

C. H. HUDSON & J. F. SMITH.

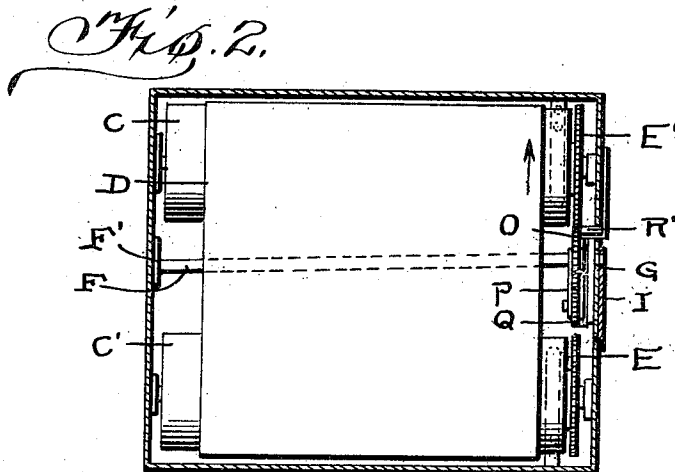
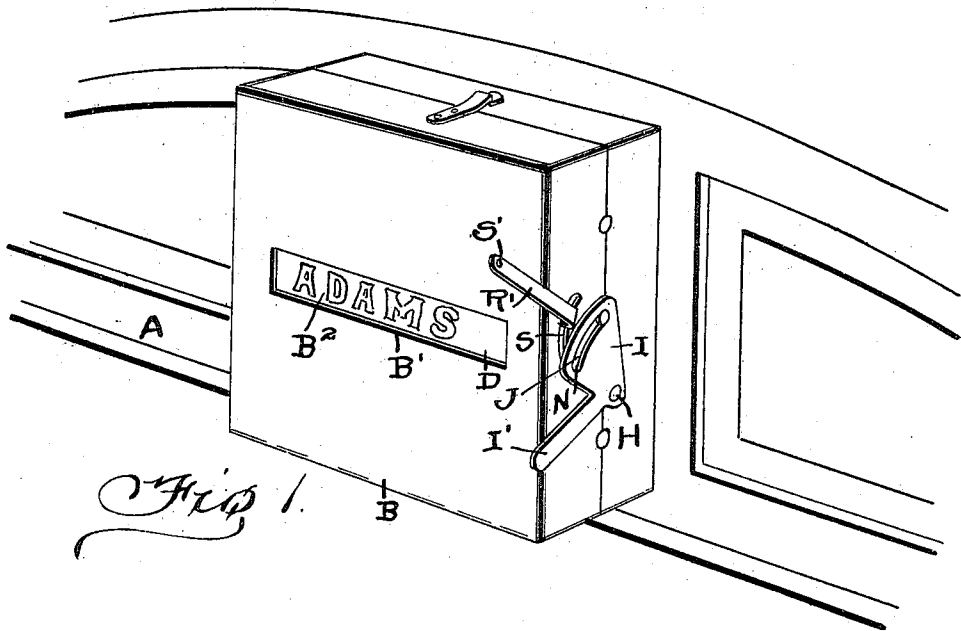
STREET CAR REGISTER.

APPLICATION FILED APR. 21, 1910.

981,565.

Patented Jan. 10, 1911.

2 SHEETS—SHEET 1.



Witnesses  
*Geo. L. Thom*  
*A. L. Hough*

Inventors  
*C. H. Hudson* and *J. F. Smith*  
By *Franklin A. Hough*  
Attorney

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2 SHEETS-SHEET 2.

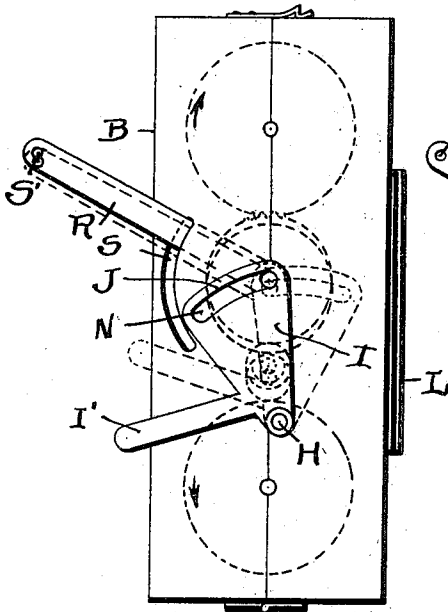


Fig. 3.

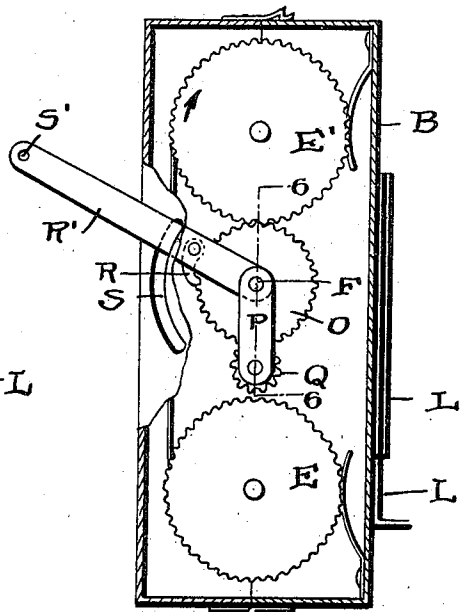


Fig. 4.

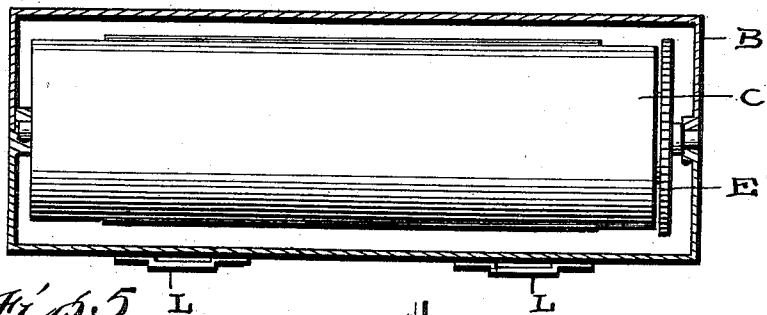


Fig. 5.

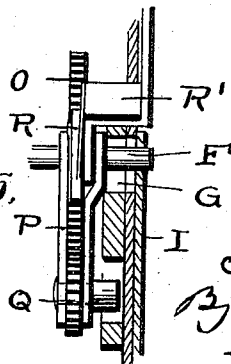


Fig. 6.

Witnesses  
*Geo. L. Shook*  
*A. L. Long*

Inventors  
*C. H. Hudson and*  
*J. F. Smith,*  
*By Frank H. Hooper*  
Attorney

# UNITED STATES PATENT OFFICE.

CHARLES H. HUDSON AND JOHN F. SMITH, OF LITTLE ROCK, ARKANSAS; SAID SMITH  
ASSIGNOR TO SAID HUDSON.

## STREET-CAR REGISTER.

981,565.

Specification of Letters Patent. Patented Jan. 10, 1911.

Application filed April 21, 1910. Serial No. 556,691.

To all whom it may concern:

Be it known that we, CHARLES H. HUDSON and JOHN F. SMITH, citizens of the United States, residing at Little Rock, in the county of Pulaski and State of Arkansas, have invented certain new and useful Improvements in Street-Car Registers; and we do hereby 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in apparatus for indicating street crossings, stations, etc., and comprises a simple and efficient apparatus having various details of construction and combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a perspective view showing the application of the indicating device upon the end wall of a car. Fig. 2 is a sectional view through the casing of the indicator, parts being shown in elevation. Fig. 3 is a side elevation of the indicating mechanism. Fig. 4 is a view in elevation with a part of the casing broken away. Fig. 5 is an enlarged sectional view transversely through the casing. Fig. 6 is a sectional view taken on line 6—6 of Fig. 4, parts being shown in elevation.

Reference now being had to the details of the drawings by letter, A designates the end wall of a car and B an indicating casing made up of two sections hinged together, one of said sections being provided with a sight aperture B' through which the name of the station or street, designated by letter B<sup>2</sup>, may be disclosed. Mounted within said casing in suitable bearings are the two reels C and C' and about which the band or strip D is adapted to wind and upon which appear the names of the stations or streets to be indicated. Fixed to the spindle of the reel C' is a gear wheel E and a similar gear wheel E' is fastened to the spindle of the gear reel C. A rod F, shown clearly in Fig. 2 of the drawings, has one end mounted in a journal bearing F' and its other end has

a slight vertical movement in a slot G formed in the casing, as shown in Fig. 6 of the drawings. Pivottally mounted upon a pin H, shown in Figs. 1 and 3 of the drawings, is a triangular outlined plate I, having an integral handle I' and an elongated curved slot J in which the end of said rod F is disposed. The end N of said slot J is slightly nearer the pivotal pin H than the opposite end of the slot so that, when the plate I is thrown to its farthest limit to the right, as indicated by dotted lines in Fig. 3 of the drawings, the rod F will be allowed to move downward slightly to a horizontal position, while, when the plate I is in the position shown in solid lines, the shaft will be held in the position illustrated in Fig. 2 of the drawings for a purpose which will be presently described.

Mounted upon the shaft F is a gear wheel O which is adapted to mesh with the teeth of the gear wheel E when it is desired to cause the reel C' to turn in one direction. A link P is pivottally mounted upon the end of the shaft F and has an idler gear wheel Q pivottally mounted near its lower end and which is in mesh at all times with the gear wheel O. A pawl R is pivottally mounted upon a handle R' and normally engages the teeth of the gear wheel O for imparting intermittent movement thereto. Said handle R' passes through an elongated curved slot S formed in the casing and its outer end has an aperture S' and forming means whereby an aperture may be operated by hand or automatically by any mechanism whereby the various streets or stations may be indicated as the car to which the apparatus is applied moves in one direction or the other.

Referring to Fig. 5 of the drawings will be seen straps L upon the casing adapted to receive the fingers L' upon the end of the car.

The operation of our improved apparatus will be readily understood and is as follows:—Supposing it being desired to cause the band or strip upon which the names of the stations or streets appear to unwind from the reel and wind upon the drawn up one, upon a downward swinging movement of the handle R', shown in Figs. 1, 3 and 4 of the drawings, the pinion O meshing with the gear wheel E, will cause the reel C' to rotate in the one direction, which will bring

successively the different names upon the indicating strip opposite the sight aperture in the casing. Should it be desired to reverse the movement of the strip and have it wind upon the lower reel, the operator by swinging the handle I' of the plate I to the position shown in dotted lines in Fig. 3 may place the shaft F at the opposite end of the slit J and in which position the gear wheel Q will be in mesh with the lower gear wheel, thus causing, by a swinging rotary movement of the lever R', a movement to be imparted to the lower reel, while the gear wheel O will be drawn out of mesh with the upper gear wheel.

What we claim to be new is:—

1. A street indicating apparatus comprising a casing provided with a sight aperture, reels positioned within the casing, gear wheels rotating with said reels, a segment member pivotally mounted adjacent to one end thereof to the wall of the casing and provided with a flaring end having an elongated curved cam slot, said segment having a handle, a shaft mounted at one end in said curved cam slot, a shifting gear wheel mounted upon said shaft, a pivotal lever mounted upon the shaft, a pawl carried by said lever and engaging the teeth of the shifting gear, a link pivotally mounted upon the shaft, a pinion wheel journaled upon said link and in mesh with the shifting gear wheel, said pinion being adapted to mesh with the gear wheel upon one of said reels when the segment member is shifted in one direction and the shifting gear being adapted to mesh with the gear wheel on the other

reel when the segment member is shifted in the opposite direction.

2. A street indicating apparatus comprising a casing with a curved slot in the end thereof and provided with a sight aperture, reels positioned within the casing, gear wheels rotating with said reels, a segment member pivotally mounted adjacent to one end thereof to the wall of the casing and provided with a flaring end having an elongated curved cam slot, said segment having a handle, a shaft mounted at one end in said curved cam slot, a shifting gear wheel mounted upon said shaft, a pivotal lever mounted upon the shaft, a pawl carried by said lever and engaging the teeth of the shifting gear, a link pivotally mounted upon the shaft, a pinion wheel journaled upon said link and in mesh with the shifting gear wheel, said pinion being adapted to mesh with the gear wheel upon one of said reels when the segment member is shifted in one direction and the shifting gear being adapted to mesh with the gear wheel on the other reel when the segment member is shifted in the opposite direction, said lever being bent at an angle and extending through said curved slot and limited in its movements in opposite directions by the ends of the latter.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses.

C. H. HUDSON.  
JOHN F. SMITH.

Witnesses:

W. L. ANNIS,  
J. M. WELLS.