(No Model.)

W. FULLER.

STATION INDICATOR.

No. 338,398. Patented Mar. 23, 1886.

Fig. 1.

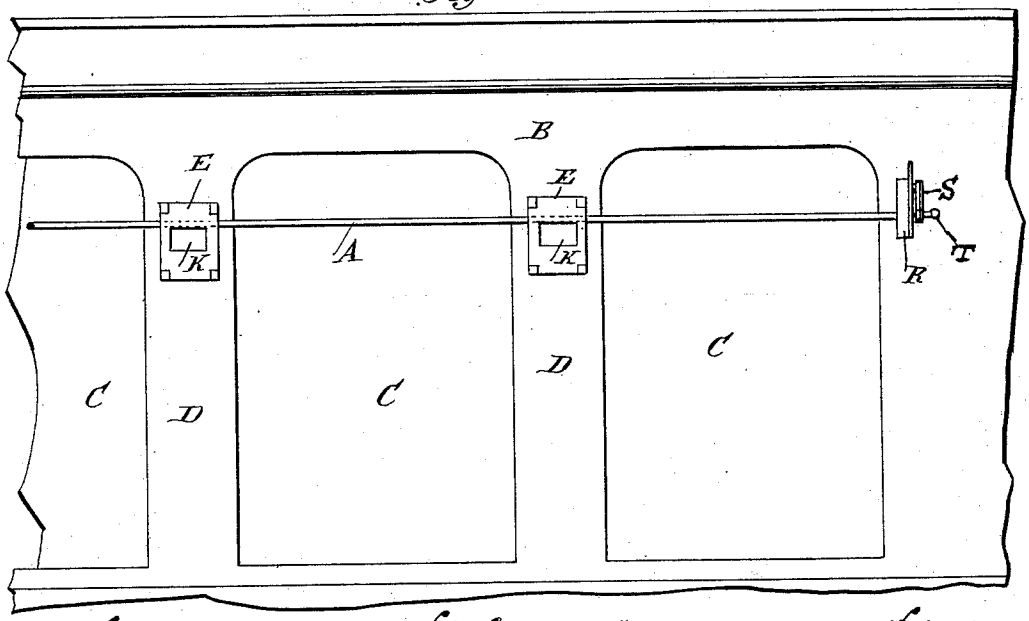


Fig. 3.

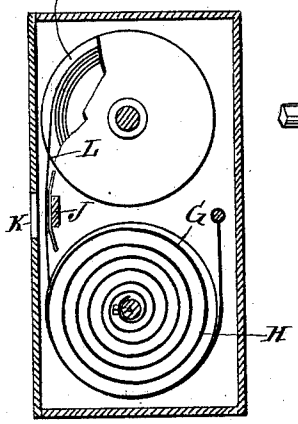


Fig. 2.

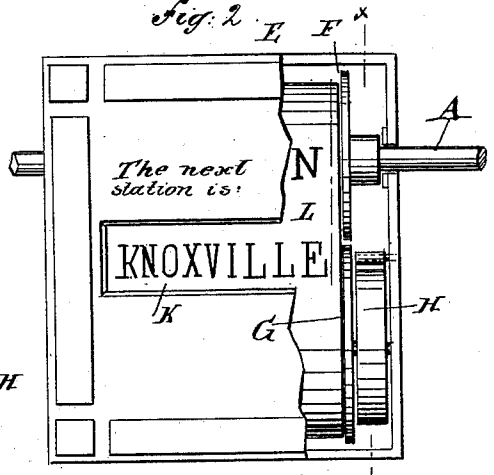


Fig. 4.

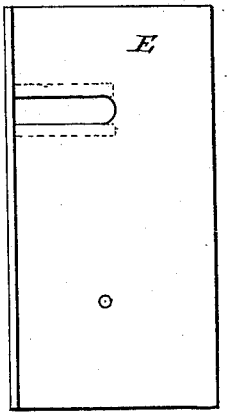


Fig. 6.

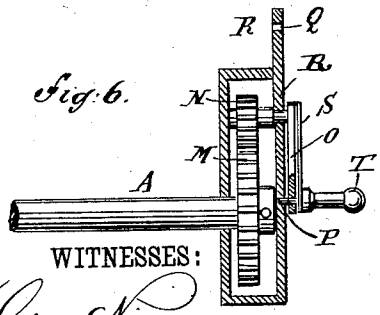
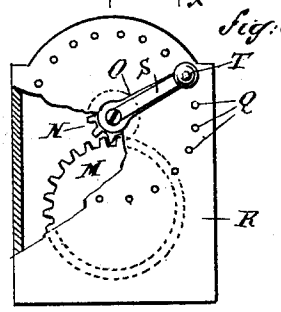


Fig. 5.



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UNITED STATES PATENT OFFICE.

WATSON FULLER, OF ATLANTA, GEORGIA.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 338,398, dated March 23, 1886.

Application filed August 5, 1884. Serial No. 139,701. (No model.)

To all whom it may concern:

Be it known that I, WATSON FULLER, of Atlanta, in the county of Fulton and State of Georgia, have invented a new and Improved Station-Indicator, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved station-indicator, which is so constructed that it shows and indicates the successive station names in proper order in several parts of the car at the same time, so that all the occupants of the car can easily see the several names.

The invention consists in the combination, with a shaft, of a series of rollers or drums on the same, boxes surrounding the drums, and rollers or drums journaled in the boxes below the drums on the shaft; and to each pair of drums or rollers in each box a band is secured, on which the names of the stations are produced. On one end of the shaft a cog-wheel is secured, which engages with a pinion provided with a handle having a pin, which can be passed into apertures in the side of a box surrounding the cog-wheels, for the purpose of holding the shaft in place.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal elevation of part of the inside of a car provided with my improved station-indicator. Fig. 2 is a front view of one indicator-box, parts being broken out. Fig. 3 is a cross-sectional elevation of the same on the line *x x*, Fig. 2. Fig. 4 is a side view of the same. Fig. 5 is a side view of the box containing the mechanism for operating the indicator. Fig. 6 is a cross-sectional view of the same on the line *y y*, Fig. 5.

A horizontal rod or shaft, A, is journaled on the inner side of the car B, at the top of or above the windows C, and at each pier D, or at each alternate pier, it passes through a box, E.

In each box E a pulley or drum, F, is mounted on the rod or shaft A, and below the drum F a pulley or drum, G, is journaled in the box, one end of a spiral spring, H, being secured on one pivot of the drum G and the other end being secured to the box.

Between the drums or rollers F G a strip, J, is arranged parallel with the rollers, a short distance behind the front of the box E, which strip has its top and bottom edges beveled. A horizontal slot, K, is produced in the front of the box E, directly in front of the strip J, and above the said slot the words "The next station is," or any equivalent phrase, is produced on the front of the box E. A band or belt, L, on which the names of the stations are produced transversely in their proper order, or other information, is secured to the drums or pulleys F and G, and is passed over the strip J in the manner shown in Fig. 3.

On the end of the shaft A a cog-wheel, M, is mounted, which engages with a pinion, N, on the outer end of the pivot of which a crank-handle, O, is mounted, which has a spring, S, provided on its free end with a pin, P, adapted to be passed into apertures Q, arranged in a circle in the sides of a box, R, containing the wheels M N. The handle O is also provided with a knob, T, secured to the spring.

The operation is as follows: The bands L in the several boxes E are wound on the drums or rollers F by turning the shaft A by means of the handle O. All the springs H are thus brought in tension. After the first station has been passed, the brakeman or conductor pulls the handle-pin P out of its aperture Q and moves it to the next aperture Q, into which it is permitted to snap. By the above-described movement of the handle the shaft A and the several rollers F are turned so as to unwind as much of each band L as is required for one station-name, and so on for each station, the several names appearing successively behind or in the slots K. The springs H wind the bands on the rollers G as rapidly as they are unwound from the rollers F. When the train runs in the inverse direction, the shaft S is turned in the inverse direction and the several bands L are gradually wound upon the drums or pulleys F, and the springs H are brought in tension.

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

1. The combination, with the shaft A, of the rollers F on the same, the boxes E, the rollers G, the bands L, the cog-wheel M on one end of the shaft A, the pinion N, the handle O, the

pin P, and the box R, having apertures Q arranged in a circle, substantially as herein shown and described.

2. The combination, with the shaft A, of the rollers or drums F on the same, the boxes E, the rollers G, the bands L, the cog-wheel M, the pinion N, the handle O, the spring S, the pin P, and the box R, having a circle of apertures Q in one side, substantially as herein shown and described.

WATSON FULLER.

Witnesses:
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R. E. BOYD.