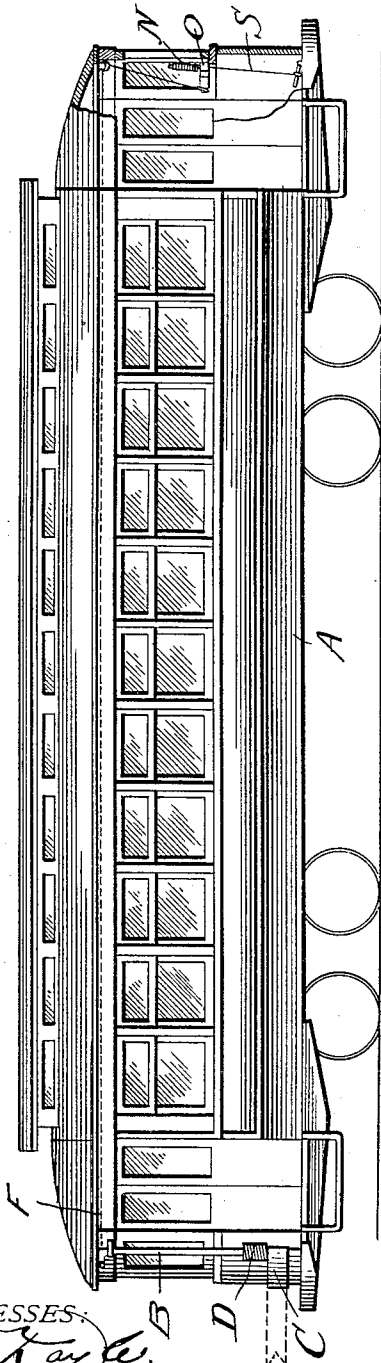


J. L. SCUDDER.
 SIGNAL DEVICE FOR CARS.
 APPLICATION FILED FEB. 8, 1912.

1,041,890.

Patented Oct. 22, 1912.

FIG. 1.



WITNESSES:
W. A. Kaye
A. R. Fowler

FIG. 3.

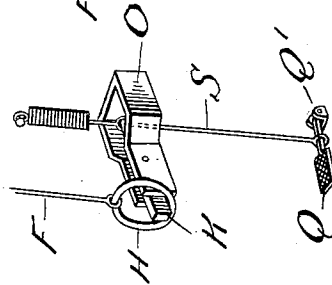
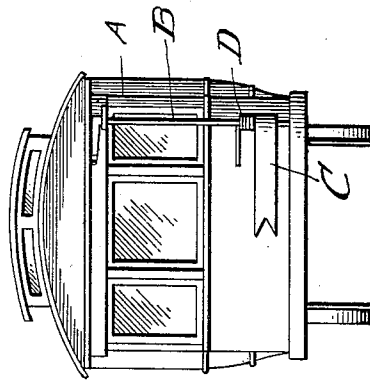


FIG. 2.



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SIGNAL DEVICE FOR CARS.

1,041,890.

Specification of Letters Patent.

Patented Oct. 22, 1912.

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To all whom it may concern:

Be it known that I, JOHN L. SCUDDER, a citizen of the United States, residing at South Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Signal Devices for Cars; 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 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 signaling device for cars, especially adapted for trolley cars and consists in the provision of means for displaying a signal at the rear end of one car to prevent people stepping in front of a car approaching from the other direction.

The invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described, shown in the accompanying drawings and then specifically defined in the appended claim.

My invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a longitudinal sectional view through a car showing the application of my signaling device. Fig. 2 is a rear elevation of the car, and Fig. 3 is a detail in elevation of the releasing device.

Reference now being had to the details of the drawings by letter, A designates a car and B is a vertically disposed rock shaft mounted in suitable bearings preferably at the rear end of the car and adjacent to one side thereof. Fixed to said shaft is a signal flag C. A coiled spring D is fastened at one end to the car and its other end to the shaft and tends normally to hold the shaft so that the flag will be displayed or extended out from the car. A cord or wire, designated by letter F, is fastened to the angled end of the shaft and passes lengthwise of the car and has a ring H secured to its end which is within convenient reach of the motorman standing upon the forward platform of the car. Projecting from the end of the housing upon the front platform and convenient to the motorman is a bracket mem-

ber O in which is mounted a pivotal retaining member K, one end of which projects out behind the bracket member upon which it is mounted and its inner end is connected to one end of a spring N, the other end of which spring is fastened to the wall of the car. A foot lever Q is pivotally mounted upon a pin Q' upon the front platform of the car and a rod S connects said lever with the retaining member intermediate its pivot and inner end. In setting the signal, the ring at the end of said wire or rope is pulled down and caught over the projecting end of said retaining member. As the ring is pulled down, the rope or wire will cause the flag carrying shaft to rock against the tension of the coiled spring thereon and the flag will be thrown back against the rear end of the car. When the car stops and it is desired to cause the signal to be displayed to warn a person from stepping in front of a car approaching in the opposite direction upon another track, the person, by pressing the foot lever, will cause the tread member to be tilted to release the ring and the coiled spring about the rock shaft will cause the flag to be thrown out to display position. To reset the apparatus, a similar operation is repeated, the ring being drawn down and caught over the end of the retaining member, thus adjusting the apparatus for ready operation.

What I claim to be new is:—

A signal device for cars comprising, in combination with a car, a spring-pressed angle rock shaft mounted in suitable bearings upon the car, a bracket member fastened to the latter and having two laterally projecting arms spaced apart, a pivotal link mounted between said arms and having an end projecting beyond the ends of the arms, a tread member fastened to the inner end of said link, a spring fastened to the car and having connection with the inner end of the link, a cord fastened to the angled end of said rock shaft, and a ring secured to said cord and adapted to be held yieldingly over the projecting end of said link, as set forth.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

JOHN L. SCUDDER.

Witnesses:

W. L. ALEXANDER,
WILLIAM R. TRANT.