

**P. W. TAYLOR.**  
**Station-Indicators.**

No. 156,607.

Patented Nov. 3, 1874.

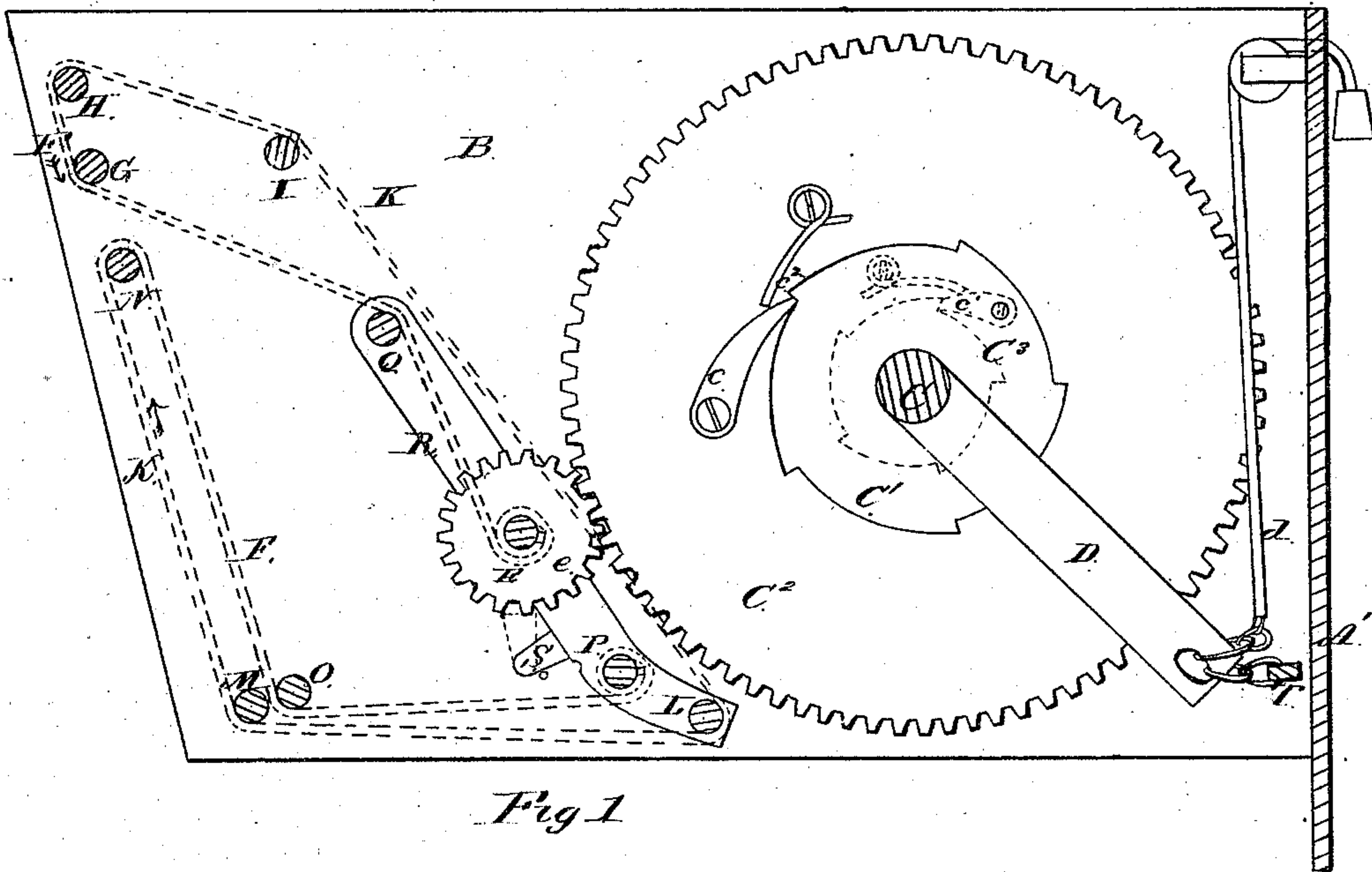


Fig 1

Witnesses

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*E. M. Connolly*

Inventor

*Porter W. Taylor*  
*Connolly Bros.,* Attorneys

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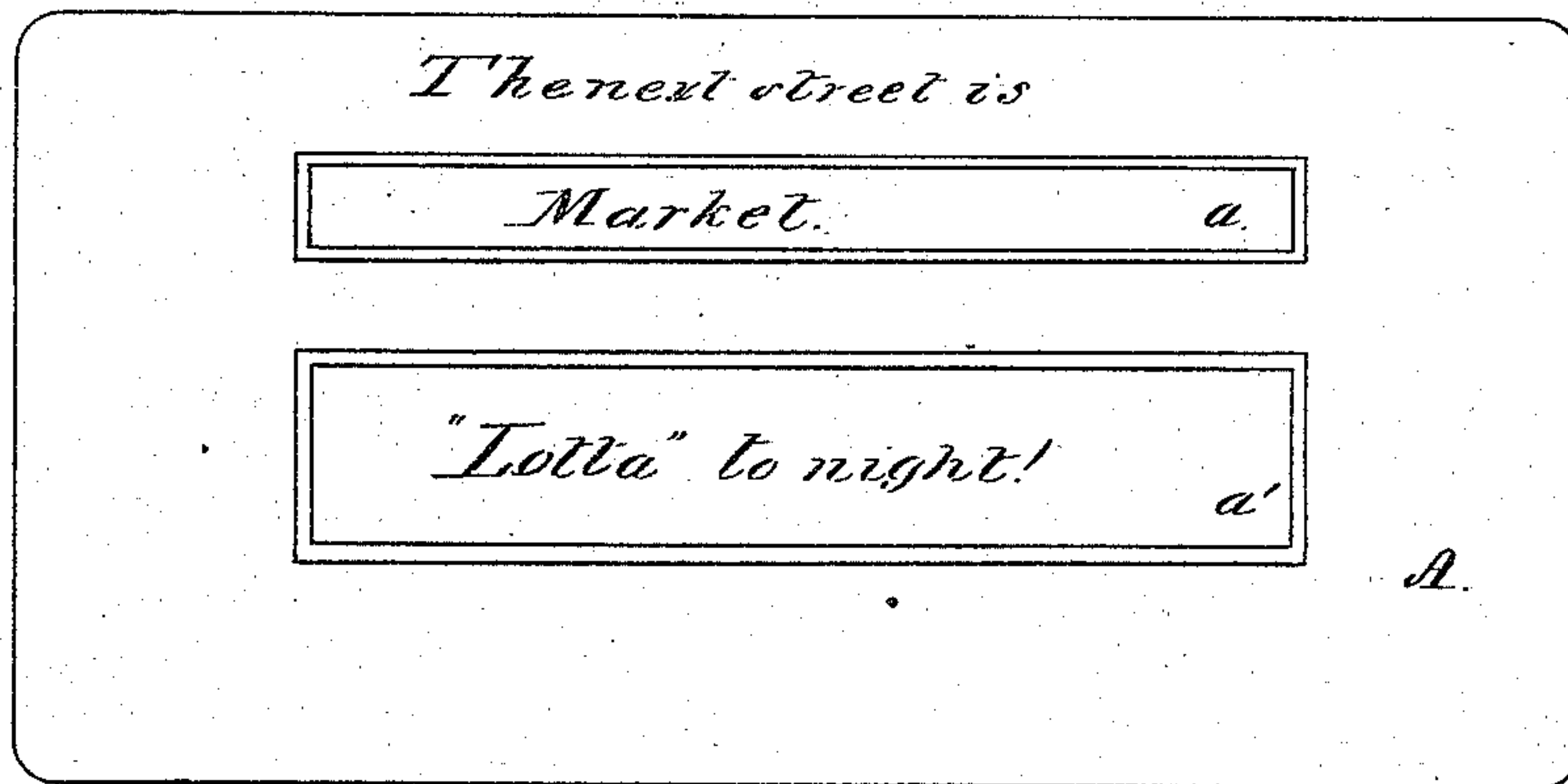


Fig. 2.

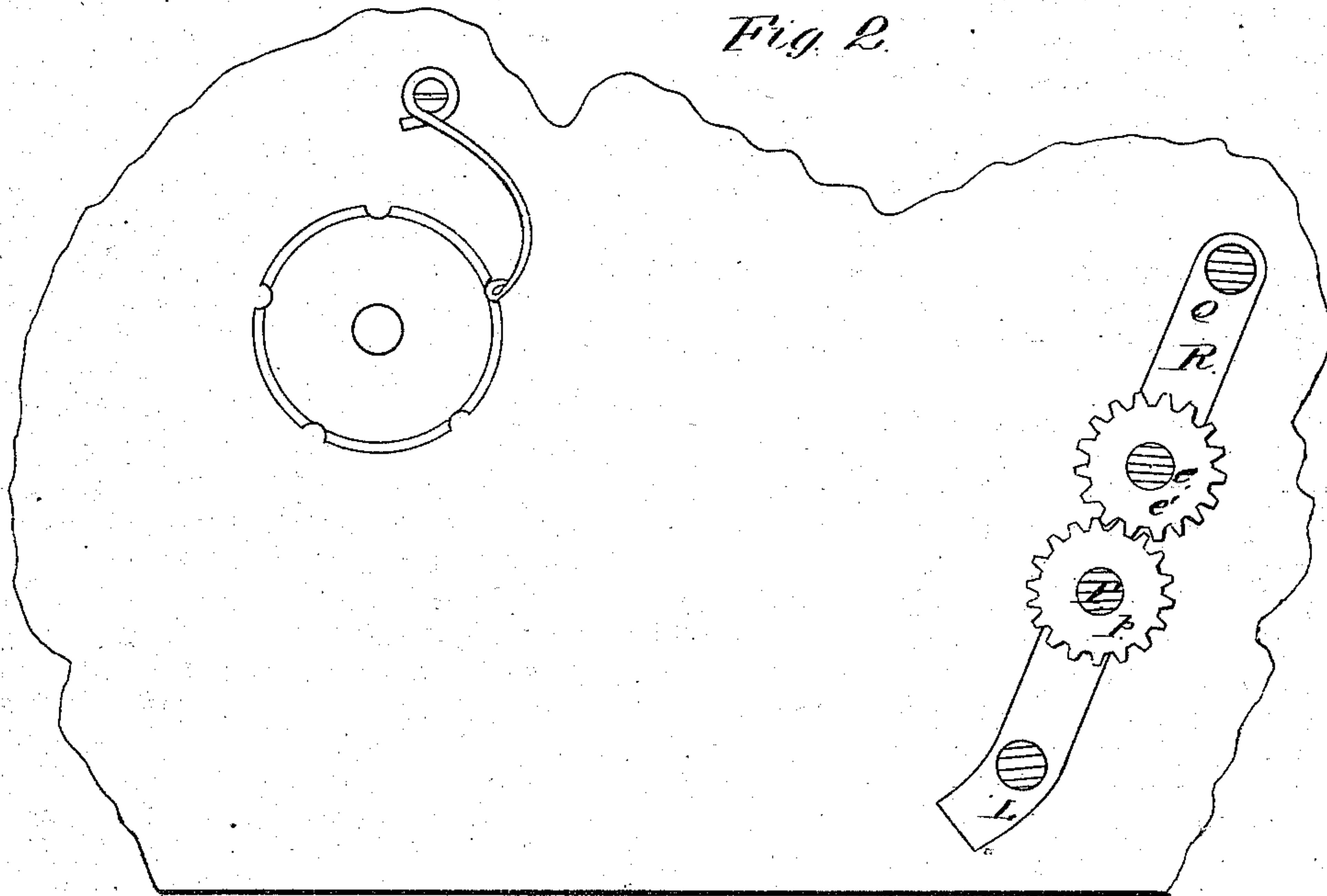


Fig. 3

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# UNITED STATES PATENT OFFICE.

PORTER W. TAYLOR, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN STATION-INDICATORS.

Specification forming part of Letters Patent No. **156,607**, dated November 3, 1874; application filed September 23, 1874.

*To all whom it may concern:*

Be it known that I, PORTER W. TAYLOR, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Advertising-Indicator; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figure 1 is a vertical section. Fig. 2 is a front view. Fig. 3 is a detailed sectional view.

My invention has for its object to provide an improved street and station indicator especially adapted to the display of advertisements.

My invention consists in the peculiar and novel construction of parts, having reference particularly to the band on which the names of the streets or stations and advertisements are delineated.

Referring to the accompanying drawing, A represents the exterior box or frame of the device, having windows *a a'*, through which the names of the streets or stations and advertisements are respectively observed. B shows an internal metallic frame fastened securely at the rear to the piece *A'*, representing the side of the car. C represents a shaft mounted in the sides of the frame B, having a ratchet, *C<sup>1</sup>*, spur-wheel *C<sup>2</sup>*, and ratchet *C<sup>3</sup>*. The ratchet *C<sup>1</sup>* and ratchet *C<sup>3</sup>*, the latter shown in dotted lines, are fast upon the shaft C, while the wheel *C<sup>2</sup>* is loose upon said shaft. D is a lever fast upon the shaft C. *e* is a dog pivoted on the spur-wheel *C<sup>2</sup>*, and *e<sup>1</sup>* is a spring-pawl engaging with ratchet *C<sup>3</sup>*. When the lower end of the lever D is raised by pulling upon the cord *d* a shoulder, *c<sup>2</sup>*, of the ratchet *C<sup>1</sup>* engages with the dog *e*, causing the spur-wheel *C<sup>2</sup>* to be moved, giving motion to the pinion E and revolving band F. The band F, which starts from the pinion-shaft I, passes in succession over the roller-shafts H and G, terminating on the shaft *l*. From the said shaft I starts the band K, (which may be separate from the band F or merely a continuation of the latter,) passing successively over the roller-

shafts L, M, N, and O, and winding upon the shaft P. The band F is designed to display the name of the street or station, while the band K is intended for the reception of advertisements. When the cord *d* is pulled, actuating the wheel *C<sup>2</sup>*, the band F will move down, bringing the name of the next street or station into view at the upper window *a*, while the band K will move upward, showing a new advertisement at the lower window *a'*.

The advantage of this peculiar arrangement over that heretofore adopted, wherein the advertisements and names of streets or stations alternated on a single band, the former occupying the spaces between the latter, is that a movement of the band one-half the distance heretofore required will be sufficient to produce a change of street or station name and change of advertisements. In other words, when the advertisement and street or station names succeeded alternately on the band, the names of the streets occupied distances widely apart, and hence a considerable motion of the band was necessary to change from one street-name to another. By the present arrangement, however, the street-names follow one another in close succession on the band, and hence a slight throw of the lever will effect a change of the name displayed. The pinion-shaft *e* is sustained in a pivoted frame, R, swinging on the shaft Q, said shaft *e* gearing with the shaft P by means of the gear-wheels *e' p*, Fig. 3. The gravity of this frame will cause the pinion *e* to drop out of gear with the spur-wheel *C<sup>2</sup>* whenever the dog S is turned back, as shown in dotted lines, which may be done by means of an external handle or button. The pinion is thus thrown out of gear whenever it is desired to rewind the bands F and K upon the shaft I, which it is necessary to do at the end of the route, by which time both bands will have been wound upon the shafts E and P respectively. The winding is effected by applying a key to the squared end of the shaft I, which is made to project beyond the case A for that purpose. Connected with the lever D is a pivoted arm, T, by which, whenever said lever is raised, a gong will be struck and an alarm sounded, thus calling attention to the change of name and advertisement.

What I claim as my invention is—

1. The combination, with the band or bands F K winding from the roller I upon the rollers E P, of the rollers H G M N, arranged substantially as shown and described.

2. The shaft C, ratchet C<sup>1</sup>, and spur-wheel C<sup>2</sup>, combined with the lever D, dog c, and station-indicator containing the band or bands K F, substantially as shown and described.

3. The pivoted swinging frame R, sustain-

ing the pinion-shaft E and shaft P geared therewith, in combination with a station-indicator, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand.

PORTER W. TAYLOR.

Witnesses:

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JNO. A. BELL.