No. 668,780. Patented Feb. 26, 1901.

G. E. THOMAS.

STATION INDICATOR.

(Application filed July 10, 1900.)

(No Model.)

Fig. 1.

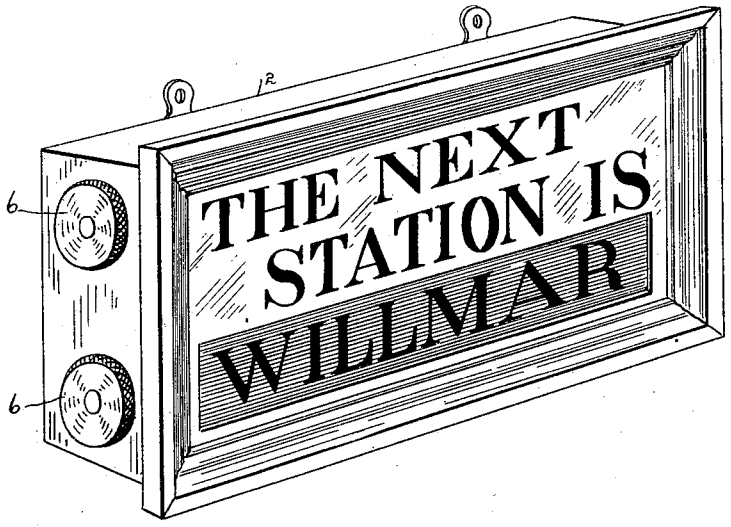
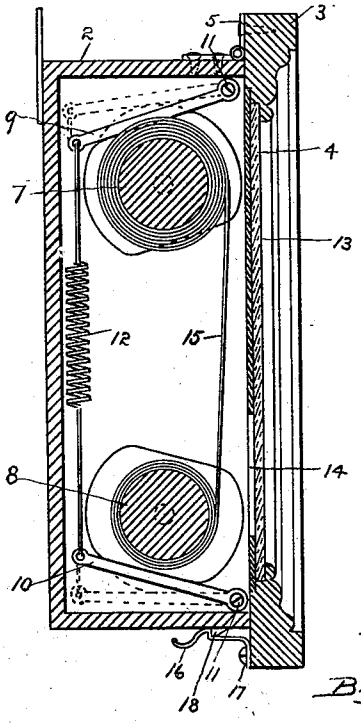


Fig. 2



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE E. THOMAS, OF WILLMAR, MINNESOTA.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 668,780, dated February 26, 1901.

Application filed July 10, 1900. Serial No. 23,098. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. THOMAS, a citizen of the United States of America, residing at Willmar, in the county of Kandiyohi, State of Minnesota, have invented certain Improvements in Station-Indicators, of which the following is a specification.

My invention relates to station-indicators, and has for its object the provision of a simple, cheap, durable, and convenient device for use on railroad-trains, street-cars, &c., by which the next station or street at which the train or car stops will be indicated and shown to the passengers on the car and the passengers at all times kept fully informed as to the next street or station, one of my devices being provided in each car.

The invention consists in the constructions and combinations of parts hereinafter described, and particularly pointed out in the claims, and will be more readily understood by reference to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a perspective view of a station-indicator embodying my invention. Fig. 2 is a transverse sectional view thereof.

As shown in the drawings, 2 represents the casing, which may be of any convenient size or form and of any preferred material. It is preferably rectilinear in form and provided with a door 3, having a glass front 4, secured in the door-frame in the usual or any preferred manner. The door-frame 3 is hinged to the casing by suitable hinges 5.

7 and 8 represent rollers mounted in the casing, the shafts thereof having bearings in the casing and extending out beyond the casing at both ends and provided with knobs 6, by which the rollers are operated. The ends of the rollers 7 8 on the inside of the casing are flattened, as shown, and two pawls or dogs 9 10 at each end of the casing are pivoted by screws 11 near the front of the end panels and are provided with suitable eyes. A suitable coiled spring 12 at each end of the rolls has its respective ends attached to these eyes of the pawls 9 10, as shown. A curtain 13 is provided in the door-frame under the glass 4 and is provided with the opening 14. The names of the stations or streets on the route of the train or car are printed in their respective order on a suitable strip or tape 15. The ends of this tape are attached to the respective rollers 7 8, the strip being wound on the rollers 7 8, as shown.

Suitable means are provided for holding the door normally closed, consisting of a spring 16, attached to the door-frame by a screw 17. The spring 16 is adapted to engage a shoulder or stud 18 on the casing.

One of my indicators is provided in the front end of each car. As the train or car leaves a station or street the brakeman or conductor operates the indicator to show the next station. This is accomplished by taking hold of the respective knob 6 on one of the rolls 7 8 and turning it, which carries with it the rollers 7 8 and the strip or tape, the spring-pawls yielding to permit the turning of the rolls. It is obvious that by reason of the operation of the pawls on the flattened portions of the rollers the proper part of the strip or tape is always exposed under the opening in the curtain, so that the portion of the tape having thereon the name of the next station registering with the opening in the curtain the name appears in full. Certain operation is thereby insured.

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

1. The combination, in a device of the class described, of a casing or frame, rollers mounted therein, said rollers having flattened portions near their ends, pawls 9, 10 pivoted with relation to said rollers, a single spring connected with and adapted to hold said pawls in engagement with said rollers, and a suitable strip or tape carried by said rollers and having thereon the names of the respective stations or streets, substantially as described.

2. The combination, in a device of the class described, of a casing or frame, rollers 7, 8 journaled therein and provided with knobs 6, said rollers provided with flattened portions near their ends, pawls 9, 10 pivoted in proximity to said rolls 7, 8, a single spring connected with the free ends of said pawls, a suitable strip or tape carried by said rollers and on which are carried the names of the respective streets or stations, a door, having a

glass front, a suitable curtain having an opening therein with which the names of said stations may register, and suitable means for holding said door normally closed, substantially as described.

In testimony whereof I have hereunto set my hand, in presence of two witnesses, at Willmar, Kandiyohi county, Minnesota, United States of America, this 11th day of May, A. D. 1900.

GEORGE E. THOMAS.

In presence of—
F. G. HANDY,
H. GUNDERSON.