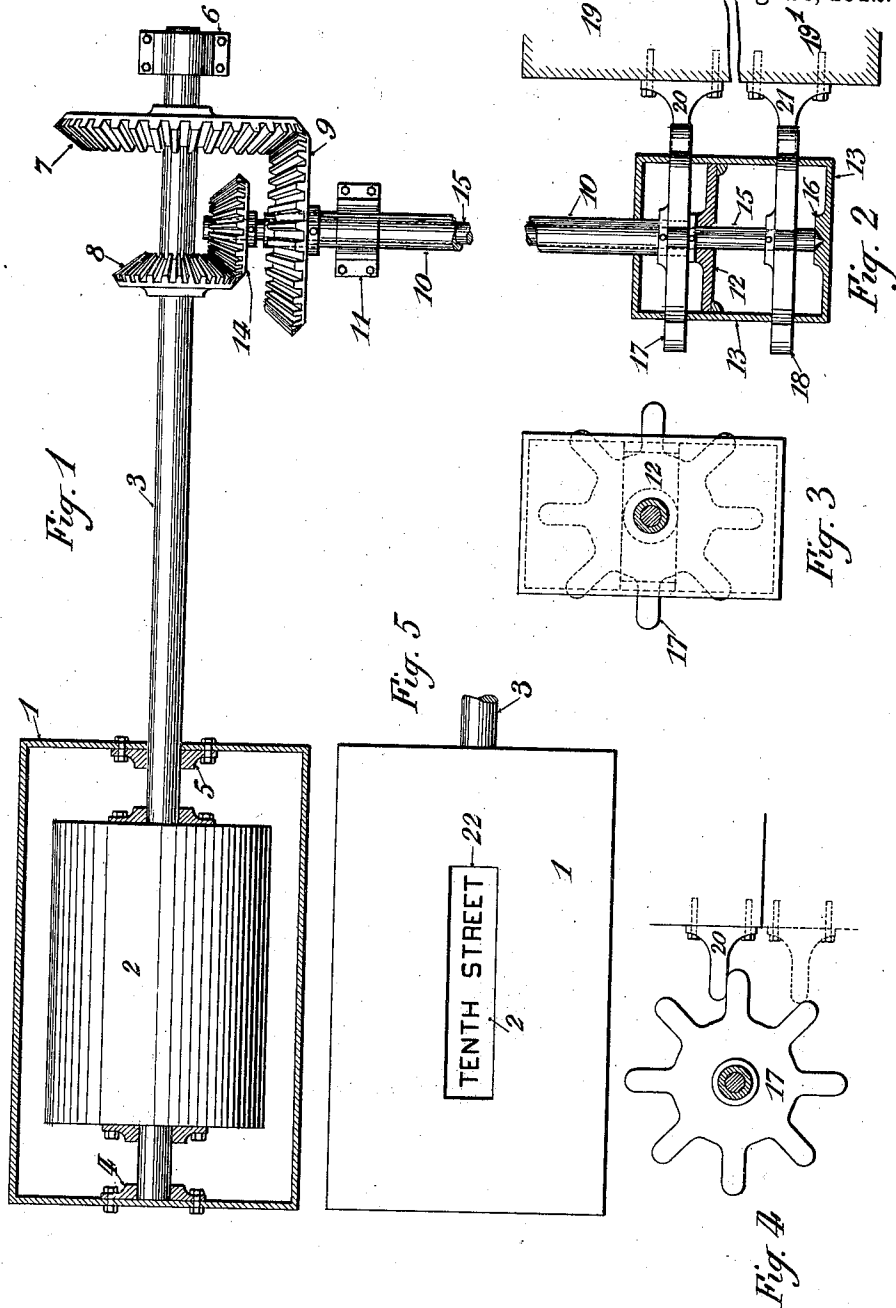


W. H. RIDGWAY.
STATION INDICATOR.
APPLICATION FILED JULY 10, 1911.

1,036,005.

Patented Aug. 20, 1912.



Witnesses:
I. M. Allenus.
Ada V. H. Garrett.

Inventor:
William H. Ridgway
by
James H. Lott
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM H. RIDGWAY, OF TRENTON, NEW JERSEY.

STATION-INDICATOR.

1,036,005.

Specification of Letters Patent.

Patented Aug. 20, 1912.

Application filed July 10, 1911. Serial No. 637,827.

To all whom it may concern:

Be it known that I, WILLIAM H. RIDGWAY, a citizen of the United States, residing at Trenton, in the county of Mercer, in the State of New Jersey, have invented a certain new and useful Improvement in Station-Indicators, of which the following is a specification.

My invention is of apparatus adapted to automatically display to passengers within a railway car the name of the station at which the car will make its next stop.

In the accompanying drawings, forming a part of this specification, Figure 1 is an elevation of the drum on which are marked the names of stations on the line of the road traversed, and gears to rotate the same; Fig. 2 is an elevation of the initial means for operating the apparatus; Fig. 3 is a top view of the casing for the means shown in Fig. 2; Fig. 4 is a plan view of one of the wheels shown in Fig. 2, and a stop which coacts therewith, and Fig. 5 is a front elevation of the casing for the indicator drum.

In the drawings 1 is the casing of the indicator drum, 2, mounted on the shaft, 3, to which it is fixed. The casing, 1, is preferably fixed to an end wall of the car near or above the top of the door usually provided at the end of the car. The shaft 3, is journaled in bearings 4 and 5, fixed at opposite ends of the casing 1 (see Fig. 1), and its other end plays in a bearing, 6, fixed on the end wall of the car near the side thereof. On the shaft 3, are fixed the miter gears 7 and 8. Meshing with the miter gear 7, is a miter pinion 9, which is fixed on a vertical hollow shaft, 10. The shaft 10, is held near its upper end by a bearing, 11, attached to the end wall of the car, while its lower end is supported in the bearing 12, fixed within the casing 13, in any suitable manner. Meshed with the gear 8, is the miter pinion 14, which is fixed on the vertical shaft 15. This vertical shaft, 15, lies within the hollow shaft 10, with its upper and lower ends protruding therefrom, and its lower end rests in the bearing 16, in the bottom of the casing 13. The casing 13, is fixed in any suitable manner to the under side of the floor or an end platform of the car, so that the lower ends of the shafts 10 and 15, ex-

tend below the bottom of the car. At the lower end of the shaft 10, is fixed the toothed wheel 17, and at the lower end of the shaft 15, is fixed a similar toothed wheel, 18. These wheels, 17 and 18, have their teeth projecting laterally from and beyond the sides of the casing 13, as shown in Figs. 2 and 3.

If the cars on which my device is installed are, in use, reversed end for end, by circling a loop at each end of the railway, I provide on one side of the track used, at each station, a support 19, having fixed thereto a stop, 20 lying in the plane of the wheel 17, and so located as to contact with a tooth of said wheel in passing, and rotate the wheel the space of one tooth as the car passes the support 19, thereby partly rotating the shaft 10, gears 9 and 7, and shaft 3, and so turning the indicator drum, 2, sufficiently to display the name of the next station, marked thereon, through the sight, 22, in the drum casing 1. I also provide at each station and by the other side of the track traversed by the car, a similar support, 19^a, having fixed thereto an oppositely-faced stop 21, lying in the plane of the wheel 18, and adapted to contact with its teeth in the same way as the stop 20, contacts with the teeth of the wheel 17, when the car is proceeding in the opposite direction. These stops, 21, contacting with the teeth of the wheel, 18, serve to rotate the shaft, 15, gears 14 and 8, and shaft 3, in the opposite direction, thereby turning the drum, 2, reversely, and indicating the stations in their reverse order. If the car equipped with my device is not turned end for end for the return trip, but is simply moved in the reverse direction, the rotation of the shaft 10, will be caused by the stops 20 contacting with the teeth of the wheel 17, and the indicator drum will be turned in the reverse direction, and will display the names of the stations in their reverse order.

Having thus described my invention, I claim:

In a station indicator for railway cars, 100 the combination of an indicator drum; a shaft carrying said drum and two gear wheels; a hollow shaft having a gear wheel meshing with one of said gear wheels on

said drum shaft and having a toothed wheel
fixed to it; another shaft, positioned within
said hollow shaft, carrying a gear wheel
meshing with the other of said gear wheels
5 carried by said drum shaft, and having a
toothed wheel fixed to it, and means adapt-
ed to contact with said toothed wheels, and

rotate them intermittently, substantially as
shown and described.

WILLIAM H. RIDGWAY.

Witnesses:

ALBERT A. TAYLOR,
F. C. NUNEMACHER.

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