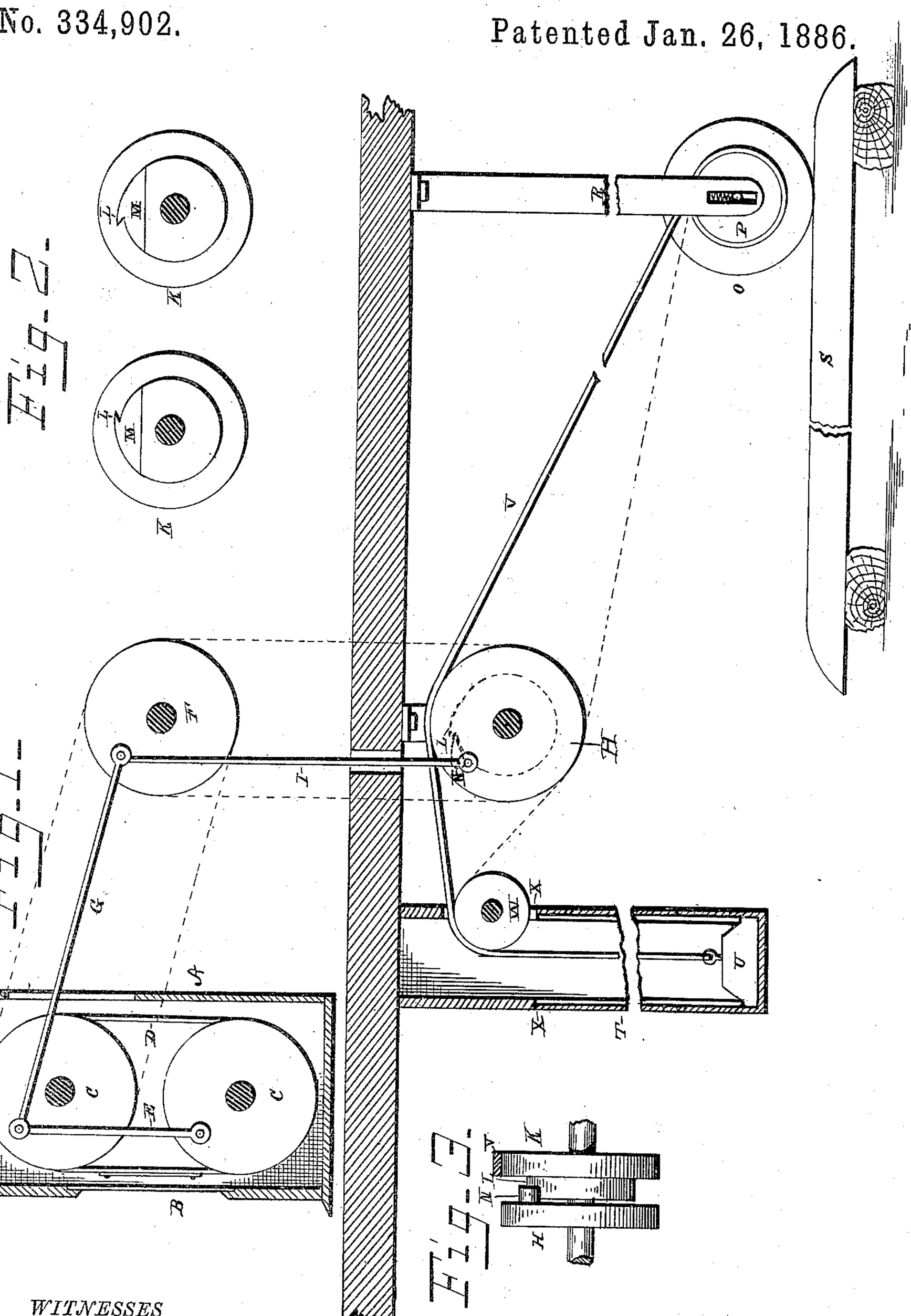
(No Model.)

G. E. SCHLEGELMILCH.

STATION INDICATOR.

No. 334,902. Patented Jan. 26, 1886.



WITNESSES

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GEORGE E. SCHLEGELMILCH, OF PHILADELPHIA, PENNSYLVANIA.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 334,902, dated January 26, 1886.

Application filed July 25, 1884. Serial No. 138,735. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. SCHLEGELMILCH, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Station-Indicators, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain improvements in station-indicators, and is designed to produce a device that shall accurately show or indicate a station on a railroad to the occupants of a car before the said station is reached. To accomplish this result a mechanism is employed, as illustrated in the annexed drawings, in which—

Figure 1 represents an elevation of the device, being partly in section; and Figs. 2 and 3, details of parts.

In some conspicuous place in a car is placed an indicator, A, with a glass-covered opening, B. On the interior are rollers C, over which passes an endless band, D, on which at proper intervals are secured the names of the stations to be shown. The rollers may or may not be coupled by a rod, E.

From one of the rollers C to a wheel or roller, F, is extended a connecting-rod, G, and from the wheel F to one, H, under the car is a rod, I, connecting them, thus, as is evident, communicating any motion of the said wheel H to the indicator. The wheel H is supported by suitable hangers, and on its shaft is a loose wheel, K, having an annular extension of smaller diameter on one side, on which extension is raised a lug or tooth, L. The portion M, carrying the tooth, is made removable and reversible. On the wheel H is a pawl, N, adapted to engage with the tooth L. On a line with the loose wheel, and a short distance from it, is hung a wheel, O, having on one side a drum, P. The hangers R, supporting the said wheel O, are provided with slotted bearings, in which slots are springs pressing against the axle of the wheel O. This allows a certain play of the wheel when it strikes the piece S, which is located on the ties of the railway at some point between stations, as the said piece may not always be set at exactly the same height relative to the position of the wheel, while the spring prevents any "jumping" of the said wheel. On the other side of the wheel H is a frame, T, projecting downward from the bottom of the car and forming a guiding-way for a weight, U. The edge of the frame may project on the side of the weight, or the weight may have lugs on it to embrace the sides of the frame. To the weight is attached a band or chain, V, which passes over a pulley, W, in the frame T, then over or under the loose wheel K, and from thence to the drum P, to which it is secured. The frame T is provided with stops X, which restrict the upward motion of the weight, it normally resting on the bottom of said frame.

As the car moves over the piece S, which may be roughened on its upper surface, it causes the wheel O to revolve, winding thereby the band or chain on the drum P, which lifts the weight, at the same time turning the loose wheel K once, which is sufficient to carry the tooth beyond the pawl. Then when the piece S is passed the weight descends, and the pawl and tooth engaging, the wheel H is turned and the indicator operated, as is clearly evident. When the train moves in the opposite direction, the piece M is reversed and the pawl thrown over, so as to properly engage with the tooth. The band V is placed as shown in dotted lines. Sprocket-wheels are used with a chain-band.

Instead of the connecting-rods I and G, belts may be used, and, when used to connect the wheels F and H, can be crossed to reverse the indicating-band D.

Having described the device, what I claim is—

1. In combination with a station-indicator, a friction-roller engaging with a short piece on the railway, a guided weight which the friction-roller operates, and a loose and fixed wheel operated by a band or chain connecting the said friction-pulley and the weight, the fixed wheel being connected to the indicator, substantially as and for the purpose specified.

2. A reversing mechanism consisting of a weight and an operating-pulley connected by a band or chain, and a fixed pulley on a shaft and provided with a pawl, and a loose pulley on the same shaft and provided with an extension on which is a reversible ratchet-tooth, the

loose pulley engaging with the band or chain, and the parts operating substantially as and for the purpose specified.

3. In combination with an indicator, a fixed wheel connected to the indicator and provided with a pawl, a loose pulley on the same shaft, and provided with an extension carrying a reversible ratchet-tooth, a wheel carrying a winding-drum and engaging by friction with a piece on the roadway, the said wheel having a restricted play in its bearings, and a weight guided and supported in bearings and connected to the drum by a band or chain which operates the loose pulley, the entire device operating substantially as set forth.

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

GEO. E. SCHLEGELMILCH.

Witnesses:
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