be turned so that it is located in an edge-on position with reference to the direction of motion of the locomotive, the pivot a^2 set back in the socket and the casing is held firmly in position.

I claim:

1. A railway signal, comprising a case adapted to be pivotally mounted upon a locomotive and having a lateral opening and a guideway projecting laterally therefrom, a standard mounted in said case and having a signal disk, said disk being adapted to move in said guideway when displaced from the case.

2. A railway signal comprising a case mounted upon a locomotive and having a lateral opening and a plurality of guides projecting laterally therefrom a plurality of signal disks differing one from the other in form and color pivotally mounted in said

case, said disks being adapted to be laterally displaced through said opening and being adapted to move in said guides, means for holding said disks in said case, and means for holding said disks in a set position.

3. A railway signal, comprising a case adapted to be mounted upon a locomotive and having a lateral opening and a guide member projecting laterally therefrom, said member having a plurality of guide grooves, a plurality of standards having signal disks pivotally mounted in said case and adapted to be laterally displaced therefrom, each of said disks being adapted to move in one of said grooves, and means for engaging said standards in fixed position.

4. A railway signal, comprising a case having a lateral opening and a guideway projecting laterally therefrom, a standard having a signal disk provided with a notch in one edge thereof, said disk being pivotally mounted in said case; a catch upon said case adapted to engage with said notch to hold said standard within said case, and a catch upon said guideway adapted to engage with said notch to hold said standard in set position.

In witness whereof I have signed this specification in the presence of two subscribing witnesses.

WALTER N. THOMPSON.

Witnesses:

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