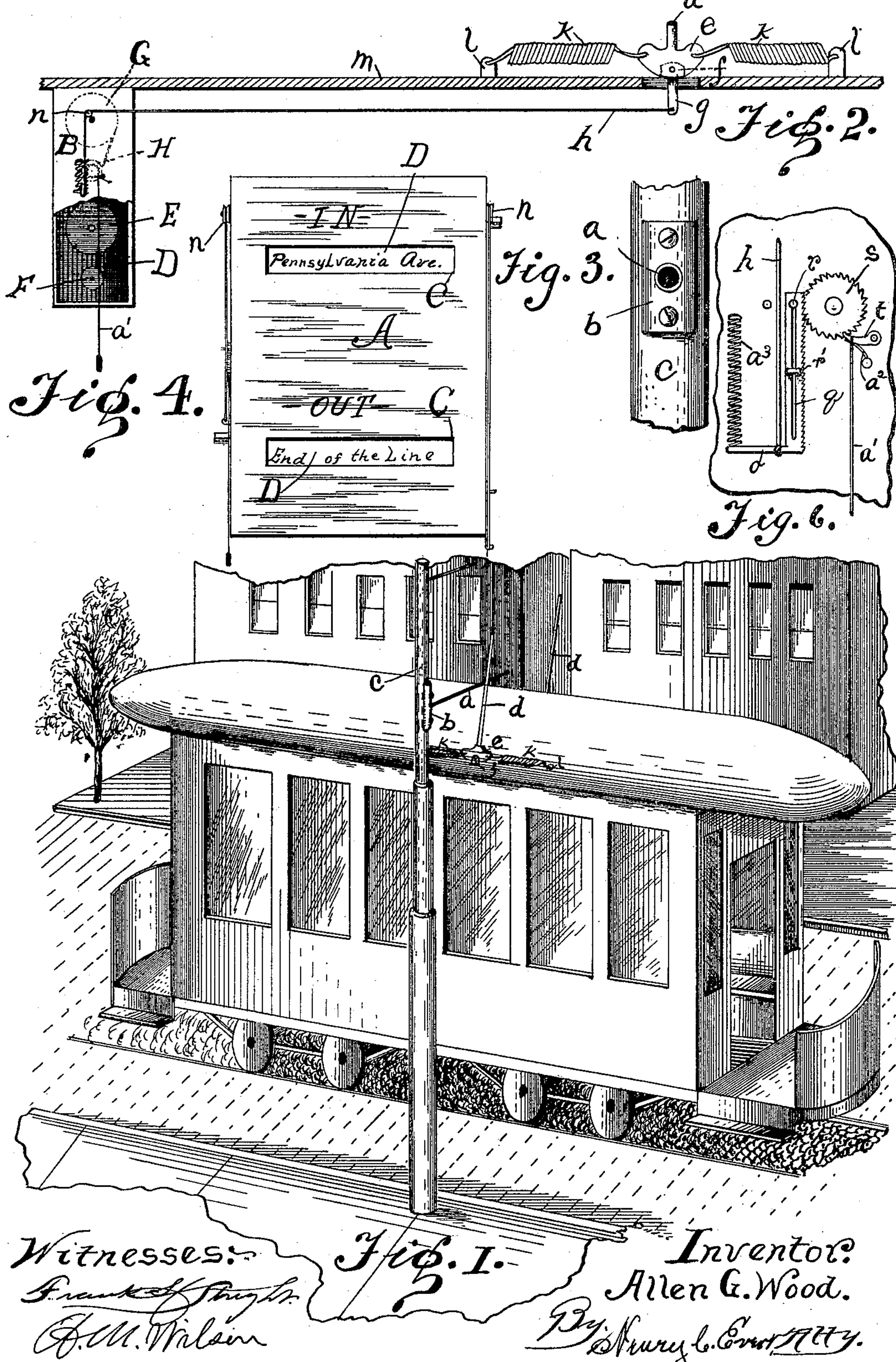


(No Model.)

A. G. WOOD.  
STATION INDICATOR.

No. 583,351.

Patented May 25, 1897.



Witnesses:  
Frank J. Hughes  
J. M. Wilson

Fig. 1.

Inventor:  
Allen G. Wood.  
By Henry L. Everett, Atty.



# UNITED STATES PATENT OFFICE.

ALLEN G. WOOD, OF PITTSBURG, PENNSYLVANIA.

## STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 583,351, dated May 25, 1897.

Application filed December 31, 1896. Serial No. 617,550. (No model.)

*To all whom it may concern:*

Be it known that I, ALLEN G. WOOD, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Automatic Indicators, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in automatic indicators, and has for its object to construct an indicator that is particularly adapted for street-car use to automatically indicate each street  
15 that the car passes throughout the route.

The invention further aims to construct an indicator that will be extremely simple in its construction, strong, durable, effectual in its operation, and comparatively inexpensive to  
20 manufacture.

With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the  
25 claim.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein  
30 in like letters of reference indicate similar parts throughout the several views, in which—

Figure 1 is a perspective view showing a car equipped with my improved indicator. Fig. 2 is a side view of the indicator, partly broken  
35 away to show the interior, this rim also showing the car-roof in section with the springs and a part of the operating-pole. Fig. 3 is a side view of a portion of the pole, showing trip-rod. Fig. 4 is a front elevation of the  
40 indicator. Fig. 5 is a view of a portion of the register, showing operating mechanism.

Referring now to the drawings by reference-letters, *a* indicates the trip-rod, which is carried by a plate *b*, secured to the side poles *c*,  
45 said rod *a* extending outward across the track to be engaged by the upright rod or poles *d*, formed on its lower end with a segment *e*, pivoted in jaws *f*, carried on the upper end of a bar *g*, to which is attached one end of the operating-cord *h*. To the segment *e* is attached  
50 on each side coil-springs *k k*, having their

other ends attached to lugs *l l* on the car-roof *m*. The cord *h* extends from the lug *g* in alinement with the car to the register over the pulley *n*, secured on the side of the register, 55 and is attached to an arm *o*, carried by a rack-bar *p*, provided with a slot *q*, which receives pins *r* and *r'*, carried by the side of the register. This rack-bar *p* engages a ratchet *s*, secured on the lower roller of the display-band, 60 said ratchet engaged by a pawl *t*, carrying a releasing-cord *a'*, and held in engagement by a spring *a<sup>2</sup>*. The arm *o* carries a spring *a<sup>3</sup>*, which is fastened at its upper end to the side of the register. This register consists of 65 a box, the front of which is designated by the reference-letter A and the sides B, said front A carrying inscriptions "In" and "Out," "Down" and "Up," or the like, and provided with slots C C to show the name of 70 the street or other inscription on the display-cards D, which operate over rollers E F and G H, controlled by the mechanism on each side of the box, as heretofore described.

For the purpose of rewinding the display 75 canvas or card I have provided in the side of the register-box a hole *b'* to receive the pin *r* and provided with an ordinary crank on one end of the rollers F and H.

The operation is as follows: As the car ap- 80 proaches the street the rod or pole *d* engages the trip-rod *a*, inclining the same and compressing the spring *a<sup>3</sup>* by the lift on the rack-bar *p*. The lift on the rack-bar causes the same to turn the ratchet *s*, and by reason of 85 this ratchet being secured on the roller F or H (according to which side of the car the device is being operated from) turning the roller F or H and operating the roller *e* or G therewith by friction of the display canvas or 90 card. When it is desired to rewind the canvas or cards on the rollers, the pin *r* is inserted in the hole *b'* in the side of the box, thus forcing the rack-bar out of engagement with the ratchet, and a pull on the cord *a'* releases the 95 pawl *t*, when the rollers may be readily turned by the crank *b<sup>2</sup>*.

It will be also noted that various changes may be made in the details of construction without departing from the general spirit of 100 my invention.

Having fully described my invention, what

I claim as new, and desire to secure by Letters Patent, is—

In an indicator, the combination of a box carrying a flexible web, a display-card on said  
5 web, a spring-depressed rack-bar, a pawl-and-ratchet mechanism, a cord attached to said rack-bar, and to one arm of a pole pivoted to the roof of the car, said pole having lateral extensions engaging spiral springs, adapted  
10 to hold the rod in a vertical position, side

poles provided with arms to engage said vertical pole attached to the car to operate the same, substantially as shown and described.

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

ALLEN G. WOOD.

Witnesses:

A. M. WILSON,  
GEO. B. PARKER.