

# Egbert Jamieson's

## Street and Station Indicator.

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PATENTED JUL 12 1870

Fig. 1.

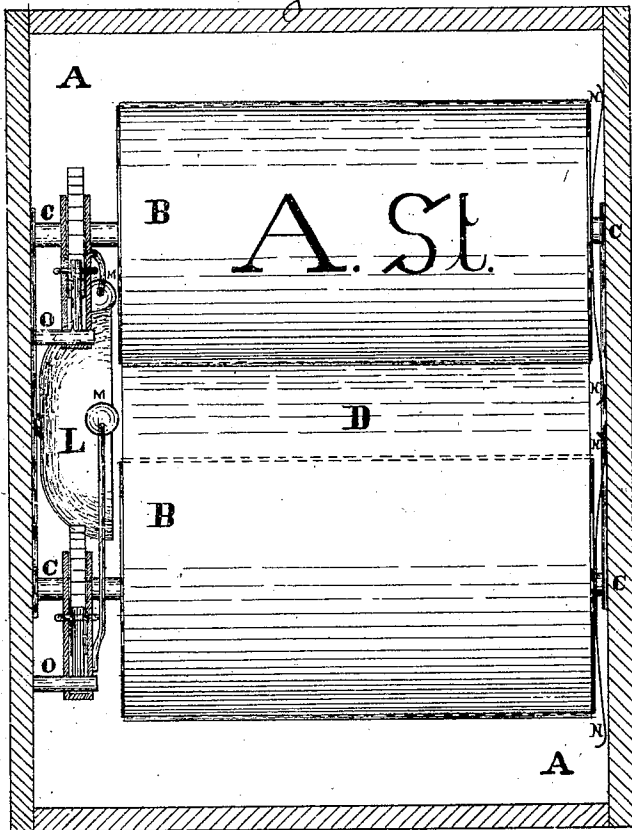
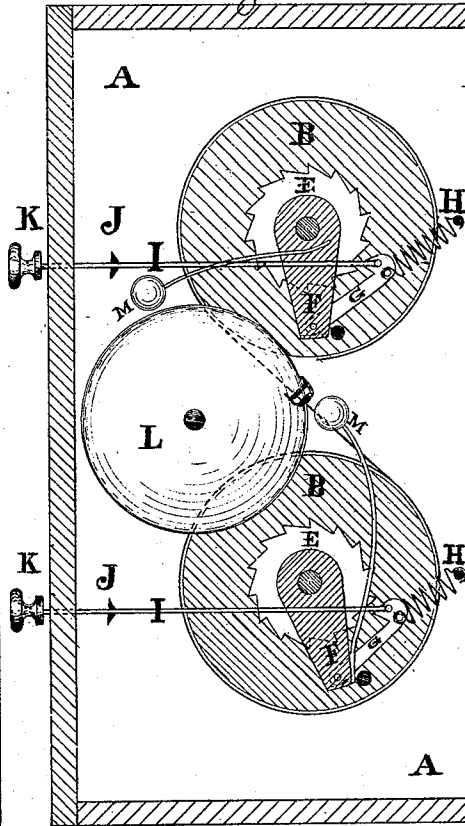


Fig. 2.



Witnesses:  
 Horace Wickham, Jr.  
 Frank Seale.

Inventor:  
 Egbert Jamieson

# United States Patent Office.

EGBERT JAMIESON, OF CHICAGO, ILLINOIS.

Letters Patent No. 105,214, dated July 12, 1870

## IMPROVEMENT IN STATION-INDICATORS.

The Schedule referred to in these Letters Patent and making part of the same

I, EGBERT JAMIESON, of the city of Chicago, in the county of Cook and State of Illinois, have invented certain Improvements in a Machine to Indicate the Streets on City Railways and the Stations on Railroads, of which the following is a specification.

### *Nature and Objects of the Invention.*

The nature and object of my invention are to construct and provide a means to be applied to an omnibus, street or railroad-car, to be operated by the driver, brakeman, or other individual, that will advise and notify the passengers what street they are about to cross, or what station they are about to reach.

I apply my device or mechanism at either or both ends of an omnibus or car, over the door, or in any position where it can best be seen by the passengers, and can be conveniently worked and operated.

I call my invention a street and station-indicator.

### *Description of the Accompanying Drawing.*

Figure 1 is a front view of the machine, showing the interior of the box in which my mechanism is attached. A longitudinal view of the rollers is here shown with the canvas or apron attached, upon which the name of a street appears. It also shows the semi-elliptic springs, which keep the rollers in position.

Figure 2 is a side view of the machine, showing the ends of the two rollers, the ratchet-wheels, the reciprocating levers, with the pawls or catches attached, the springs, the bell, the hammers, and the wires terminating in knobs, which are fixed to the pawls or catches, by which the machine is operated.

### *General Description.*

A is the box, which incloses the mechanism

B B are the rollers, upon which works the apron or canvas D D.

C C are the shafts of the rollers, having their bearing in the sides of the box A.

D D is the apron or canvas, upon which are printed or painted the names of the streets or stations, as shown in fig. 1.

E E are ratchet-wheels, fastened to the shafts C C.

F F are the reciprocating levers, terminating in the pawls or catches G G, and having a bearing on the shafts C C.

H H are springs, attached to the side of the box A, and to the pawls or catches G G.

I I are the wires, fastened to the pawls or catches G G, and extending through the box A, and terminating on the outside of the box in the knobs K K.

J J are projections or stops, fixed upon the wires I I within the box, at equal distances from the knobs K K, by means of which, when the machine is operated, the canvas or apron upon the rollers is made to roll and unroll equal and exact distances.

L L is the bell, which is sounded by the hammers M M, whenever the machine is operated.

N N, as shown in fig. 1, are semi-elliptic springs, located at the ends of the rollers, for the purpose of keeping the rollers in position.

O O are pins, located in front of the reciprocating levers F F, to act as a stop or rest for the levers, when drawn back by the action of the springs H H.

The box A, containing the mechanism, is placed in such position in the omnibus or car where it can be most conveniently operated from the outside by the driver or other person, the knobs K K projecting on the outside, where they can be readily reached.

A strap, cord, or other suitable material may be attached to the pawls or catches G G, and used as a substitute for the wires I I and the knobs K K.

The apron or canvas D D, upon which the names of the streets or stations are placed, is first rolled upon one of the rollers B B, and, being fastened to both at its ends, it is wound from one roller to the other, as circumstances require. For instance, start with the lower roller full, as shown in fig. 1, the machine indicating A St. By pulling out the wire I to its full length, by means of the upper knob K, so that the stop J is brought up against the side of the box, the reciprocating lever F forces the pawl or catch G into the teeth of the ratchet-wheel E, causing both rollers to turn sufficiently to move the apron or canvas, and exhibit the next street (B St.) in order.

By this action, the spring H is drawn out, and by releasing the hold upon the knob, the pawl or catch is freed from the ratchet-wheel; and by means of the spring H the reciprocating lever is carried back to its first position, resting against the pin O, the hammer M, by this action, striking the bell L.

By repeating this operation, the names of the streets or stations on the apron or canvas are exhibited in their order to the end of the route.

By pulling out the wire H until the stop J is brought against the side of the box by means of the lower knob K, the mechanism attached to the lower roller is operated in the same manner as above given, the streets or stations appearing in their reversed order.

### *Claim.*

What I claim as my improvement, and desire to secure by Letters Patent, is—

The rollers B B, double ratchet-wheels E E, pawls or catches G G, the levers F F, and springs H H, operating the rollers B B, and the apron or band D, the bell L, pins O O, stops or projections J J, on the wire I I, when all are constructed and arranged as herein described.

EGBERT JAMIESON.

Witnesses:

HORACE WICKHAM, Jr.,  
FRANK SCALES.