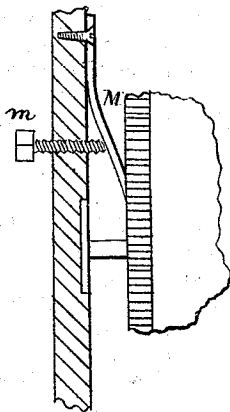
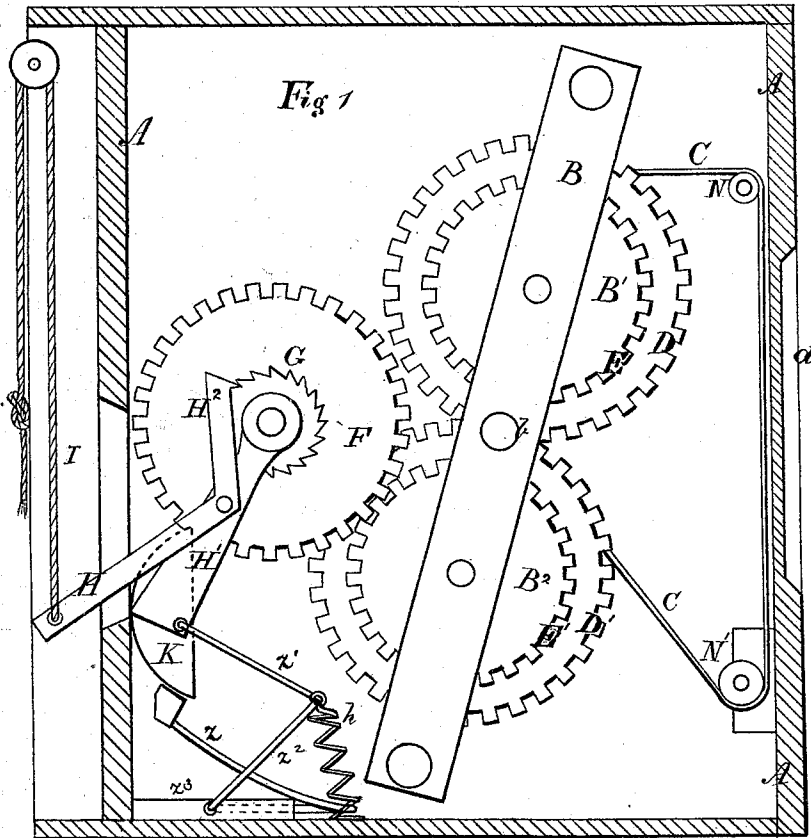


P. W. TAYLOR.
Station-Indicators.

No. 149,809.

Patented April 14, 1874.



WITNESSES
 Eugene C. Gadsden
 J. B. Connolly

By

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INVENTOR,

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UNITED STATES PATENT OFFICE.

PORTER W. TAYLOR, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN STATION-INDICATORS.

Specification forming part of Letters Patent No. 149,809, dated April 14, 1874; application filed February 13, 1874.

To all whom it may concern:

Be it known that I, PORTER W. TAYLOR, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Station-Indicators; and I 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figure 1 is a side elevation with a side of the casing removed to show the internal arrangement. Fig. 2 is a detail view, and Fig. 3 is a front elevation.

My invention has for its object to produce a simple, cheap, and thoroughly effective device for indicating to passengers in street and railroad cars the names of approaching streets and stations.

The nature of my invention consists in the novel construction and combination of parts, as hereinafter fully described, having reference particularly to the method whereby the ribbon or band may be rolled back and forth by a single lever and its attachments.

Referring to the accompanying drawing, A is a frame or case, of any suitable construction, in the present instance an oblong box, with an opening or window, *a*, in front, through which the name of the street or station is seen or displayed. B is a metallic frame, pivoted centrally within the box A at *b*, and sustaining the drums B¹ B², over which passes the band or ribbon C. The drums B¹ B² are provided with one set of cog-wheels, D D', gearing together, so as to cause said drums to move with a regular and uniform velocity, and with another set, E E', the individual wheels of which mesh alternately with the driving-wheel F when thrown into gear by a movement of the frame B. H is a lever, pivoted on a bar, H¹, swiveled on the same shaft with the wheel F, and provided with a pawl, H², that engages with a ratchet-wheel, G, on an upward movement of the outward extremity of said lever. I is a strap or chain, connected to the end of the lever H, and designed to pass over suitable pulleys to the front platform of the car and hang within convenient reach of the driver or

brakesman. K is a gong or other alarm, the hammer of which is connected with the end of the lever-bar H¹ by means of its wire *z*, bent to the form shown, fulcrumed to the cleat *z*³, and attached to a connecting-cord, *z*¹, so that when said lever is actuated an alarm will be given to call the passengers' attention to the change of name on the band C. L is a crank, by means of which the ribbon C may be wound on either roller, B¹ B², when the frame B is so adjusted that neither of said rollers is in gear with the wheel F. The names of the stations or cross-streets on the line of the road will be inscribed on the ribbon C at suitable intervals, so that at each movement of the lever H, obtained by drawing on the strap I, a different name will be displayed at the window *a*. To limit the vibration of the lever H, and thereby to regulate the amount of ribbon moved from one roller to another, stops or other equivalent mechanical devices may be employed; and in order to prevent the momentum of the rollers from carrying them beyond their determined point, I employ a binding-spring, M, adjusted by a set-screw, *m*. N N' are loose rollers, the lower one being designed to keep the band C taut, and prevent any sagging, and the upper to keep the said band C in close proximity to the window.

The operation is as follows: In starting from the end of the road, the band being wound around, say, the upper drum, the frame B is adjusted so as to bring the wheel E' into gear with the wheel F. As soon as a street or station is passed the driver or brakesman gives a single pull upon the strap I, sounding an alarm, and causing the drums B B¹ to rotate, the band C winding onto the latter drum sufficiently to bring the name of the next station or cross-street inscribed upon said band into view at the window *a*. When the end of the road is reached, the frame B will be adjusted so as to bring the wheel E into gear with the wheel F, so that as the lever H is actuated the band C will be rolled back upon the drum B. In the case of street-cars returning to their starting-point by different streets, and meeting different crossings on their home trip, the names of all the cross-streets should be inscribed in consecutive order on the band, so as to roll the same always in one direction until the depot

or starting-point is reached. The frame B can then be adjusted so that neither of the wheels E E' will be in gear with the wheel F, and the band C wound from one roller to the other by means of the crank L.

Advertisements of suitable character may be displayed on the ribbon C, and this will be found an excellent medium for that purpose, the natural anxiety of the passengers prompting them to look at the annunciator, and their attention being further attracted by the alarm sounded.

Indeed, the device, constructed substantially as described, may be used as an advertising medium alone, without reference to its employment as a street or station indicator. The ribbon C would then contain advertisements only, and the strap I, instead of being operated at every station or crossing, might be connected directly, or through the medium of a bell-crank, with the signal-rope on every car, and

whenever said rope would be jerked the device would be actuated, an alarm sounded, and a new advertisement displayed. The lever H¹ should be weighted or connected to a spring, as at *h*, to insure its return after each impulse.

What I claim as my invention is—

The combination of the spur-wheel F, pawl H¹ H², and ratchet G, for operating the same, with the drums B¹ B², toothed wheels D D', engaging with each other, toothed wheels E E', engaging alternately with the spur-wheel F, and pivoted frame B, supporting said drums, all constructed and operating substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 2d day of February, 1874.

PORTER W. TAYLOR.

Witnesses:

EUGENE P. EADSON,
JNO. A. BELL.