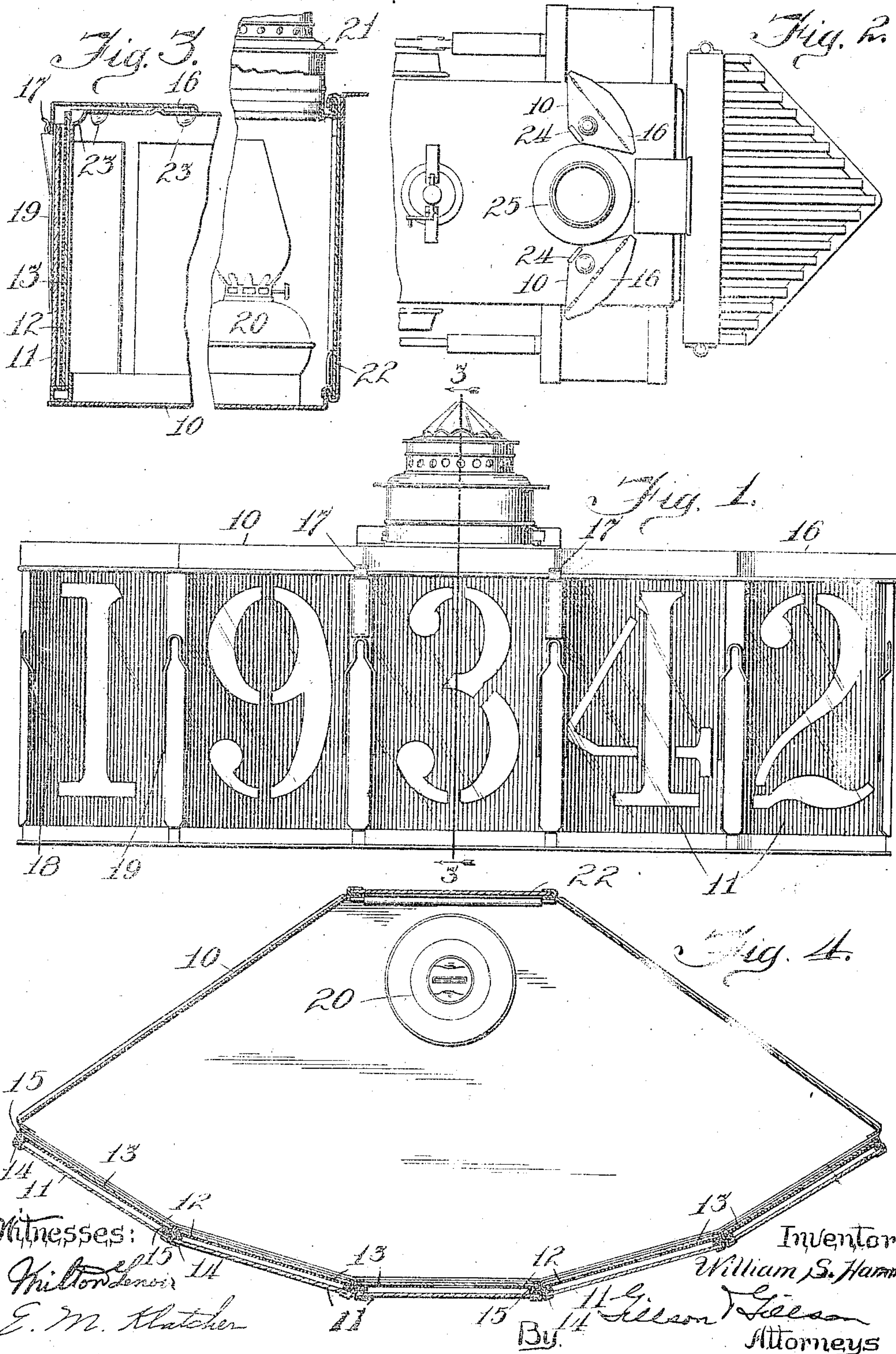


W. S. HAMM.
 TRAIN NUMBER INDICATOR.
 APPLICATION FILED JUNE 7, 1909.

994,838.

Patented June 13, 1911.



UNITED STATES PATENT OFFICE

WILLIAM S. HAMM, OF HUBBARD WOODS, ILLINOIS, ASSIGNOR TO THE ADAMS & WESTLAKE COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

TRAIN-NUMBER INDICATOR.

994,838.

Specification of Letters Patent.

Patented June 13, 1911.

Application filed June 7, 1909. Serial No. 500,751.

To all whom it may concern:

Be it known that I, WILLIAM S. HAMM, a citizen of the United States, and resident of Hubbard Woods, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Train-Number Indicators, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to that class of devices adapted to be mounted upon a railway train, usually upon the engine or the caboose, for the purpose of indicating the number assigned to the train, and so displaying the number that it may easily be read from a station platform or by the engineer of a train which may be met on the road. The number of the train may be changed, or the number of the caboose upon which the device is mounted may from time to time be attached to various trains. Difficulty has been encountered in devising devices of this character which will conspicuously and plainly display the train number in such position that it may be read from the various points of view which may be occupied by persons interested, and it has also been difficult to uniformly and plainly illuminate all the figures of the number in a device adapted to be thus positioned. The number must be read quickly, especially if the train is at high speed, and there may be no repetition of it to enable the observer to verify his reading. If the illumination of the various characters is not uniform, a strong impression is made up of the character most strongly shown, and those which are not so clear are really rendered less visible by reason of the brighter illumination of their companions, with the result that inaccurate readings are not uncommon. These difficulties have been overcome in the present device, as will be hereinafter pointed out; and the invention consists in a structure such as described and as illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of the device; Fig. 2 is a detail plan view of a locomotive equipped with a pair of the devices; Fig. 3 is a detail vertical section on the line 3—3 of Fig. 1; and Fig. 4 is a plan section of the device.

The device comprises a box 10, preferably made of sheet metal, and which in plan section

is fan shaped, the wider expanses of the fan constituting the front of the box and being subdivided into panels, as many being employed as there are characters in the largest number required to be displayed. As shown, there are five panels, the number 19,342 being exhibited, each of the figures of the number occupying a single panel. Each panel comprises an outer transparent plate 11, an intermediate stencil plate 12, and an inner translucent plate 13, preferably made of what is known in the trade as opal glass and which, when illuminated, is white. The several plates are inserted from above in suitable ways, two sets being shown, as represented at 14, 15, the outer plate 11 occupying the ways 14 and the two inner plates 12, 13, entering together the ways 15. For convenience in removing the plates a depression or thumb-hole 23 may be formed in the top of the box adjacent the center of each panel.

An openable cover plate 16 forms a part of the top of the box and permits access to the ways for the purpose of inserting and moving the plates. This cover may be secured, when closed, by any suitable means, such as the spring catches 17. Springs, as 18, 19, may be attached to the stiles supporting the panels in such manner as to bear against the outer faces of the plates 11.

A lamp 20, of any suitable form, is located adjacent the acute angle of the box, and a ventilating dome 21 is mounted on the top of the box over the lamp.

Access is gained to the interior of the box for the purpose of inserting, moving or trimming the lamp through a slide door 22, preferably located at the back of the device and running in vertical ways.

The device, when used upon a locomotive, as 24, is preferably placed and properly secured adjacent the smoke stack 25, one being placed at each side thereof and so positioned that the front is substantially at an angle of sixty-five degrees to the track and inclines inwardly toward the front of the engine. When so placed all of the panels come within the view of a person standing upon a station platform or riding upon the engine of an oppositely moving train, as the train approaches, and remain in view even though the train may be moving at a high rate of speed, for a sufficient time to enable him to certainly comprehend the

number displayed. When mounted at the rear end of a train and facing backwardly, it is plainly readable either from a station platform or an oppositely-moving train after the train carrying it has passed.

5 The shape of the box, the location of the lamp substantially at its apex, and the subdivision of its front into panels, so dispose the several figures of the number that they
10 are approximately perpendicular to radii from the lamp as a center, thus insuring strong and uniform illumination of all the characters.

The term lamp as herein used will apply
15 to any light-producing device, as a gas burner, or an oil or electric lamp.

I claim as my invention—

1. In a train number indicator, a casing, a

lamp within the casing, a series of translucent panels forming together a side face
20 of the casing and arranged in intersecting planes, the several planes being approximately perpendicular to radii from the lamp as a center.

2. In a train number indicator, a casing
25 a lamp within the casing, a series of translucent panels bearing characters collectively indicating a train number and forming together a side face of the casing and arranged
30 in intersecting planes, the several planes being approximately perpendicular to radii from the lamp as a center.

WILLIAM S. HAMM.

Witnesses:

LOUIS K. GILLSON,
E. M. KLATCHER.