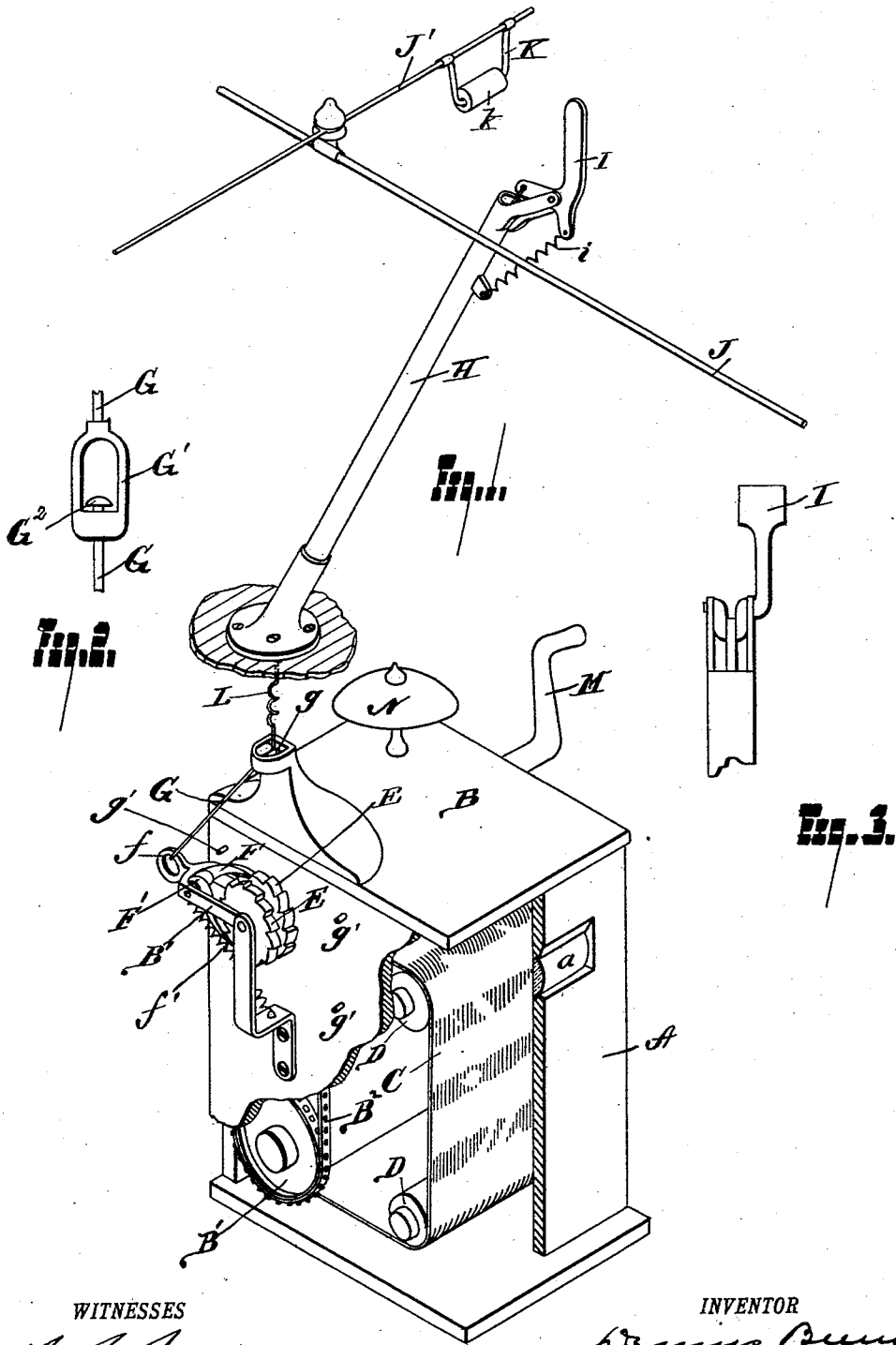


(No Model.)

D. BEEMER.
STATION INDICATOR.

No. 572,189.

Patented Dec. 1, 1896.



WITNESSES

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DENNIS BEEMER, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-EIGHTH TO
WILLIAM BUCKOW, OF SAME PLACE.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 572,189, dated December 1, 1896.

Application filed March 7, 1896. Serial No. 582,234. (No model.)

To all whom it may concern:

Be it known that I, DENNIS BEEMER, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have
5 invented a certain new and useful Improvement in Street-Indicators for Cars; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it
10 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improvement in devices for indicating the names of streets or
15 stations about to be approached by the car in which the street-indicating device is located.

In the drawings, Figure 1 is a perspective view of my device with parts broken away so as to disclose the interior construction.
20 Fig. 2 is a detailed view of one of the parts. Fig. 3 is a variation of the tripping-lever.

In the drawings, A represents the outside casing.

B' B' are rolls to which are engaged the
25 ends of the ribbon C. These rolls are connected together by a sprocket-chain B², operating suitable gears mounted on the same shaft with said rolls. This ribbon C passes over the idlers D D. On the surface of the
30 ribbon are printed the names of the streets intersecting the street traversed by the car on which this street-indicating device is located. A suitable opening is provided in the casing A, through which to view the names
35 of the streets, in which is located the lens a, for the purpose of showing more clearly to those at some distance from the indicator the names of the streets.

On the shaft on which one of the rolls B' is
40 mounted are ratchet-wheels E. Pivoted on this same shaft is a suitable hanger F, in which are hung dogs F' for operating said sprocket-gears. The hanger is also provided with a ring f at the rear, through which is
45 engaged the wire cable G. The spring f' is also connected with this ring and secured to the bearing or other suitable point so as to draw the hanger down, in order that the dogs may engage the successive teeth on the
50 ratchet-gears. The wire cable G passes be-

tween suitable friction-rolls suitably mounted on top of the case or cabinet A. This cable passes thence through a tube H, mounted upon the top of the car and connected with a bell-crank I, suitably mounted at the top,
55 or another form of lever, such as shown in Fig. 3. This bell-crank has a spring i secured to the tube H, for the purpose of maintaining the long arm of the bell-crank in an elevated position.
60

J represents the ordinary trolley-wire employed, and J' is one of its supporting or tie wires. On the supporting or tie wire farthest from the street about to be approached by the car is suspended a suitable hanger K,
65 provided with a friction-roll k. It will be seen that when the car passes under this tie-wire the long arm of the bell-crank I will come in contact with the friction-roll k, causing the wire cable G to be drawn upward, and
70 thus through its connection with the hanger F, in which are mounted the dogs F', will cause one of the ratchet gear-wheels E to turn a suitable distance, the throw being limited by the removable pins or stops g'.
75

To prevent any strain upon the operating mechanism, a spring is provided, connected with the wire cable, as shown at L, offering sufficient resistance to cause the dogs to operate the ratchet-gears, but still springing sufficiently so that there will be no danger of any damage being done by a sudden blow given to said operating mechanism. The sleeve G' (shown in Fig. 2) may or may not be employed.
80 It is sometimes necessary for the motorman to back his car, and if this necessity should arise to prevent the bell-crank from operating the winding-rolls the device referred to is introduced.
85

G' is a sleeve connected with the wire cable
90 G at the top rigidly, but sliding freely on the cable G below, the lower portion of the cable being provided with a suitable head G².

It will be seen that when the bell-crank comes in contact with the hanger when the
95 car is traveling forward the sleeve coming in contact with the head G² will operate the winding-rolls through its operating mechanism, but when the car is caused to go backward the bell-crank coming in contact with
100

the hanger will force the sleeve down over the lower wire cable without causing any further movement.

The variation shown in Fig. 3 provides means for operating the cable G when the car travels in either direction. A crank is provided, as shown at M, by which the conductor can reverse the ribbon if the device is employed on a belt-line car. If, however, the device is employed on a car which reverses the direction of its travel, it is only necessary to swing the hanger with its dogs in the opposite direction to that shown in the drawings, when the ribbon will reverse, exposing the streets in their proper order.

N is a bell mounted on the cabinet arranged to signal whenever a street-name is exposed to view. If desired, an electric light may be located inside the cabinet, so as to show the street-names clearly at night.

While I have described my invention for use on street-cars, it is equally well adapted for railroad purposes.

Having thus described my invention, what I claim is—

In a street-indicating device for cars, the combination of a ribbon having the street-

names or stations printed thereon, winding-rolls for carrying and winding said ribbon, said rolls mounted in a cabinet having an opening through which to view the names, suitable belting connecting the roll winding up the ribbon with the roll from which it is unwound, ratchet-wheels mounted on the shaft of one of said winding-rolls, and a swinging arm pivoted to said shaft, a double dog pivoted to said swinging arm adapted to engage the teeth of the ratchet-wheels, a spring for drawing the swinging arm to the limit of its stroke, pins *g'* to limit the travel of the swinging arm, a cable having one end attached to the swinging arm, the other to a bell-crank mounted in a standard on top of the car, a spring L forming a part of said operating-cable and located between the tripping and actuating levers, and means suspended above the car for tripping said bell-crank, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

DENNIS BEEMER.

Witnesses:

C. H. FISK,
G. M. DAVIS.