

(No Model.)

J. C. McKENZIE.

TRAIN INDICATOR.

No. 261,013.

Patented July 11, 1882.

Fig. 1.

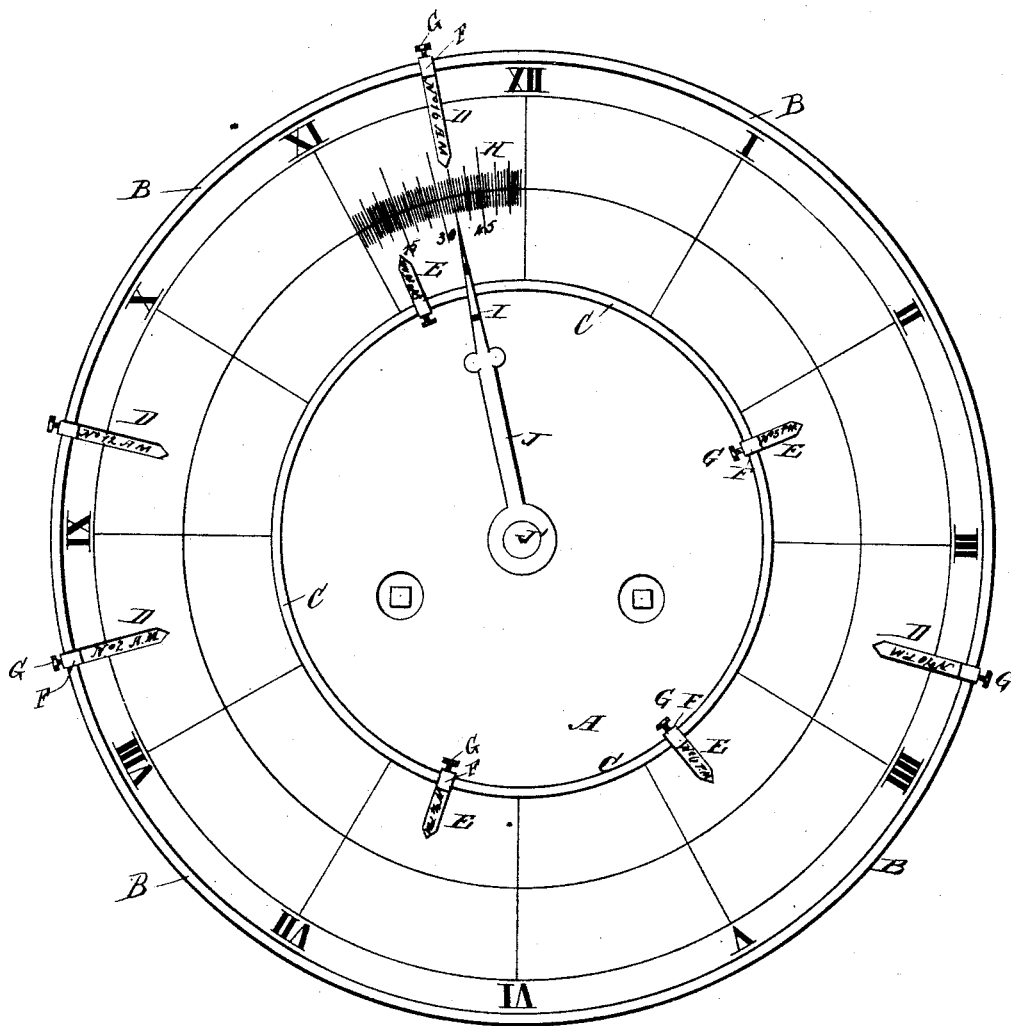
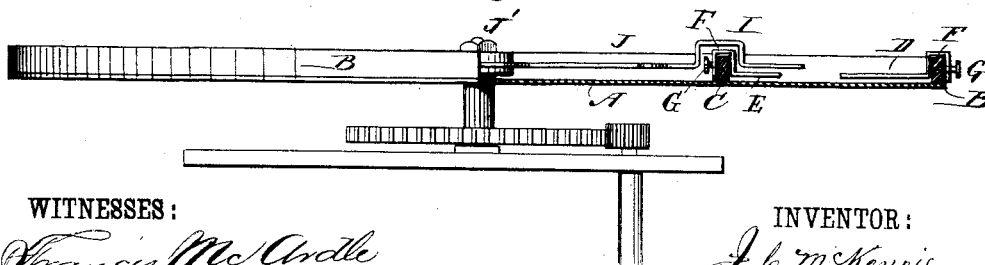


Fig. 2.



WITNESSES:

Francis McCordle.
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JOSEPH C. McKENZIE, OF BEAVER FALLS, PENNSYLVANIA.

TRAIN-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 261,013, dated July 11, 1882.

Application filed April 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH C. McKENZIE, of Beaver Falls, in the county of Beaver and State of Pennsylvania, have invented a new and Improved Train-Indicator, of which the following is a full, clear, and exact description.

This invention consists of an improved construction and arrangement of the clock-dial and tablets for use in railroad-stations, hotels, post-offices, and other places for indicating the time of arrival and departure of trains, mails, &c., the same being as hereinafter more fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a plan view of a clock-dial constructed and arranged in accordance with my invention, and Fig. 2 is partly a side elevation and partly a section of the dial and clock mechanism represented in Fig. 1.

A represents the clock-dial, whereon, at the periphery, or thereabout, I apply a rim or flange, B, forming a circular rail slightly projecting forward or frontwise from the face of the dial, and C represents another similar flange of smaller circumference, projecting from the face of the dial, midway or at any suitable distance between the outer rail, B, and the center of the clock-dial.

To the rails B C, I apply tablets D E, as shown, for indicating the mail or train times, the said tablets consisting of a thin flat bar of metal of suitable length and breadth, having a bent clip, F, at one end and a binding-screw, G, by which to be readily attached to the rails and detached for shifting along said rails. These tablets, being pointed at the other ends, will have the numbers of the trains they represent, and, being colored to represent trains of different kinds, and also having the meridional characters, will be attached to the respective flanges B or C opposite and pointing to the time-scale on the dial, as shown, those on the outer flange, B, being for trains moving in one direction and those on the inner flange, C, for trains going the other way. Together with these tablets so attached I propose to divide the time-scale of the clock-dial into minutes for the hour-hand J, as shown at H, so that the one clock-hand will show both the

hour and minute, thus dispensing with the minute-hand in order to avoid mistakes which, it will be noticed, might occur by the use of it.

To enable the flange C to be employed without interference with the clock-dial hand, the latter is bent at I, so as to cross over the flange without being extended outward from its center post, J', at an angle with the face of the dial.

It will be noticed that the hand of the clock always comes in direct line with the tablets when the trains are due, thus indicating the time required to await the coming train, or when the hand has passed the tablet, the extent to which overdue trains are late.

A series of any desired number of flanges with tablets may be placed on the same dial and made distinguishable by variety of color to indicate arrival of and departure of trains of various intersecting railroads at a junction, and instead of using the train-numbers on the tablets they may be marked with the names of stations for use with the clock-dial in moving trains, to indicate the stops and their relation to schedule time, for which latter use the tablet-carrying flanges may be removable for substitution of others after a run of twelve hours, the hand J being jointed inside the inner flange for folding back its head or point portion for convenience in changing the flanges.

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

1. A train-indicator constructed, substantially as herein shown and described, with an index-hand actuated by clock mechanism, moving over a graduated dial provided with flanges carrying adjustable indicator-tablets, the dial being adapted to receive a series of such flanges and tablets for indicating the movement of trains on one or more railway-lines in the stations, or for indicating the stops on the moving trains, as set forth.

2. The combination, with the clock-dial A, of the flanges B C and tablets D E, substantially as specified.

3. The tablets D E, constructed with a bent clip, F, and having a binding-screw, G, in combination with flanges B C of a clock-dial, A, substantially as specified.

4. The combination, in a train-indicator, of

a clock the dial of which has the time-scale at hours and minutes for the hour-hand, and the two sets of adjustable tablets D E, substantially as specified.

5 5. The combination, in a train-indicator, of a clock the dial of which is provided with the time-scale in hours and minutes for the hour-hand, and the flanges B C, and the two sets of adjustable tablets D E, substantially as
10 specified.

6. In a train-indicator consisting of a clock having flanges B C and the tablets D E, the hand or hands of the clock constructed with an offset, I, crossing flange C, substantially as specified.

JOSEPH C. McKENZIE.

Witnesses:

WILLIAM LINDSAY;
CHAS. F. MARQUIS.