

H. & I. KAHN.
Station-Indicators.

No. 148,466.

Patented March 10, 1874.

Fig. 1

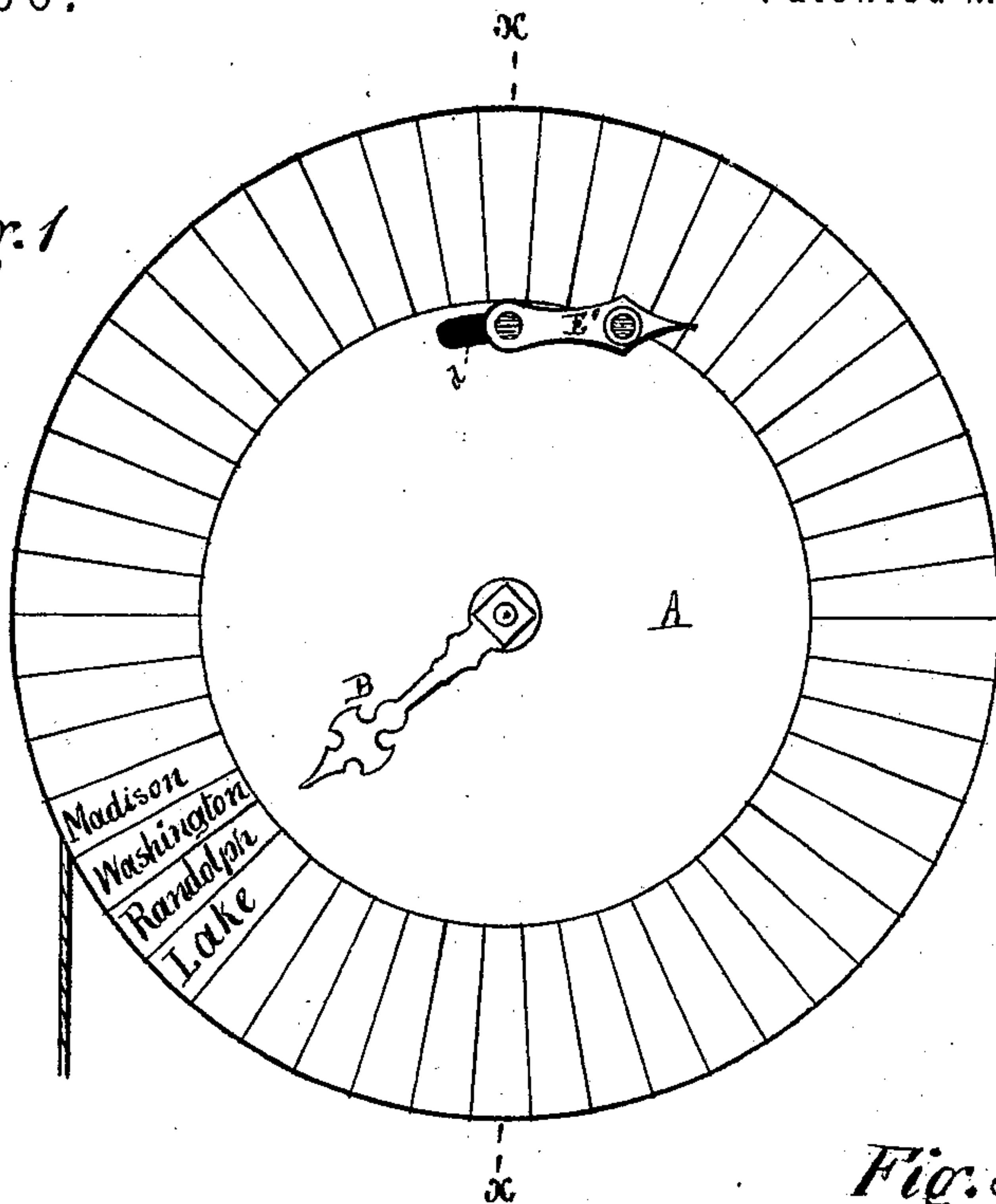


Fig. 2

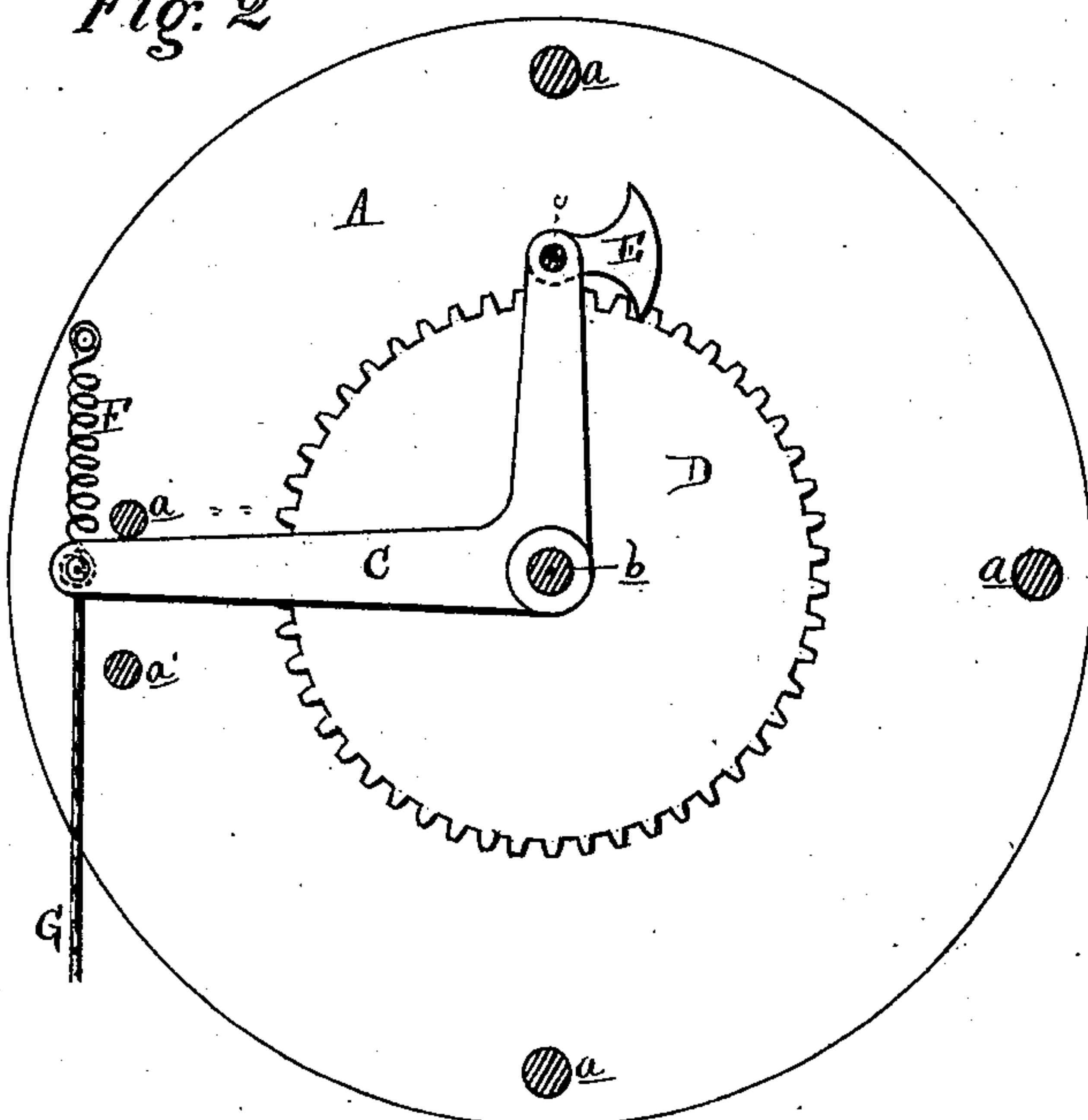
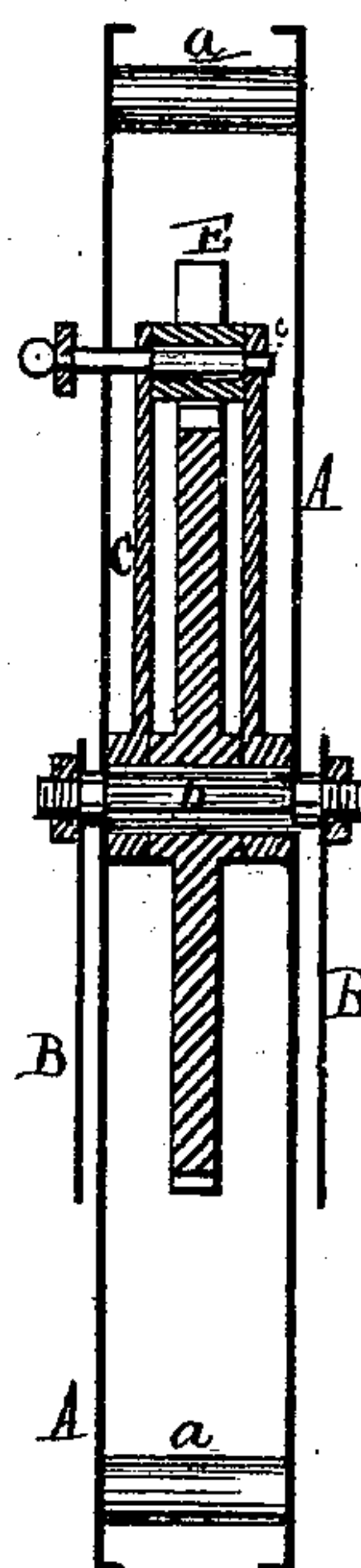


Fig. 3



Attest:
H. J. Sprague
C. E. Hustis

Inventors:
Hugo Kahn and
Isaac Kahn.
By Attorney
Thos. S. Sprague

UNITED STATES PATENT OFFICE.

HUGO KAHN AND ISAAC KAHN, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN STATION-INDICATORS.

Specification forming part of Letters Patent No. 148,466, dated March 10, 1874; application filed November 24, 1873.

To all whom it may concern:

Be it known that we, HUGO KAHN and ISAAC KAHN, of Chicago, in the county of Cook and State of Illinois, have invented an Improvement in Station-Indicators, of which the following is a specification:

This invention has for its object to provide an indicator with a dial and index on each face, to be hung in the middle of a railway or horse car, the dials bearing the names of the streets and stations, and, by means of a ratchet, pawl, and spring, actuated by a pendent cord, the index may be caused to point to the successive streets or stations.

Figure 1 is an elevation of one face of our street-indicator. Fig. 2 is a sectional elevation of the same, the dial and index being removed. Fig. 3 is a cross-section at $x x$ in Fig. 1.

In the drawing, A A represent two dials secured together at a proper distance apart by studs $a a$, with a shaft, b , journaled through the axes of said dials, to each end of which is secured an index, B. On said shaft, within the dials, two bell-crank levers, C, are sleeved at their angles, and between them a ratchet-wheel, D, is secured to the said shaft, and with it engages a reversible pawl, E, mounted on a shaft, c , journaled in the ends of the vertical arms of the levers C, one end protruding through a slot, d , in one of the dials, where it receives an arrow-shaped weight, E' , which serves to keep the pawl engaged with the ratchet, and also to reverse the pawl when required. The longer horizontal arms of the le-

vers C play between one of the studs a and a stop, a' , which limits the movement of the pawl to but one tooth of the ratchet. A spiral spring, F, engaging with the long arms of the levers, keeps them pulled up against the upper stop-stud. A cord, G, attached to said levers, afford a means of pulling them down, whereby the pawl will move the ratchet-wheel forward one tooth, carrying around the indexes a corresponding distance on the dials, around whose periphery the names of the streets or stations are printed or painted.

As each street-crossing or station is passed, the person in charge of the car has simply to pull the cord and let it go to move the index to the name of the next street or station, so that passengers may avoid being carried beyond their destination.

The dial-indicator should be suspended in the middle of a car, so that passengers at each end can read it.

What we claim as our invention, and desire to secure by Letters Patent, is—

In a street and station indicator, the combination of the dials A A, indexes B B, shaft b , ratchet D, bell-crank levers C C, which are held in position by spring F, and actuated by cord G and reversible pawl E, the several parts being constructed and operating substantially as described.

HUGO KAHN.
ISAAC KAHN.

Witnesses:

HENRY BOSSMANN,
HERMAN BISCHOFF.