

J. TUREK.
 OPERATING MECHANISM FOR STREET INDICATORS.
 APPLICATION FILED MAY 26, 1911.

1,007,507.

Patented Oct. 31, 1911.

2 SHEETS—SHEET 1.

FIG. 2.

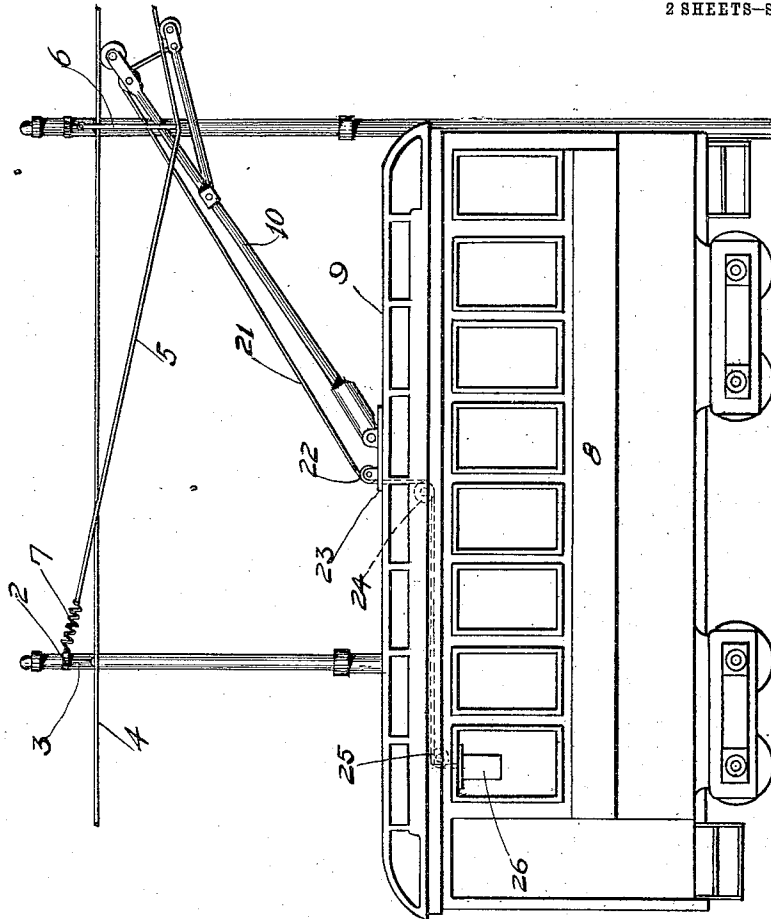
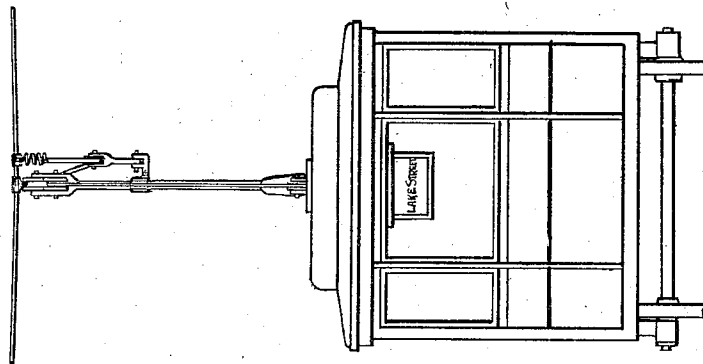


FIG. 1.



WITNESSES:

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R. H. Butler

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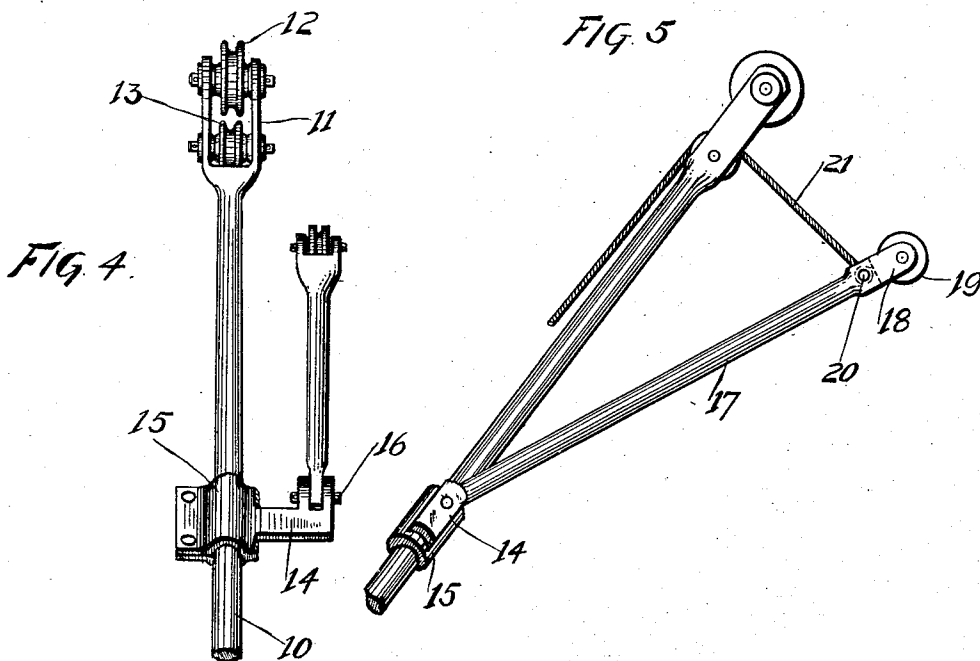
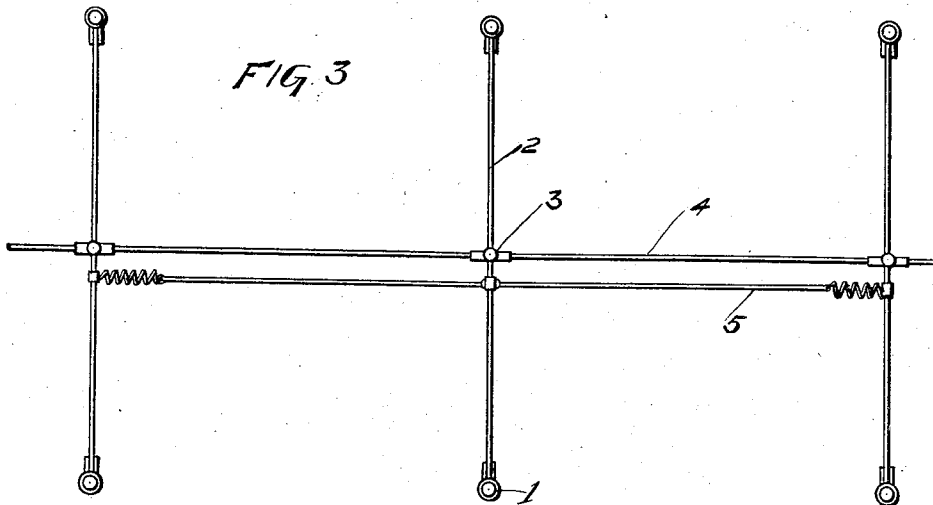
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 ATTORNEYS.

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2 SHEETS-SHEET 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOE TUREK, OF CHRISTOPHER, ILLINOIS.

OPERATING MECHANISM FOR STREET-INDICATORS.

1,007,507.

Specification of Letters Patent.

Patented Oct. 31, 1911.

Application filed May 26, 1911. Serial No. 629,641.

To all whom it may concern:

Be it known that I, JOE TUREK, a subject of the King of Bohemia, residing at Christopher, in the county of Franklin and State of Illinois, have invented certain new and useful Improvements in Operating Mechanism for Street-Indicators, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to an operating mechanism for street indicators, and the object of my invention is to provide a trolley device that can be readily installed in connection with the present type of electric street railway trolley systems for actuating street indicators located within the cars.

A further object of my invention is to provide an automatic operating mechanism for indicators that will relieve a conductor or motorman of all responsibility in operating street indicators, the mechanism being simple in construction and not liable to be injured by ordinary use.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawings, wherein:—

Figure 1 is a front elevation of the mechanism. Fig. 2 is a side elevation of the same. Fig. 3 is a plan of a portion of the main trolley wire and the actuating wire. Fig. 4 is an enlarged front elevation of a portion of the trolley pole in accordance with this invention, and Fig. 5 is an enlarged side elevation of the same.

The reference numeral 1 denotes street poles connected by transverse hanger wires 2 and suspended from these wires by hangers 3 is a main trolley wire 4, this construction being of an ordinary and well known type used in connection with the present type of trolley systems.

The reference numeral 5 denotes an actuating wire carried by the hanger wires 2, adjacent to the main wire 4 and at a point in the vicinity of the intersection or crossings of streets. The actuating wire is held by a hanger 6 arranged intermediate the ends thereof and by coiled retractile springs 7 connecting the ends of the actuating wire to hanger wires 2.

The hanger 6 is of a greater depth than the hangers 3, whereby the central portion of

the actuating wire will be in a plane below the main trolley wire 4. The actuating wire 5 has this V-shaped formation for a purpose that will presently appear.

The reference numeral 8 denotes an ordinary type of electric trolley car having the roof 9 thereof provided with a trolley pole 10. The trolley pole 10 has an elongated harp 11 containing a revoluble trolley wheel 12 adapted to travel upon the main wire 4 and a revoluble sheave 13.

Mounted upon the pole 10 at a point below the harp 11 is a bracket 14, said bracket being held by a clamp or sleeve 15. The bracket 14 is bifurcated and pivotally mounted in said bracket by a pin 16 is an actuating arm 17 having the upper end thereof provided with a harp 18 for a revoluble wheel 19 adapted to travel upon the actuating wire 5. Attached to the harp 18 by a pin 20 is the upper end of an actuating cable 21. This cable passes over the sheave 13, downwardly over a sheave 22 arranged upon the trolley base 23 of the car, through the roof 9 and under a sheave 24 arranged within the car. The cable extends forward or rearward over another sheave 25 and then to a street indicator 26 located within the car. The indicator 26 can be of any type that is actuated by a cable or lever, and as the indicator forms no part of my invention, I have deemed it unnecessary to illustrate or describe in detail any one of the many street indicators in connection with which my mechanism could be used.

The wheel 19 is normally supported in a position to engage the actuating wire 5, and as the upper end of the arm 17 is depressed at the apex of the actuating wire 5, the cable 21 will be pulled upon to actuate the street indicator 26. After the street indicator has been actuated the actuating arm 17 assumes its normal position to encounter the actuating wire at the next crossing or intersection of streets.

It is thought that the operation and utility of the mechanism will be apparent without further description, and while in the drawings there is illustrated a preferred embodiment of the invention, it is to be understood that the structural elements are susceptible to such changes as fall within the scope of the appended claims.

What I claim is:—

1. An operating mechanism for street car indicators comprising a trolley adapted to

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travel upon a trolley wire and including a pole, a flexible actuating member having each end provided with a coiled spring, supporting means to which each end of said member is attached, a vertically-disposed element engaging with said member intermediate its ends for depressing the same transversely centrally thereby causing said member to extend upwardly in opposite directions at an inclination from the center toward each end thereof, an arm pivotally supported from said trolley pole and provided with a wheel adapted to travel upon said member thereby shifting said arm, and an actuating cable connected to said arm and extending through said pole and adapted to be connected to an indicator for operating the same when said arm is shifted.

2. An operating mechanism for street car indicators comprising in combination a trolley including a pole provided near its upper

end with a sheave, an actuating member extending upwardly at an inclination in opposite directions from the center toward each end thereof, said member having resilient ends, supporting means for the ends of said member, an arm pivotally connected at its lower end with said trolley pole and having its upper end provided with a wheel adapted to travel upon said member thereby shifting said arm, and an actuating cable connected at one end to the upper end of said arm extending over said sheave and adapted to be connected to the indicator whereby when said arm is shifted, the indicator will be operated.

In testimony whereof I affix my signature in the presence of two witnesses.

JOE TUREK.

Witnesses:

FRANK SEDLACEK,
RUDOLF KOPEZ.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."