(No Model.) 2 Sheets—Sheet 1.

A. STAIB.

STREET CLOCK.

No. 364,971. Patented June 14, 1887.

Fig. 1.

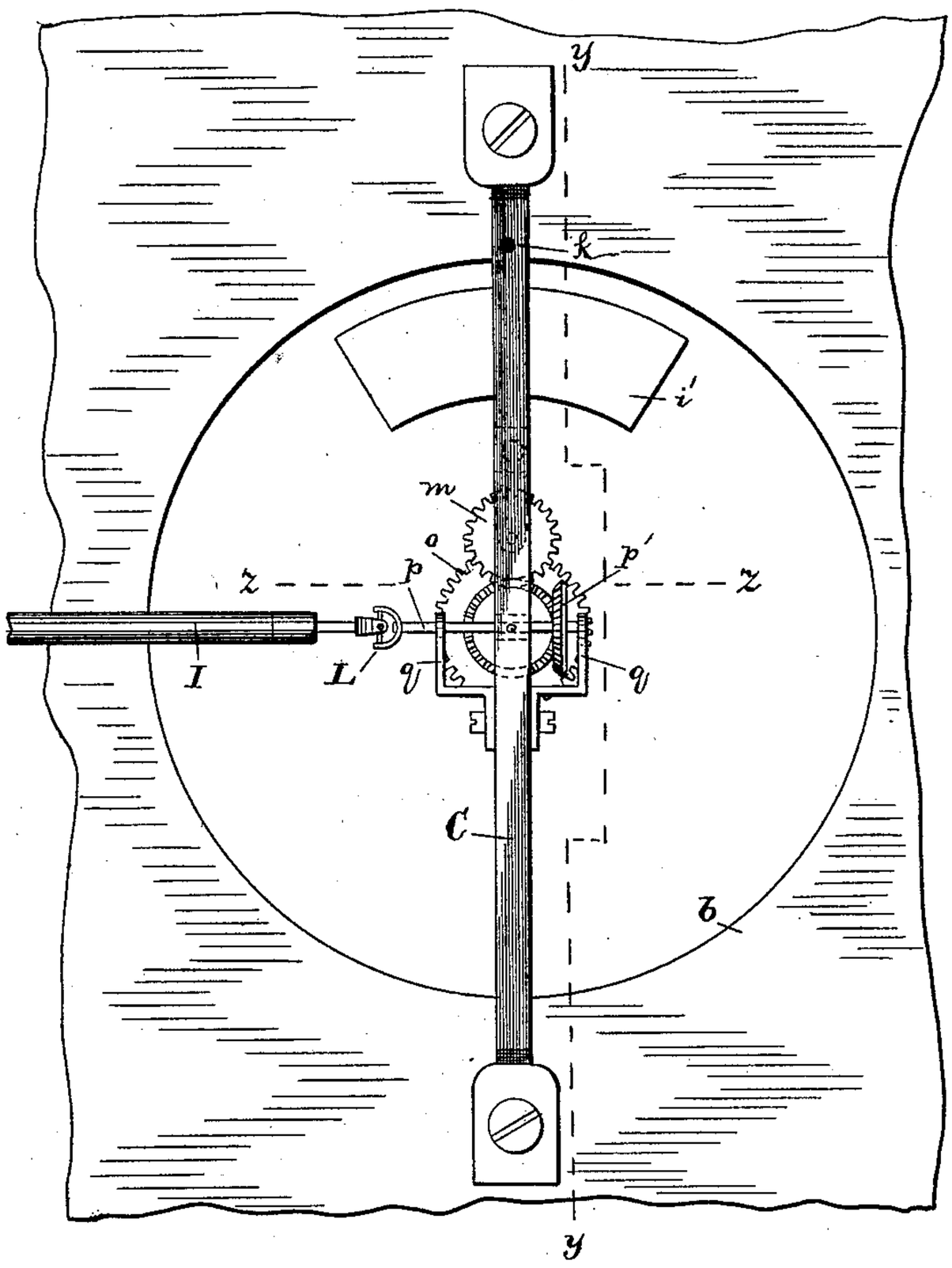


Fig. 2.

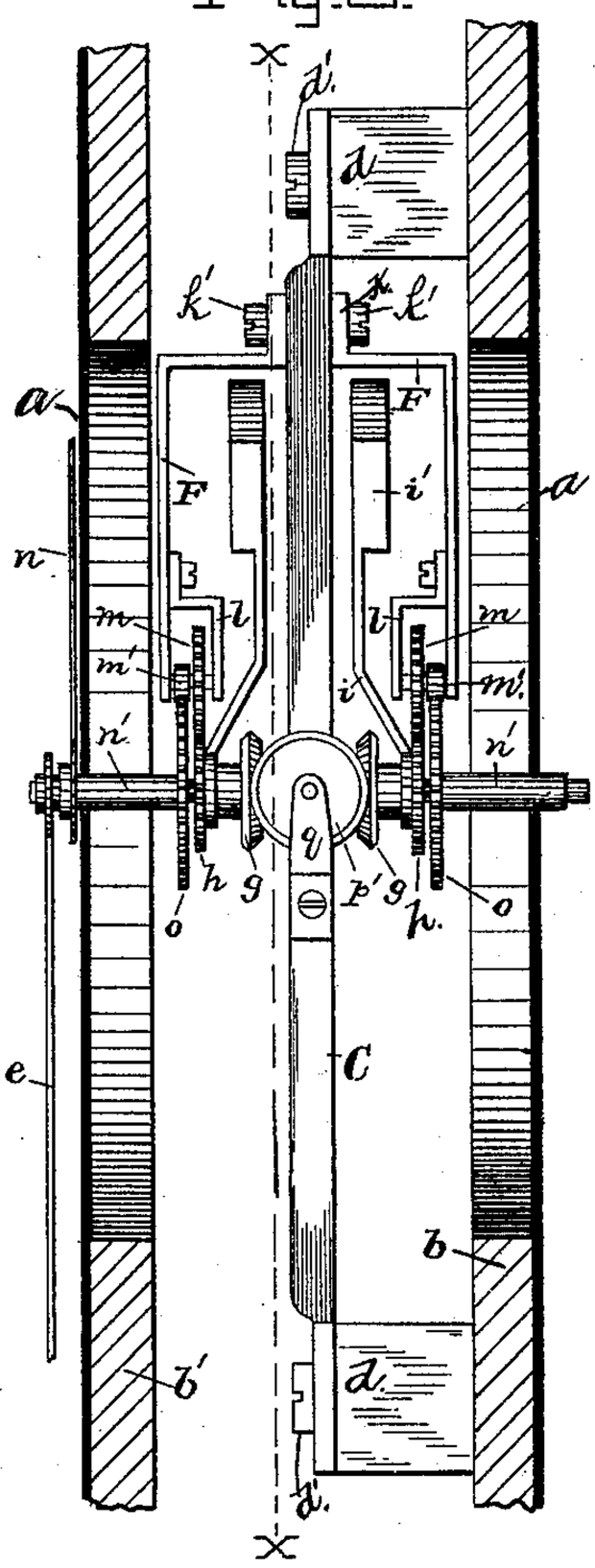


Fig. 3.

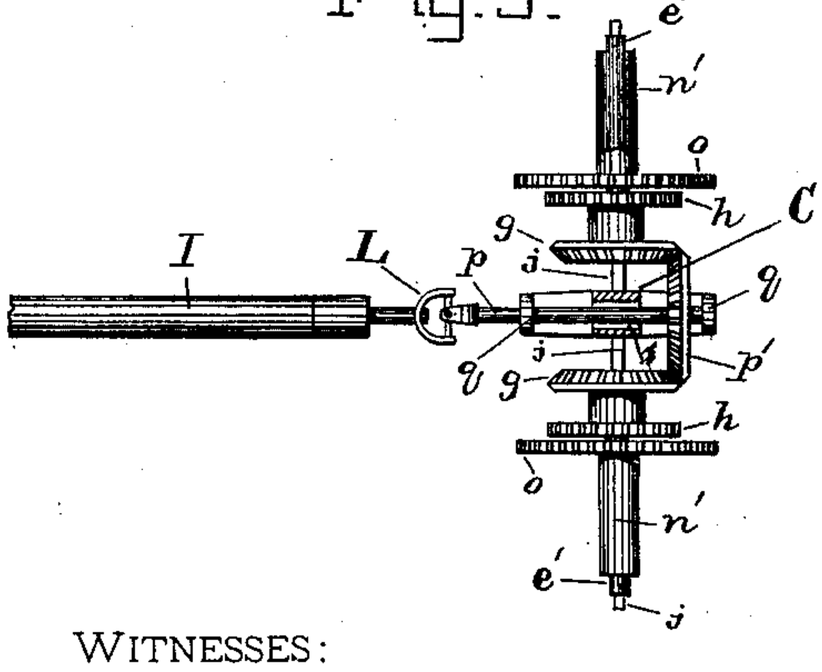


Fig. 4.

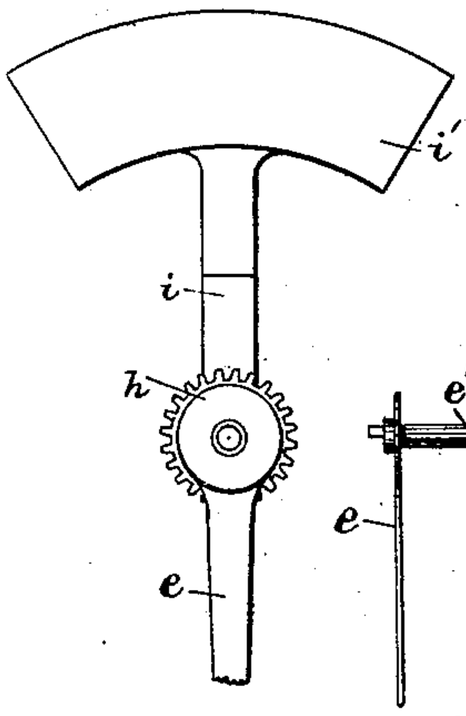
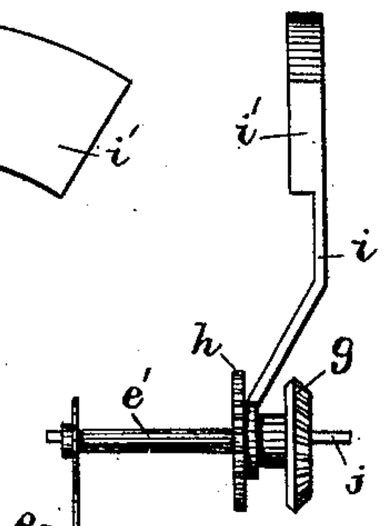


Fig. 5.



WITNESSES:

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John E. Morris

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ATTORNEY.

(No Model.) 2 Sheets—Sheet 2.

A. STAIB.

STREET CLOCK.

No. 364,971. Patented June 14, 1887.

Fig. 6.

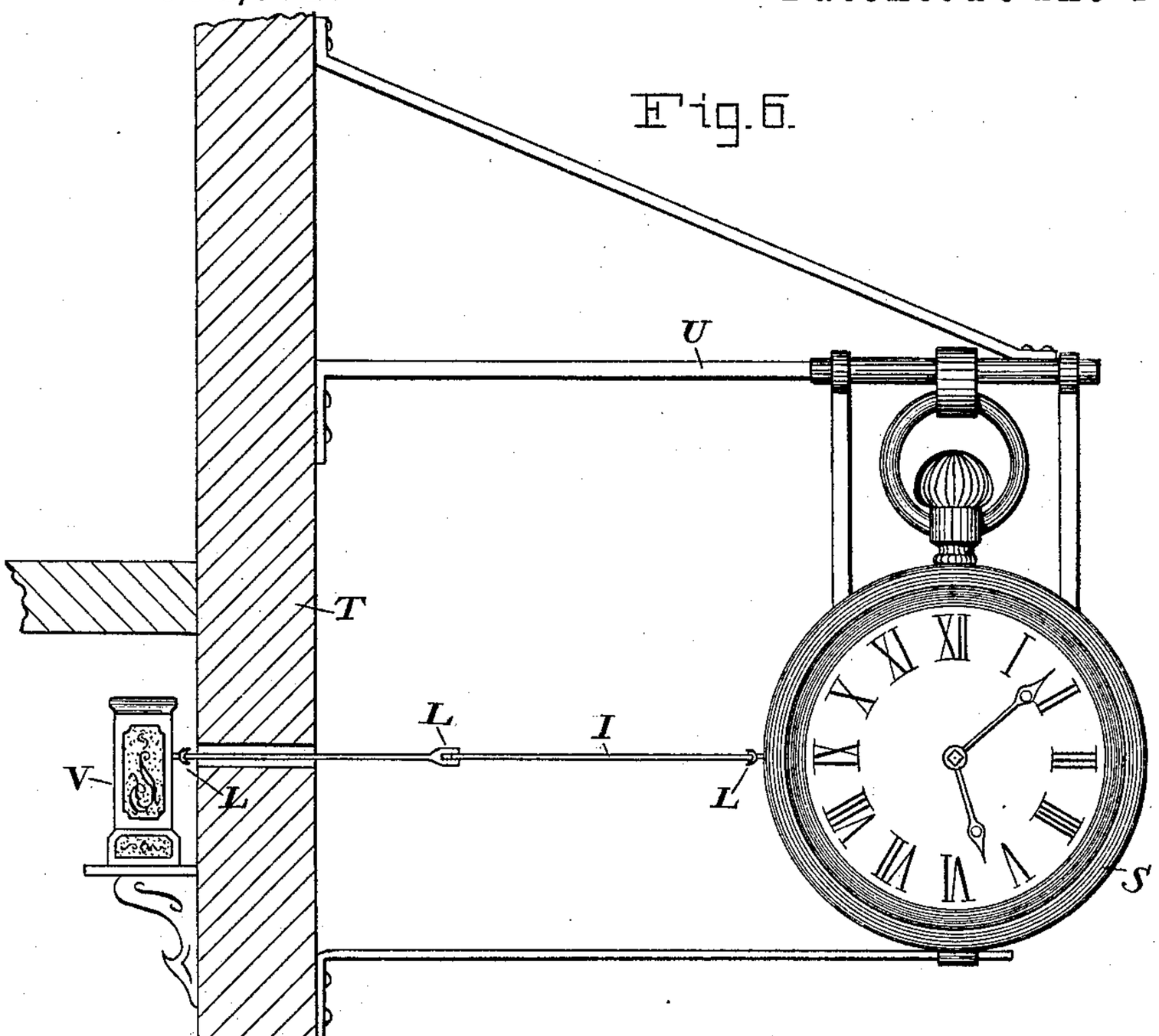
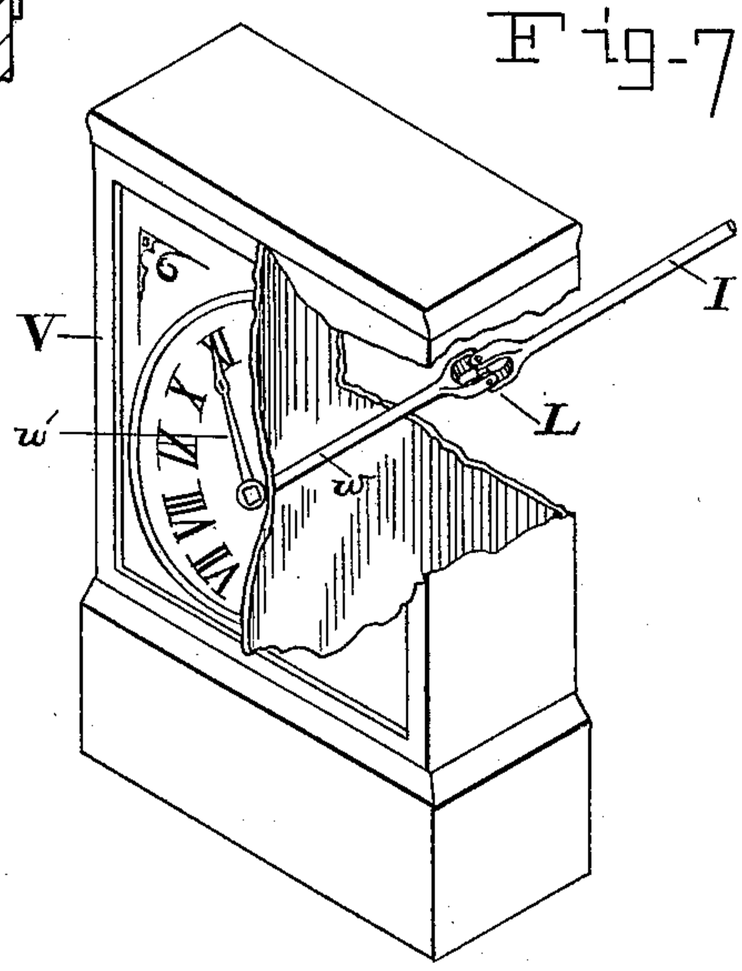


Fig. 7.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ADOLPH STAIB, OF BALTIMORE, MARYLAND.

STREET-CLOCK.

SPECIFICATION forming part of Letters Patent No. 364,971, dated June 14, 1887.

Application filed March 1, 1887. Serial No. 229,278. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH STAIB, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Running Street-Clocks, of which the following is a specification.

My invention relates to improvements in street-clocks which are suspended from the front of buildings.

The invention has for its object to provide a simple and cheap construction whereby the hands of such clocks may be driven by the movement of an ordinary cheap clock located inside of the building.

The invention will first be described, and then designated in the claims.

Referring to the accompanying drawings, Figure 1 shows an inside view of the street-clock, being a vertical section on the line *x x* of Fig. 2, looking toward the right. Fig. 2 is a vertical diametrical section of a street-clock on the line *y y* of Fig. 1. Fig. 3 is a plan and part sectional view of certain parts of the mechanism, such as may be seen below the horizontal line *z z*. Figs. 4 and 5 are views of the counterbalanced hand. Fig. 6 is a view representing the street-clock, the building-wall, inside clock, and the connection between the two. Fig. 7 shows that the connecting-rod which drives the hands of the street-clock is attached to the arbor of the minute-hand of the inside clock.

The street-clock has two dials, *a*, one at each side. Each dial is supported on suitable boards, *b b'*, and between the boards all the mechanism is placed. A vertical bar, C, is attached by blocks *d* and screws *d'* to the dial-board *b*, and has position midway between the two boards. All the mechanism is supported on this bar. There are duplicate sets of mechanism, a different set being at opposite sides of the bar C. One set only will be described.

The minute-hand *e* is attached to a hollow arbor, *e'*, which has a bevel-wheel, *g*, a pinion, *h*, and an arm, *i*, projecting in an opposite direction from the minute-hand and carrying a weight, *i'*. The gravity of the weight is adjusted to suit that of the minute-hand, to which it acts as a counter-balance. A horizontal pin, *j*, is fixed rigidly to the bar C and serves as a supporting-journal for the hollow arbor *e'*.

A hanger, F, has its upper end secured to the vertical bar C, which has a hole, *k*. A screw, *k'*, through the end of the hanger and into said hole secures the hanger. The said hanger has a branch arm, *l*, which supports a shaft, and a large pinion, *m*, and a small one, *m'*, both mounted on the said shaft between the hanger and its branch arm. The large pinion *m* engages with the pinion *h* on the minute-hand arbor *e'*.

The hour-hand *n* is attached to a hollow arbor, *n'*, carrying a large pinion, *o*, which engages with the said small pinion *m'*. Thus a train of gearing connects the two hollow arbors.

The drive-shaft *p* is supported by two brackets, *q*, attached to the bar C—one at each side. This shaft passes through the bar and turns freely in a hole, *r*, therein. The said drive-shaft carries a bevel-wheel, *p'*, which gears with the two bevel-wheels *g* of the minute-hand arbors of the duplicate sets of mechanism, as shown in Figs. 2 and 3.

The construction of the two-dial clock, which embraces the bar C, secured only to one of the dial-boards *b* and supporting the duplicate sets of mechanism wholly on said bar, is new and useful, as thereby all of the mechanism may be first fully adjusted and then the movable dial-board *b'* placed in position.

The duplicate mechanisms are inclosed in a water-tight case, S, and the whole is suspended on the outside of and beyond the wall T of a building by a suitable hanger, U. An ordinary eight-day clock, V, has position on the inside of the wall, and the arbor *w* of its minute-hand *w'* is connected by a rod, I, with the drive-shaft *p* of the street-clock. An important auxiliary in connecting the movement of the inside clock, V, with the street-clock S is the universal-jointed coupling L, of which three are employed. This coupling is plainly shown in Figs. 1 and 3, and will be recognized as a well-known device. It compensates for any want of trueness or precision of adjustment of the street-clock with respect to the inside clock, and it obviates the ill effects that would otherwise result from any slight swaying or tremor of the street-clock occasioned by the wind.

The finished clock represents an open-face American stem-winding watch.

Having described my invention, I claim and

desire to secure by Letters Patent of the United States—

1. In a street-clock, the combination, with the boards having dials, of a bar interposed midway between and connected to one of said boards and having secured on opposite sides thereof a train of gearing, the journal-pins rigidly secured to the bar and having loosely thereon inner and outer hollow arbors for the minute and hour hands of said clock, and counterbalance-weights secured to the inner arbors, as shown and described.

2. In a street-clock, the combination, with the boards having dials, of a bar interposed midway between and connected to one of said boards and provided with a shaft having a bevel-wheel, the hangers on opposite sides of the bar, each having a train of gearing, the journal-pins rigidly secured to each side of the bar, provided with inner and outer arbors, the inner arbors having counterbalance-weights, and also provided with bevel-wheels meshing with the bevel-wheel of the bar-shaft, and a rod having universal joints at its ends and central portion and having its connections, as shown and described, and for the purpose set forth.

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

ADOLPH STAIB.

Witnesses:
JOHN E. MORRIS,
JNO. T. MADDOX.