(Model.) 2 Sheets—Sheet 1.

J. MONTGOMERY.

Lantern Sign for Locomotive Engines.

No. 239,334. **Patented March 29, 1881.**

Fig. 1.

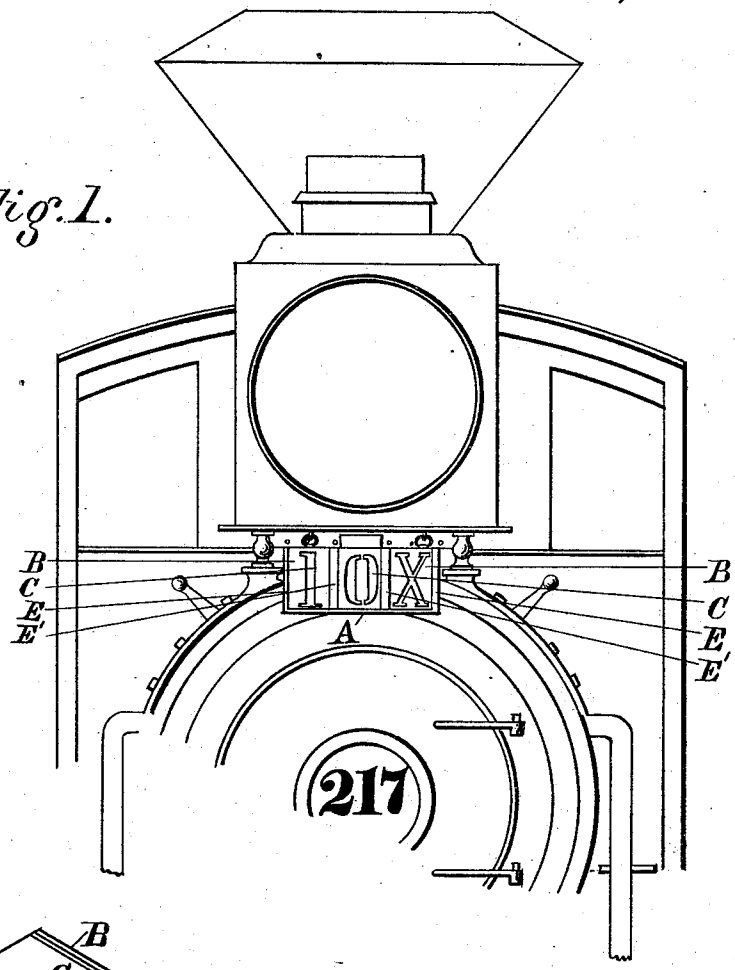
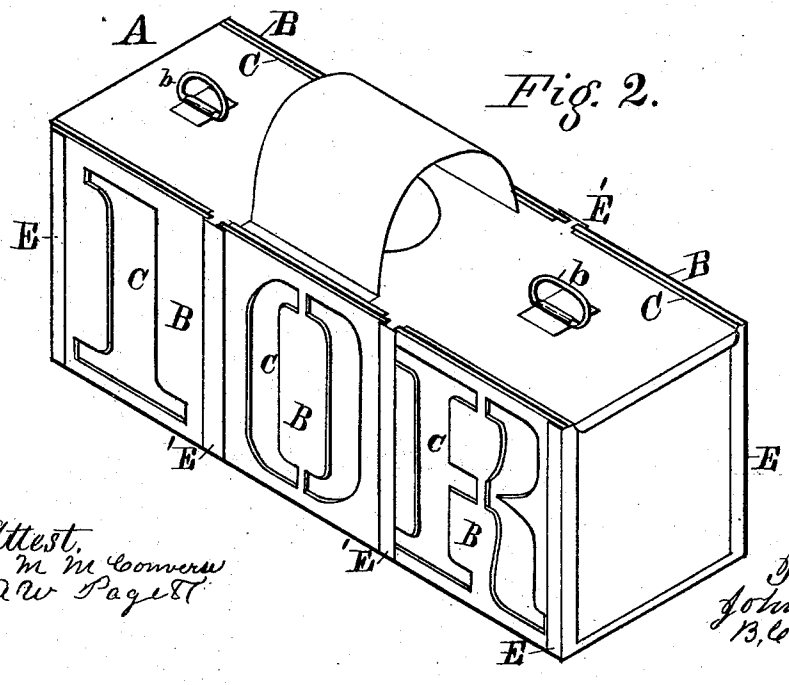


Fig. 2.



Attest,
M. M. Converse
A. W. Paget

Inventor.
John Montgomery
by C. C. Converse Atty.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

(Model.) 2 Sheets—Sheet 2.

J. MONTGOMERY.

Lantern Sign for Locomotive Engines.

No. 239,334. Patented March 29, 1881.

Fig. 3.

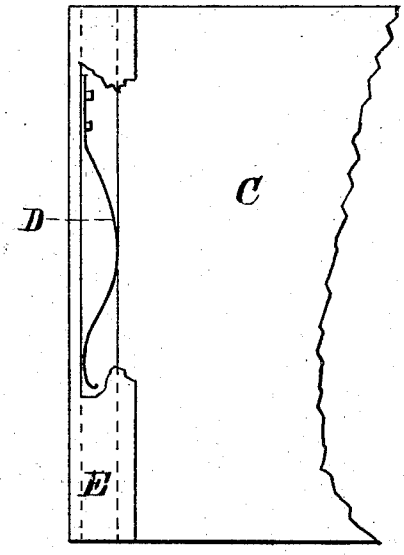
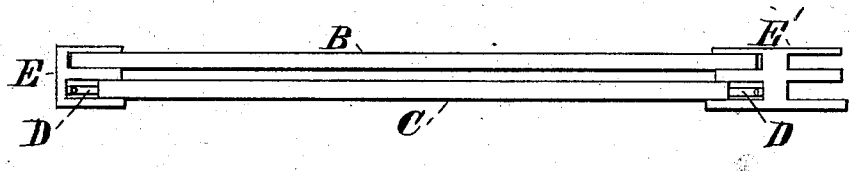


Fig. 4.



Attest.
M. M. Converse
A. W. Paget

Inventor.
John Montgomery.
B. C. Converse, Atty.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN MONTGOMERY, OF SPRINGFIELD, OHIO.

LANTERN-SIGN FOR LOCOMOTIVE-ENGINES.

SPECIFICATION forming part of Letters Patent No. 239,334, dated March 29, 1881.

Application filed September 13, 1880. (Model.)

To all whom it may concern:

Be it known that I, JOHN MONTGOMERY, of the city of Springfield, in the county of Clarke and State of Ohio, have invented a new and useful Improvement in Lantern-Signs for Locomotive-Engines, of which the following is a specification.

My invention relates to an illuminated lantern-sign having letters and figures in the face or side of the same, so that the number and class of the engine can be readily seen as the train approaches.

The object of this invention is to facilitate the moving of trains on railroads according to prescribed rules, to wit: passenger, red light in letters; freight, green light in letters; construction, uncolored glass; special passenger, red, white, and red; special freight, green, white, and green; or, by the display of red, green, and white lights, singly or in combinations of two or three colors, to denote the different class of trains operated by the railroad using this lantern; and, also, the object of my invention is to show letters and figures denoting the class, number, and service of the engine to which it is attached, in colors distinguishing the same.

Heretofore letters and figures have been used with the figures and letters painted upon ordinary glass, and also shown in relief upon clear glass plates in a frame; but as the former is subject, from vibration and shocks in stopping and starting the engine, to be easily broken, its use entails much expense, as the panes of glass must be often replaced. In the latter invention the light is thrown through the glass from the head-light, and its near proximity to that prevents the characters on it from being readily distinguishable. Besides this, it is also liable to breakage, and, as it has been used with clear glass only, it does not partake of the nature of my invention, which is designed to show, by the particular color of the glass, the class to which the engine belongs, by the figures the number, and by the letters the service in which it is employed.

Figure 1 is a partial front view of a railroad-locomotive having my improvement applied thereto. Fig. 2 is an enlarged view of the lantern. Fig. 3 is an enlarged view of a corner section with the parts broken out to show the interior device. Fig. 4 is a top view of the letter-plate and glass, and shows the triple flanges which retain them in position.

A is the lantern, which is made in the form of a long square box, of sheet metal, with an iron frame. It has a sheet-metal back, and its ends have slide-doors, which can be drawn out from the top. It can carry one or more lamps, and it is provided with two rings, *b*, on the top, one at each end, by which it is suspended under the head-light board. It is provided with three spaces for figures and letters. These are made open, as seen in the figures, and may be cast to give them strength. They slide into the frame, between posts formed with vertical flanges, as shown in Fig. 4, in which B is the letter-plate; E, the corner post, and E′ one of the middle posts, of the lantern-frame. These latter have flanges on each side for the reception of the letter-plate and glass of the contiguous panel. A thicker flange divides the glass and letter-plate, so as to prevent all danger of contact.

C is the glass, which slides down between the middle and inside flanges of the post. It is narrower in width than the plate in front of it, leaving a space at each side within the flanges, and in this space is a long curved spring, D. This is riveted to the body of the post, its bend pressing against the edge of the glass, and its free end resting against the post. These springs retain the glass in position, and prevent any danger of breakage.

In using my improved lantern, green glass may be used for "regular" trains, red for "extra," and blue for "special." 10 R denotes No. 10 "regular;" 10 X, No. 10 "extra." S P L indicates "special."

The metal plates and the glass sections are all interchangeable.

I claim as my improvement—

1. The improvement in the art or mode, hereinbefore described, of indicating the number and class of service of an approaching engine, which consists in suspending and displaying under the reflecting-surface of the head-light a lantern having specially-colored glass and open letters or figures.

2. The combination, in a lantern adapted to be suspended under the reflecting-surface of a head-light of a locomotive, of specially-colored

glass, to distinguish the class to which the engine belongs, and open letters and figures, indicating the number and kind of service to which the engine belongs.

3. In a lantern for locomotives, the combination of the vertical triple-flanged posts E and E′, plates B, glass C, and springs D, as and for the purpose hereinbefore set forth.

4. A lantern for locomotives having upright triple-flanged posts and interchangeable metal letter and figure plates, in combination with interchangeable colored-glass plates and springs for retaining the latter in position, substantially as hereinbefore set forth.

JOHN MONTGOMERY.

Attest:
CARLTON UTLEY,
B. C. CONVERSE.