

(No Model.)

W. F. SEELEY.

STREET OR STATION INDICATOR.

No. 396,613.

Patented Jan. 22, 1889.

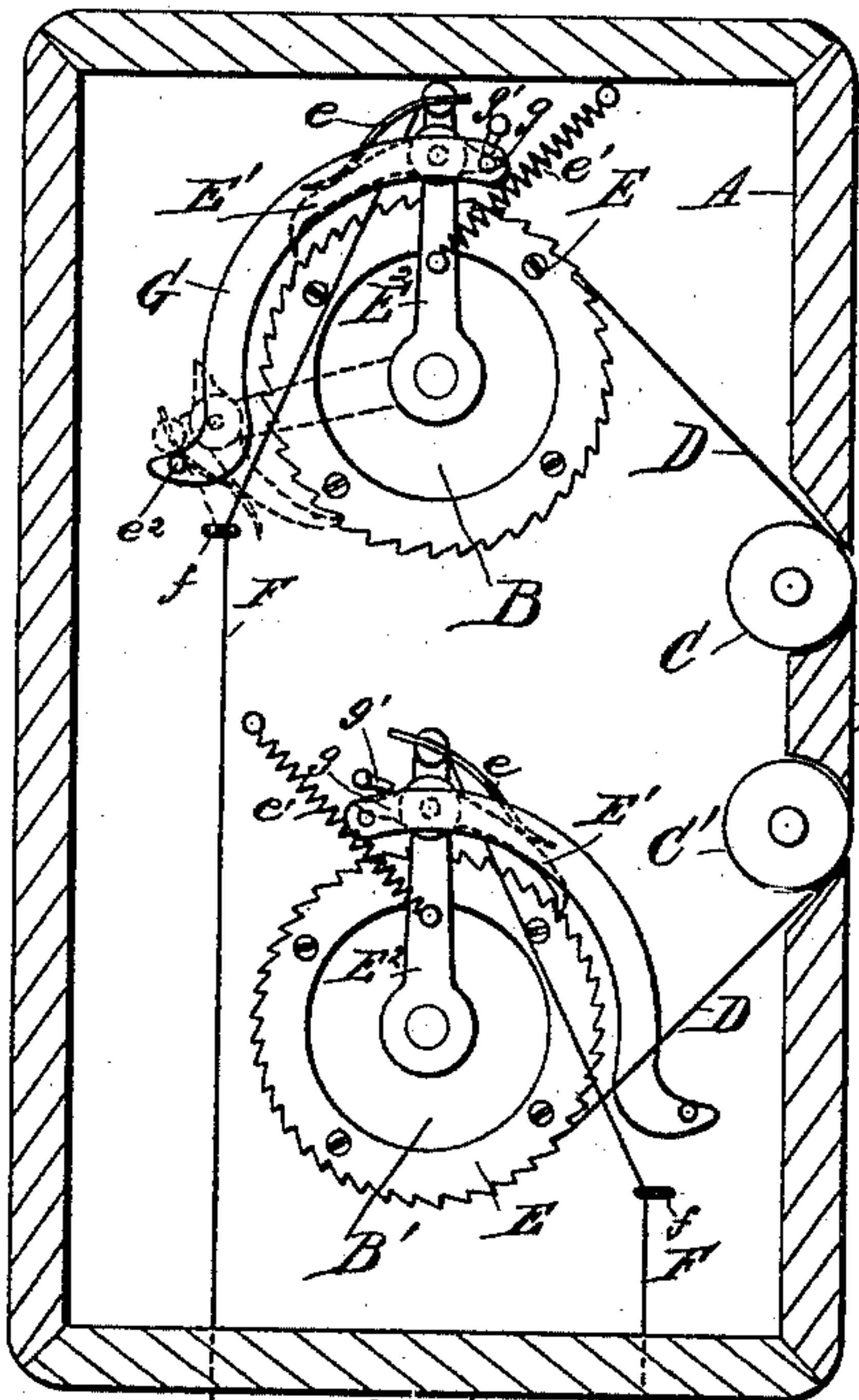


Fig. 1.

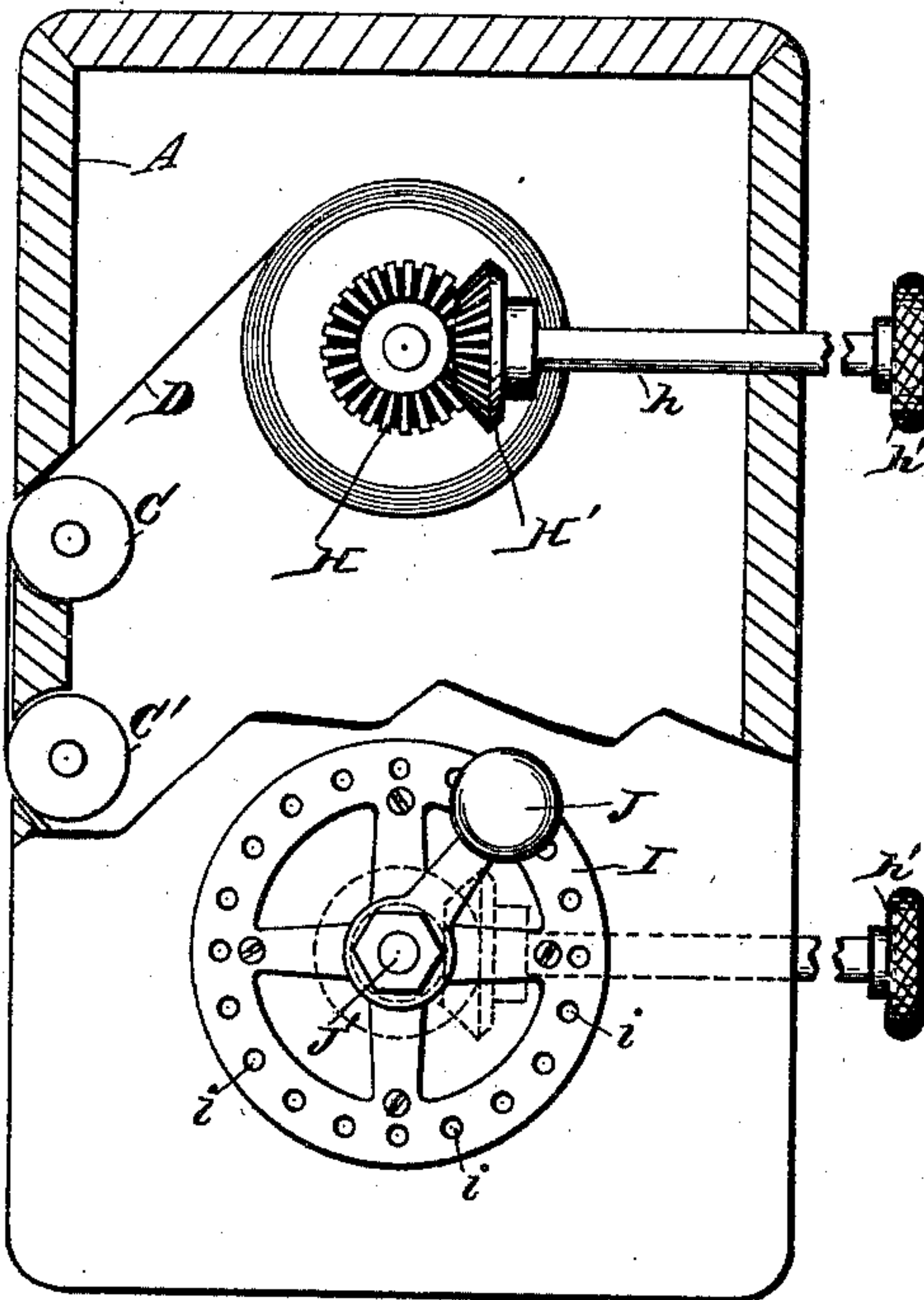


Fig. 2.

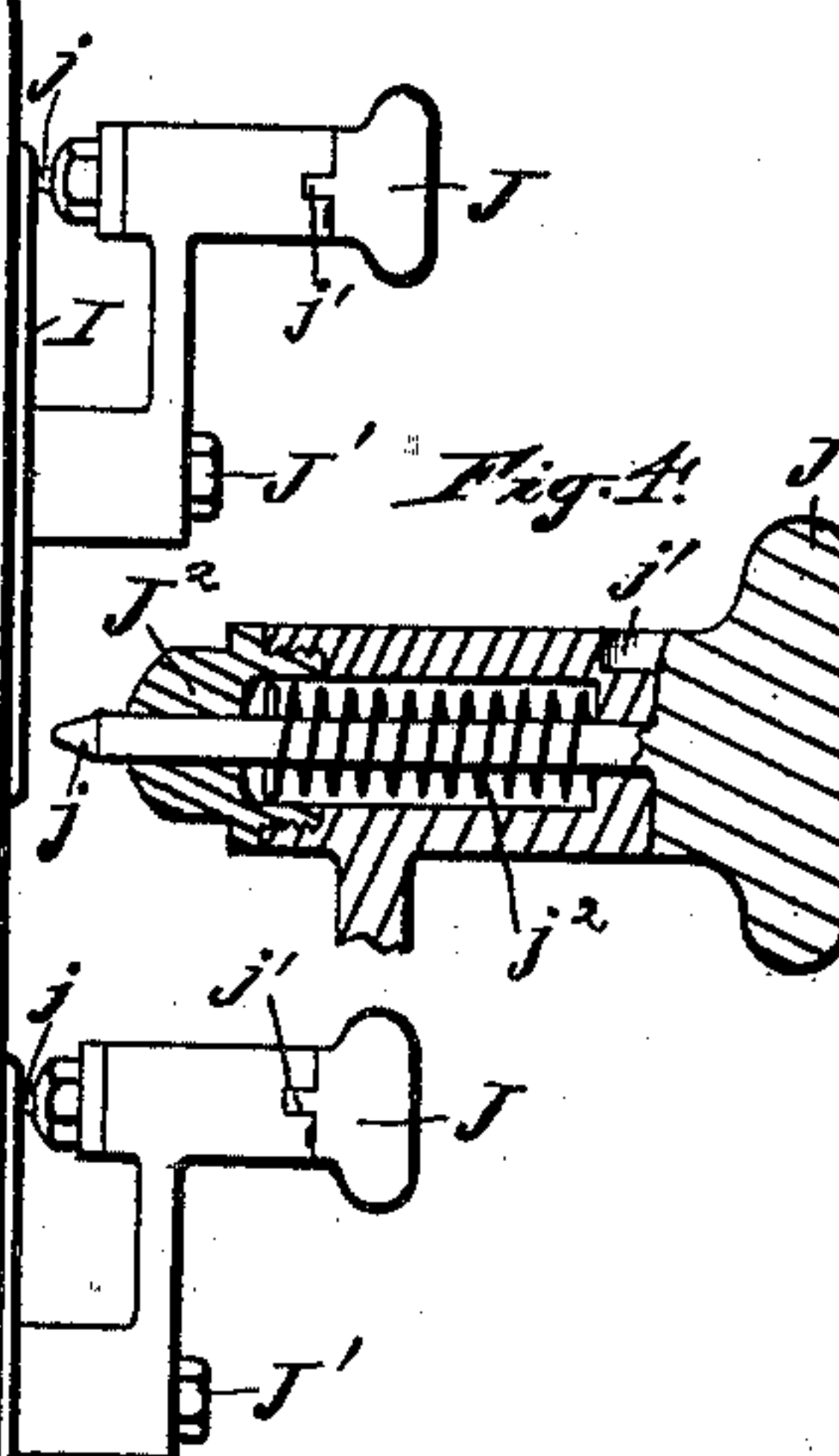
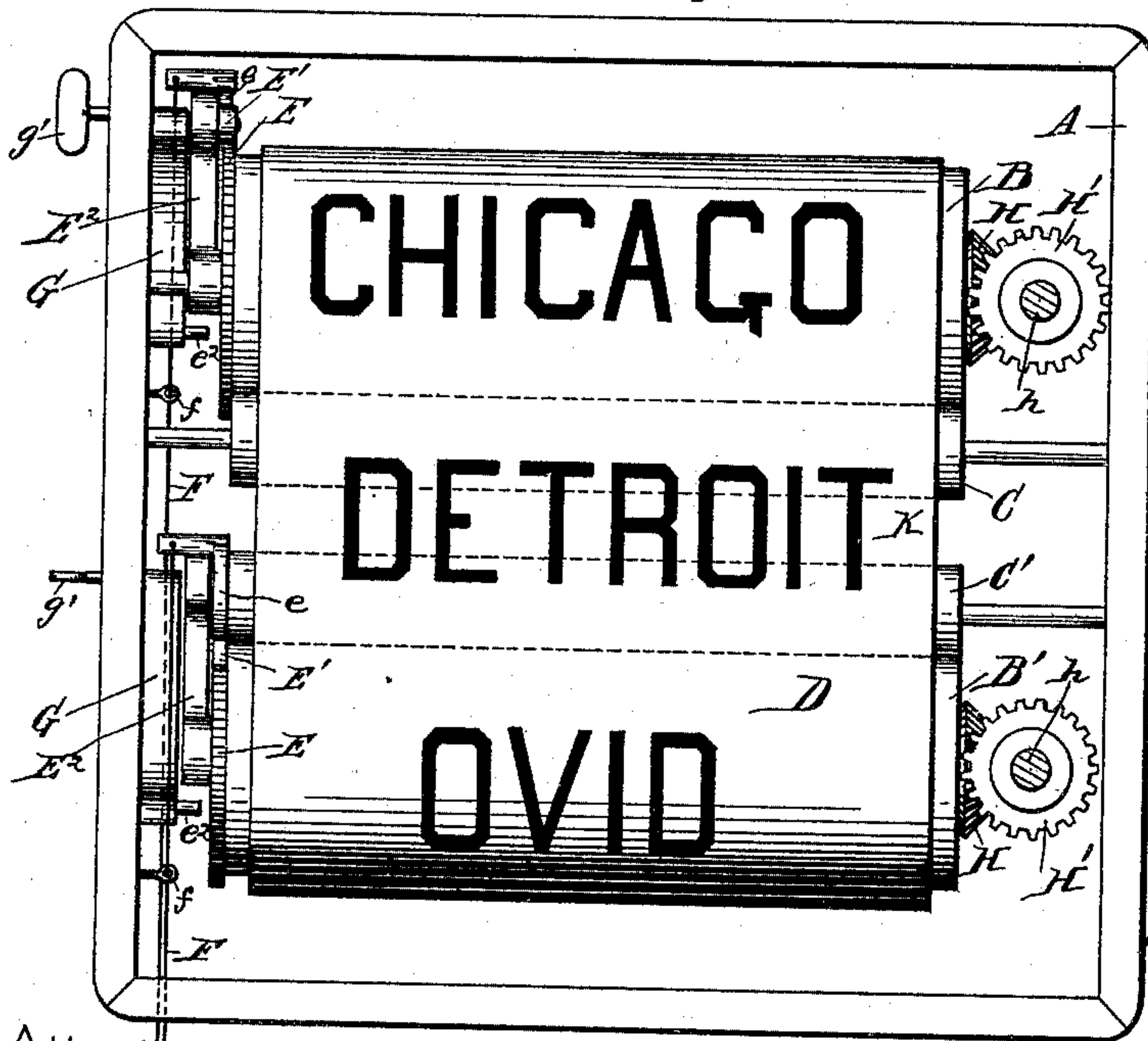
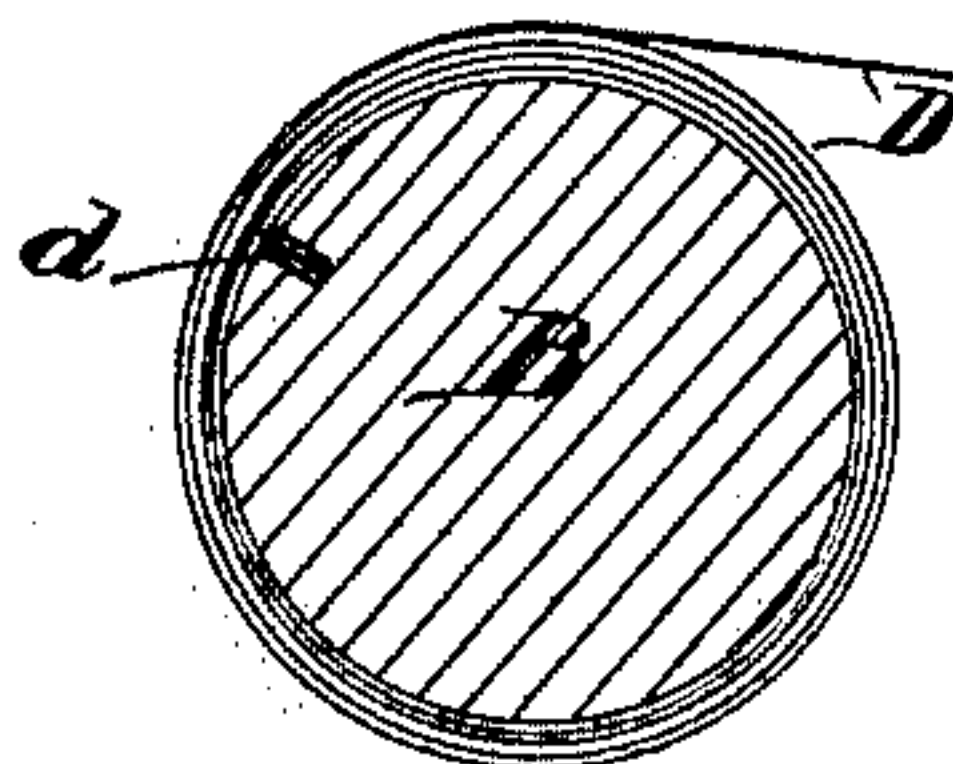


Fig. 1.

Attest.

John E. Miles.  
Robert Young



*Fig. 5.*

Inventor

W. F. Sully



# UNITED STATES PATENT OFFICE.

WILLIAM F. SEELEY, OF DETROIT, MICHIGAN.

## STREET OR STATION INDICATOR.

SPECIFICATION forming part of Letters Patent No. 396,613, dated January 22, 1889.

Application filed September 20, 1888. Serial No. 285,892. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM F. SEELEY, a citizen of the United States, and a resident of Detroit, in the State of Michigan, have invented certain new and useful Improvements in Street or Station Indicators; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a vertical transverse section of the indicator. Fig. 2 is a partial section, showing the crank of the lower roller. Fig. 3 is a front view, and Fig. 4 is a detail view in section. Fig. 5 is a transverse section of one of the rollers B.

This invention relates to improvements in street and station indicators; and it consists in the construction and novel arrangement of parts, as hereinafter set forth.

The object is to provide a street or station indicator that may be operated from the outside or car-platform or operated from the inside; and a further object is to so construct the device that there are few working parts to become worn or broken.

Referring to the drawings, A designates the casing designed to be secured within a car at the end thereof, and B B' represent upper and lower rollers having journal-bearings in the casing, and upon which the display-apron D is designed to roll. The display-apron D extends over supplemental rollers C C', journaled within the casing, and through slot-openings in the front of the casing, so that a portion, K, only of the apron is exposed to view. The station or street subscribed on the portion K indicates the next stopping-place or station.

E designates ratchet-wheels secured to one end of the respective rollers B B', and E' represents pawls pivotally connected to the outer ends of the arms E<sup>2</sup>, which have a loose-sleeve-connection upon the journals of the rollers. Springs e, secured at one end to the arms E<sup>2</sup>, bear with their free ends upon the pawls and hold them in engagement with the ratchet-

wheels. Cords F are secured to projections on the arm E<sup>2</sup> and pass downward through eyes f and through openings in the bottom of the casing.

G G are guides secured to the casing by the pins e<sup>2</sup>, and in which the arms E<sup>2</sup> are designed to travel.

By pulling downward on one of the cords F the arm to which it is secured is drawn downward, as shown by the dotted lines in Fig. 1, causing its roller to turn and wind the apron thereon. A stop-pin, e<sup>2</sup>, limits the downward movement of the arm, and a coiled spring, e', retracts it when the cord is released. Keys g' extend through the casing and are designed to hold the ratchet out of engagement with the wheels by turning the lug on the inner end of said keys down upon the projecting end g of the pawls.

It is obvious that when one roller is operated by means of a string, F, and connections the pawl of the other roller should be thrown out of engagement with its ratchet.

H designates a bevel-gear on the roller-journals, and H' is a bevel-gear meshing therewith, and having a shaft, h, which extends through the rear of the casing and through the end of the car, where it is provided with a suitable turning-handle, h'. By means of this bevel-gear and shaft the rollers may be operated by a person standing on the car-platform, and the pin e<sup>2</sup>, by stopping the arm E<sup>2</sup>, will indicate that the street or station has been exposed to view.

Cranks J are secured to the outer ends of the roller-journals, as at J', and radial notches or depressions i are formed in the casing or in a dial, I, as shown, secured by screws to the casing. A pin, j, extends through the hollow handle of the crank, and is connected at one end to the knob thereof, and a coiled spring, j<sup>2</sup>, within the handle holds the end of the pin in engagement with one of the notches i. When it is necessary to roll the apron upon one of the rollers by means of its crank, the pin of the other crank must be withdrawn and held out of engagement by turning the knob so that the end of the projection j' thereon will rest upon the end of the handle.

It is evident that by the several attachments the rollers may be operated from the points most convenient, and that one or more

of said operating devices may be dispensed with. I prefer, however, to construct the indicator as described above.

Having described my invention, what I claim is—

1. In a street and station indicator, the combination, with the casing, the rollers C C', the apron, and the rollers B B', having the ratchet-wheels and pawls, of the bevel-gear H on the ends of the roller-journals, the bevel-gears H' on the shaft *h*, meshing with the gears H, the shaft projecting through the rear of the casing and provided with the handle *h'*, and the spring-controlled stop-pin passing through the handle *h'*, substantially as specified.

2. In a street or station indicator, the com-

bination, with the casing, the rollers C C', the apron, and the rollers B B', having the ratchet-wheels, of the dials provided with the depressions *i* and secured to the outer face of the casing, the cranks J on the roller-journals, the spring-controlled pins passing longitudinally through the handles, and the projections *j* on the knobs, adapted to enter the depressions *i* in the dials I, substantially as specified.

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

WILLIAM F. SEELEY.

Witnesses:

JAS. P. BUSSEY,

J. D. MOORE.