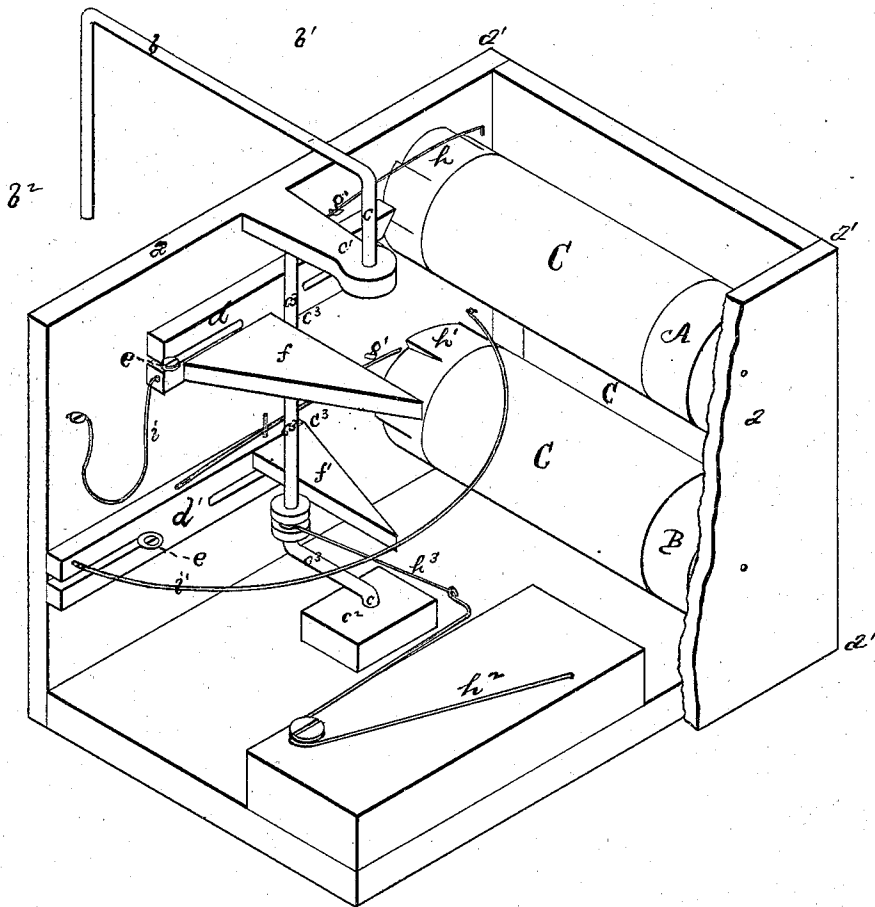


O. B. GRIGGS
Station-Indicators.

No. 138,496.

Patented May 6, 1873.



Witnesses.

Edward Gordon
Timothy E. Steele

Inventor.

Oliver B. Griggs
By W. E. Smith
Atty.

UNITED STATES PATENT OFFICE.

OLIVER B. GRIGGS, OF MANSFIELD CENTRE, CONNECTICUT.

IMPROVEMENT IN STATION-INDICATORS.

Specification forming part of Letters Patent No. **138,496**, dated May 6, 1873; application filed October 23, 1872.

To all whom it may concern:

Be it known that I, OLIVER B. GRIGGS, of Mansfield Centre, in the county of Tolland and State of Connecticut, have invented certain new and useful Improvements in Station-Indicators, of which the following is a specification, reference being had to the accompanying drawing, in which—

Figure 1 is an isometric view of the same.

This apparatus is more especially designed to indicate, automatically, to the passengers in a steam railway car the stations to which they successively approach.

The apparatus is represented in the drawing as contained in a box, *a*, which may be fixed to one end of the inside of the car, preferably near the roof, and with the side *a'* *a'* *a'* facing the passengers. There should be one in each end of the car, or matters may be so arranged that the box *a* containing the mechanism may be changed from one end of the car to the other, so that the passengers may always face the indicator.

The letter *b* indicates an arm, extending, by preference, from the top of the car, and so extended as to strike at its end a double inclined plane, appropriately set by the side of the railway, so as to cause the arm to move either forward, toward *b*¹, or backward, toward *b*², according to the direction in which the train is moving. This arm *b* is attached, either permanently or otherwise, to the shaft *c*. In practice one of these arms will probably be set at each end of the car, and attachment made to the shaft *c* when the box is changed from one end of the car to the other. The shaft *c* turns in the bearings *c*¹ *c*², and between these points becomes the bell-crank *c*³. The letters *d* *d'* indicate two slides, which may move back and forth on the pins *e*. From the slide *d* projects the arm *f*, and from the slide *d'* the arm *f'*. When the arm *b* is moved forward, the crank *c*³ will move the arm *f* and its slide *d* forward, causing the spring-arm *g* to catch in the teeth of the ratchet *h*¹ on the end of the roll B, and thus partially rotate the roll. After the arm *b*

leaves the double inclined plane it is returned to the position shown in the drawing by the spring *h*² and link *h*³, and this, whichever way the arm *b* is moved, successive forward movements of the arm *b* will cause the continuous step-by-step rotation of the roller B.

When the arm *b* is moved backward the crank *c*³ will move the arm *f* and its slide *d* backward, causing the spring-hook *g* to catch in the teeth of the ratchet *h* on the roll A, and thus rotate the roll backward; and continuous backward movements of the arm *b* will cause the continuous backward step-by-step rotation of the roll A. The spring *i* returns the slide *d* to its place after each of the backward movements of the arm *b*, and the spring *i'* returns the slide *d'* to its place after each of the forward movements of the arm *b*.

An apron, C, of cloth or the like, runs from the roll A to the roll B, on which are the names of the stations in proper succession just the distance apart that the rolls are rotated by the movement of the arm *b*. The double inclined planes upon which the arm *b* strikes are placed, by preference, midway between the stations, and after the car passes one of these the apron C will present, through a proper slot in the face *a'* *a'* *a'*, the name of the next station. When the end of the route is reached, the apron is properly rolled to commence its return journey.

Each movement of the arm *b* can be made to strike a bell, to compel attention.

I claim as my invention—

The combination of the arm *b*, shaft *c*, cranked, as described, arms *f* and *f'*, slides *d* *d'*, springs *i* *i'*, spring-hook and spring-arm *g* *g'*, rolls A B provided with ratches *h* *h*¹, apron C, and spring *h*², constructed and operated substantially as described, for the purpose set forth.

OLIVER B. GRIGGS.

Witnesses:

JAMES WALDEN,
T. N. GRIGGS.