

G. H. DOYLE.
STREET INDICATING DEVICE.
APPLICATION FILED JAN. 18, 1909.

951,600.

Patented Mar. 8, 1910.

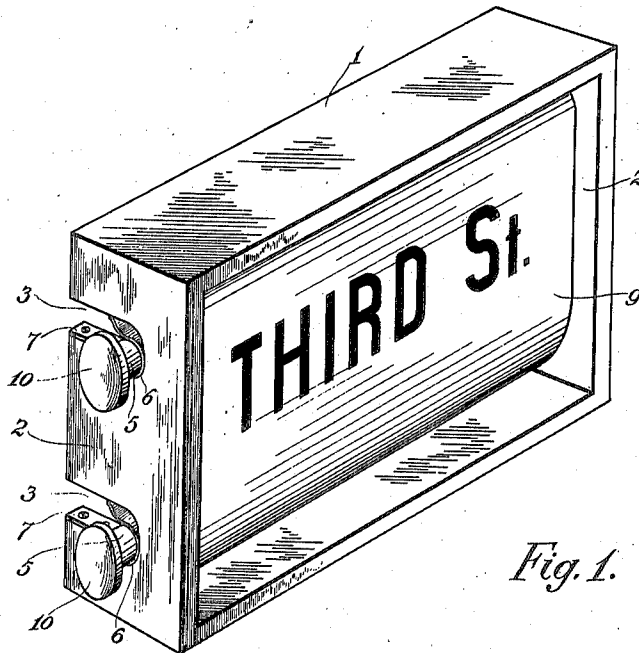


Fig. 1.

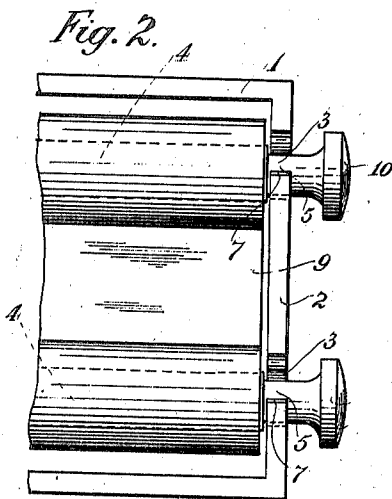


Fig. 2.

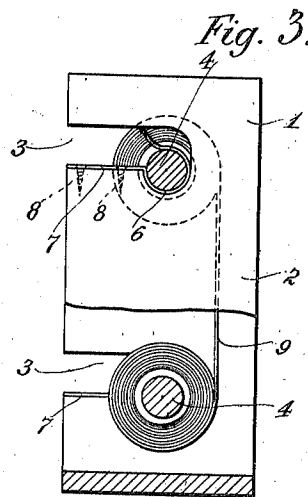


Fig. 3.

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UNITED STATES PATENT OFFICE.

GEORGE HENRY DOYLE, OF PARDEEVILLE, WISCONSIN.

STREET-INDICATING DEVICE.

951,600.

Specification of Letters Patent.

Patented Mar. 8, 1910.

Application filed January 18, 1909. Serial No. 472,795.

To all whom it may concern:

Be it known that I, GEORGE H. DOYLE, a citizen of the United States, residing at Pardeeville, county of Columbia, and State of Wisconsin, have invented certain new and useful Improvements in Street-Indicating Devices, of which the following is a specification.

My invention relates to street indicating devices, and more specifically to that class of the same adapted to be arranged in a street car to indicate to the passengers thereof the next street to be crossed by the car.

The object of my invention is to provide a device of the character described which may be arranged in any convenient and conspicuous place in the car, preferably at the forward end portion thereof, the same being adapted to be operated by either the conductor or the motorman of the car.

A further object of my invention is to provide a device of the character stated which will be of great efficiency and which will be extremely simple of construction, hence of low cost to manufacture.

Other objects will appear hereinafter.

With these objects in view my invention consists generally in a preferably rectangular frame or casing in which is rotatably mounted a pair of rollers, adapted to carry a curtain upon which is arranged in succession the names of the streets crossed by the car in which the device is arranged, said rollers being adapted to be rotated by the conductor or motorman as the car progresses so as to indicate the name of each street immediately before the car crosses the same.

My invention further consists in certain details of construction and arrangement of parts all as will be hereinafter fully described and particularly pointed out in the claim.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a perspective view of the preferred form of my device. Fig. 2 is a rear elevation of an end portion thereof, and Fig. 3 is an end elevation thereof, portions being broken away so as to better illustrate its construction.

Referring now to the drawings 1 indicates a preferably rectangular frame or casing opened at both front and rear, the same being preferably formed of wood, although

any other suitable material may be used in its construction. Provided in either of the side or vertically disposed portions 2 of the frame 1 are rearwardly opening similarly shaped, preferably angular slots or recesses 3, the slots provided in one side of said frame being in transverse or horizontal alinement with corresponding slots provided in the opposite side thereof.

4. indicates rollers, preferably formed of wood, the reduced end portions 5 thereof being adapted to be inserted and to rest snugly in the forward depressed end portion 6 of the slots 3. The shoulders formed by the reduced portions 5 will prevent longitudinal movement of the rollers. In order to guard against accidental displacement of the rollers 4, and further in order to act as a bushing or lining for the slots so as to prevent wear thereon, I provide each of said slots with metal spring members 7, the same being secured therein, preferably by means of screws 8. By such provision it is obvious that said rollers may be readily and easily removed or replaced, the same being, when in position in said slots, guarded against possible accidental displacement, because of the jarring and jolting of the street car. The spring members 7 also serve as friction brakes for the rollers 4 to prevent accidental rotary displacement thereof. Carried by said rollers, that is carried thereon, is a flexible strip or curtain 9, preferably of cloth although not necessarily. Arranged upon said curtain, in succession are the names of the streets crossed by the car in which the device is to be arranged.

The device being arranged and secured in a conspicuous place in the car, as the latter nears its various street crossings, the motorman or conductor, by means of the handpieces 10 provided at either of the ends of the rollers 4, turns the proper roller, thereby winding the curtain thereon and unwinding it from the other, until the name of the street appears, thus indicating to the passengers the next street to be crossed by the car. By the provision of a device of such construction it is obvious that, because of its inexpensiveness, a frame 1 may be arranged at either end of a car, hence at the end of a run, in which event the car proceeds in the opposite direction, the rollers and the curtain carried thereby may be detached from one frame and placed in the other, the doing of which evidently occupies practically no

time at all. However, if desired, the whole device may be removable. Upon the return trip of the car it is evident that the curtain will be wound in the opposite direction, as
5 the order of the streets crossed is reversed.

While I have shown what I deem to be the preferable form of my device, I do not wish to be limited thereto, as there might be many changes made in the details of construction and arrangement of parts without
10 departing from the spirit of my invention. And though I have described and designed my device with special reference to street cars, in the indication of the streets crossed
15 thereby, I may use the same for any other purpose to which it is applicable. As for instance, if desired, the device may be used on railway trains to indicate the stations at which the train will stop, in which event
20 the names of stations instead of streets will be arranged upon the curtain, such applica-

tion being entirely within the scope of my invention.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

An indicating device of the class described, comprising a frame 1 provided with slots 3 in the ends thereof; metal spring members 7 in the slots 3; rollers 4 mounted
30 in spring members 7, the said members 7 being so shaped as to have a slight gripping action thereon; and a flexible strip 9 on rollers 4, substantially as described.

In testimony whereof I have signed my
35 name to this specification in the presence of two subscribing witnesses.

GEORGE HENRY DOYLE.

Witnesses:

JOHN J. WRIGHT,
BERT FORCE.