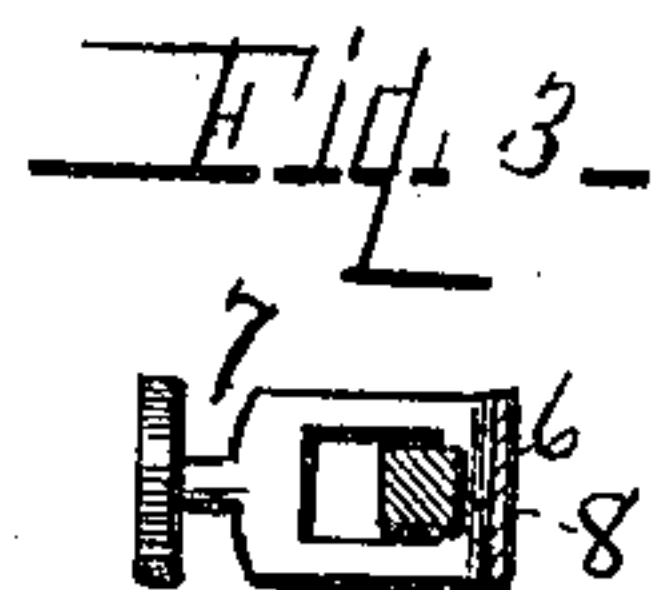
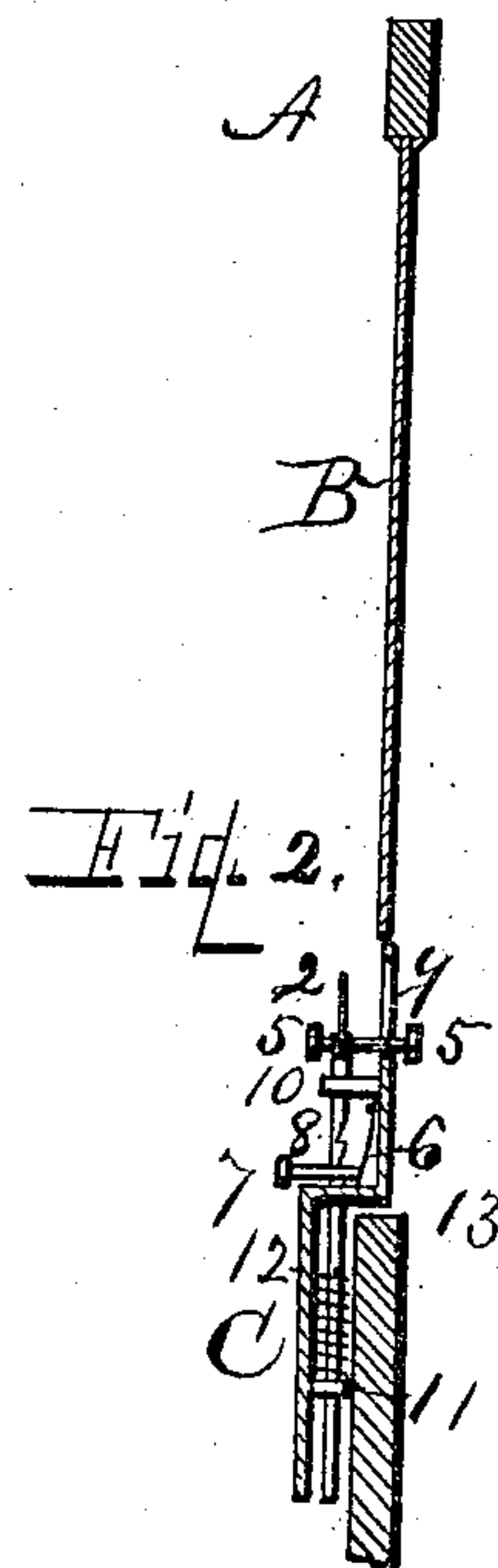
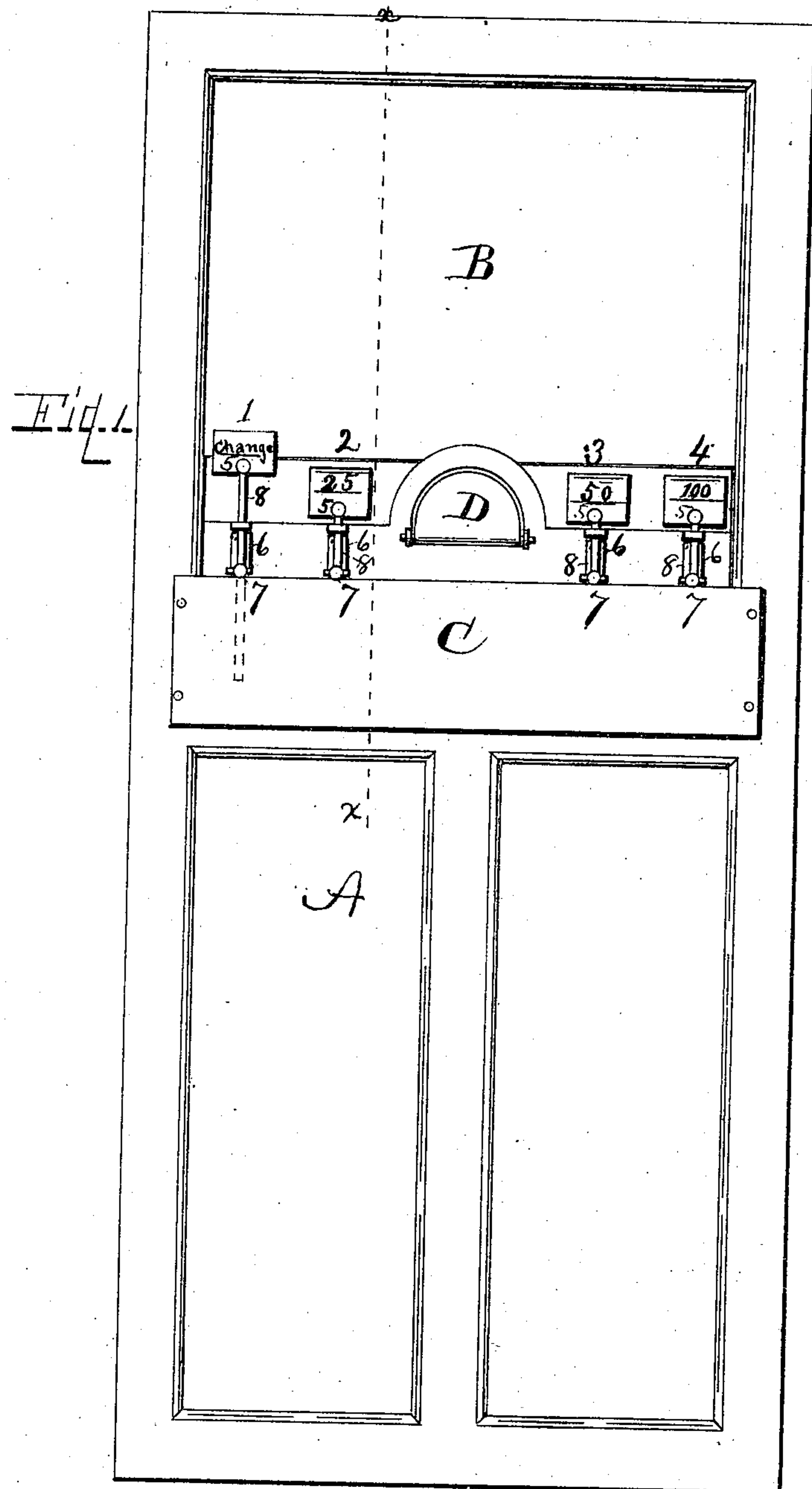


(No Model.)

J. W. DEAR.
STREET CAR INDICATOR.

No. 502,227..

Patented July 25, 1893.



Witnesses

John Trantman
Chas. W. Hoffman

Inventor

James W. Dear
By His Attorney B. Pickering

UNITED STATES PATENT OFFICE.

JAMES W. DEAR, OF DAYTON, OHIO, ASSIGNOR OF ONE-HALF TO THOMAS W. DAVY, OF SAME PLACE.

STREET-CAR INDICATOR.

SPECIFICATION forming part of Letters Patent No. 502,227, dated July 25, 1893.

Application filed August 22, 1892. Serial No. 443,813. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. DEAR, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Street-Car Indicators; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in street-car indicators, the several features of which will be fully hereinafter described and claimed.

The object of my invention is to indicate to the driver of a street-car, what is required in the way of change or tickets, by simply releasing the proper tablet, and thereby communicating the want of a passenger. The device is attached to the door of the car in such manner, that, when a tablet is released by a passenger, the tablet is exposed to the view of the driver, through the glass in said door. The object is accomplished by the mechanism illustrated in the accompanying drawings, in which—

Figure 1, is a front view of the indicator as attached to the door of a street-car. Fig. 2, is a fragmentary, sectional view on line *x* Fig. 1. Fig. 3, is a top view of the holding-catch with the spring part in section.

Like letters and numerals designate like parts throughout the several views.

A represents an ordinary street car door, and no modification is necessary to adapt it to my indicator.

C is a cast iron frame with an offset near the top that sets within the panel space, and the lower part extends beyond and through which screws are passed to fasten the same to the door. At the center is a semicircular orifice protected by the door D, through which the change and tickets may be passed. Lugs 10 are on the front at the top and on the back near the bottom are lugs 11, which serve as guides to the bars 8, upon which are mounted

the tablets. On the first tablet is printed or stamped "Change," on the second "25," third "50," fourth "1.00." The tablets are stamped the same on both sides. The first indicates that change for money is required, and the second, third and fourth that tickets are required for the respective amounts indicating cents. At the offset are provided orifices for the bars, but they need not be actual bearings as are the specified guides. The tablets 1, 2, 3 and 4 are attached to the tops of their respective bars by pintles, which move in slots of the frame, and on the ends of which are fastened the buttons 5, 5. These are engaged by the fingers to press down the bars. The spring-catch 7 is attached by its upper end to the inner surface of the frame beneath the guide-lug. This catch comprises a button for the fingers, the hollow body to embrace the bar, and a plate of spring brass 6. The rear of the bar is notched, and when the bar is carried down, the catch engages the notch and holds the same from rising. The spiral spring 12 surrounds the bar, the lower end resting on the lower guide lug, and the upper end bearing against a pin in said bar. The office of the spring is to hold up the tablet, and for this purpose the spring is compressed as it is put into position.

Within the door frame and above the cast iron frame C is the plate of glass B. The tablets are carried above the frame sufficiently to expose the characters on the same to the view of the driver. The several tablets are supported and operated the same. In their normal positions the tablets are not exposed to the view of the driver, but are always in view of the passengers. In the drawings the tablet 1 is shown as elevated in position, to indicate to the driver that change is required.

To illustrate the operation; a person desires tickets for twenty-five cents, he presses on the button of the catch 2, the tablet is carried up exposing "25" to the view of the driver, he delivers the tickets through the opening in the frame, and then presses the tablet down out of view. Each tablet is thrown up by releasing the catch, and if an error is made the tablet may be depressed

by the passenger. A lug may be attached to each of the bars to ring a bell to call the attention of the driver.

I am aware that bars held in a vertical position with tablets attached to their respective tops, and with devices to elevate the same, have been used, and I therefore only claim the specific combination, as set forth in my claims.

10 Having fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a street-car indicator the combination of the frame C with supporting lugs, the

sliding-bars held therein, the tablets at- 15
tached to the top of said bars provided with buttons to depress the same, the elevating spiral spring and the slotted spring-actuated detaching catch, held beneath the upper supporting lugs, substantially as set forth. 20

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JAMES W. DEAR.

Witnesses:

B. PICKERING,

CHAS. A. WALTRIM.