

E. Spencer.
Station Indicator
No. 72,930. Patented Dec. 31, 1867.

Fig. 2.

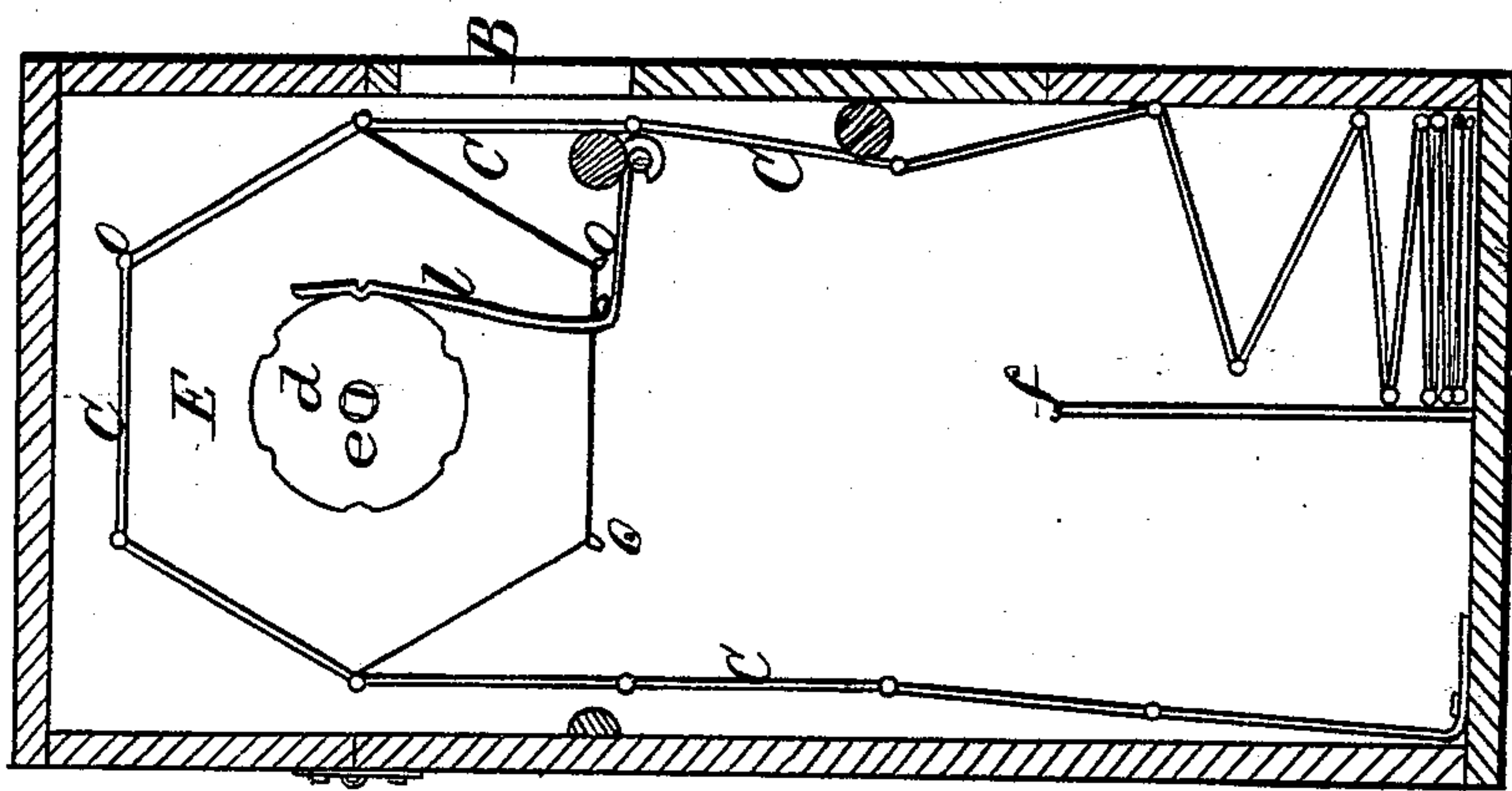
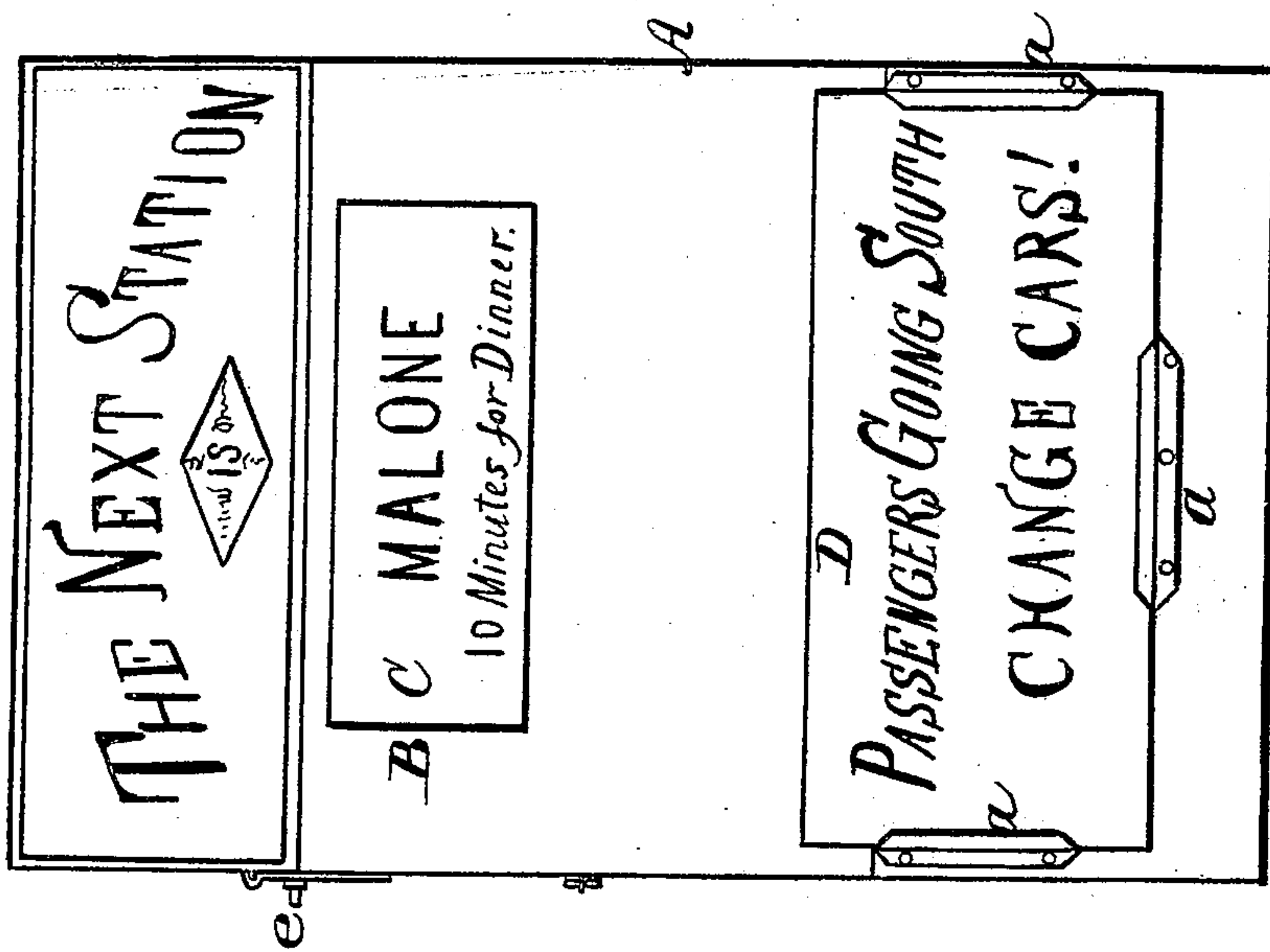


Fig. 1.



Witnesses

P. J. Dodge
Geo. H. Gruebel.

Inventor;

E. Spencer

by George Munro
his attorney

United States Patent Office.

ELIHU SPENCER, OF OTTAWA, CANADA.

Letters Patent No. 72,930, dated December 31, 1867.

IMPROVEMENT IN INDICATORS FOR RAILWAY-STATIONS.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ELIHU SPENCER, of Ottawa, Dominion of Canada, have invented certain new and useful Improvements in Station-Indicators for Railways; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

My invention consists in a novel arrangement of devices for indicating the various stations on a line of railway, and for imparting other information to passengers, as hereinafter explained.

Figure 1 is a front elevation; and

Figure 2 is an end view, with the case removed to exhibit the internal arrangement.

All who have travelled on railways know the importance and convenience of being able to know the names of the various stations, and how imperfectly such information is imparted, if at all, by the present plan of having the names announced by an attendant. It is to obviate the objections to the present plan, and provide a simple and efficient means of indicating the stations, that my invention is intended.

To accomplish this, I construct a case or box, A, and mount therein a flat-sided cylinder, E, having six, more or less, faces, as represented in fig. 2. On one end of this cylinder I secure a ratchet-wheel or disk, *d*, having a series of notches in its periphery equal in number to the angles or faces of the cylinder, a spring, *l*, being arranged to engage in these notches, and hold the wheel in the desired position, as shown in fig. 2. I then take a series of plates of sheet metal or other suitable material, of rectangular form, and of a size corresponding with one of the faces of the cylinder, and which should be of sufficient size to have the name of a station plainly painted or printed thereon, and unite them, by hinging them together at their edges, so as to form them into a continuous chain or series of plates, as represented by C, of fig. 2. On each of these plates are printed or painted, in regular succession, the names of the various stations along the route that the cars are intended to travel, and the series of plates, thus arranged, is placed over the cylinder E, as represented in fig. 2.

By turning the cylinder, these plates C, with the names thereon, will be brought successively in front of the opening B, cut in the front of the case A, where it will be held by the spring *l*, engaging in the notches in the disk *d*, as described.

A partition, *f*, is located in the centre of the case A, at the bottom, with a space on each side thereof, of sufficient width to permit the hinged plates to fold over upon each other, as shown in fig. 2. If desired, to prevent the chain of plates from slipping on the cylinder, a series of pins, *o*, may be inserted in the angles of the cylinder, and arranged to engage in holes or notches in the edges of the plates.

The cylinder may be connected, by any suitable gearing, with the axle of the car, and be operated thereby, the names of the stations being arranged on the chain at distances apart corresponding with the distances between stations, if desired; but a simpler and more efficient plan is to have the brakesman or other attendant operate the cylinder, by turning it in each car, immediately after passing a station, the index thus informing the occupants of the car, in advance, what the name of the next station is.

For the purpose of informing the passengers when and where they are to change cars, or to take other routes, I secure, upon the front of the case A, clips *a*, for the purpose of receiving and holding cards, on which are contained the requisite instructions, as represented by D, of fig. 1. The number of these cards, and the directions on them, will correspond, of course, with the changes to be made on the route.

The apparatus is exceedingly simple, cheap, and efficient. It will occupy but very little space, and, by its use, all annoyance and confusion, at the points of changing routes or cars, may be avoided, and the passengers at all times fully informed of the names of the various stations along the route. If operated by hand, it may be desirable to have it operated by a key, inserted through the case, said key to be kept by the proper attendant, so as to prevent the indicator from being tampered with or improperly set by mischievous persons.

Having thus described my invention, what I claim, is—

A case, A, having the cylinder E mounted therein, with the disk *d* and spring *l*, arranged to hold it in position, and having the series of plates, with the names of stations thereon, hinged together, and arranged to wind over said cylinder to and fro, and fold up in the lower part of the case, substantially as shown and described.

ELIHU SPENCER.

Witnesses:

JAMES L. ORME,
GEO. HAY.