No. 746,020. PATENTED DEC. 8, 1903.

H. L. CASPERSON.

SIGN.

APPLICATION FILED FEB. 19, 1903.

NO MODEL.

Fig. 1.

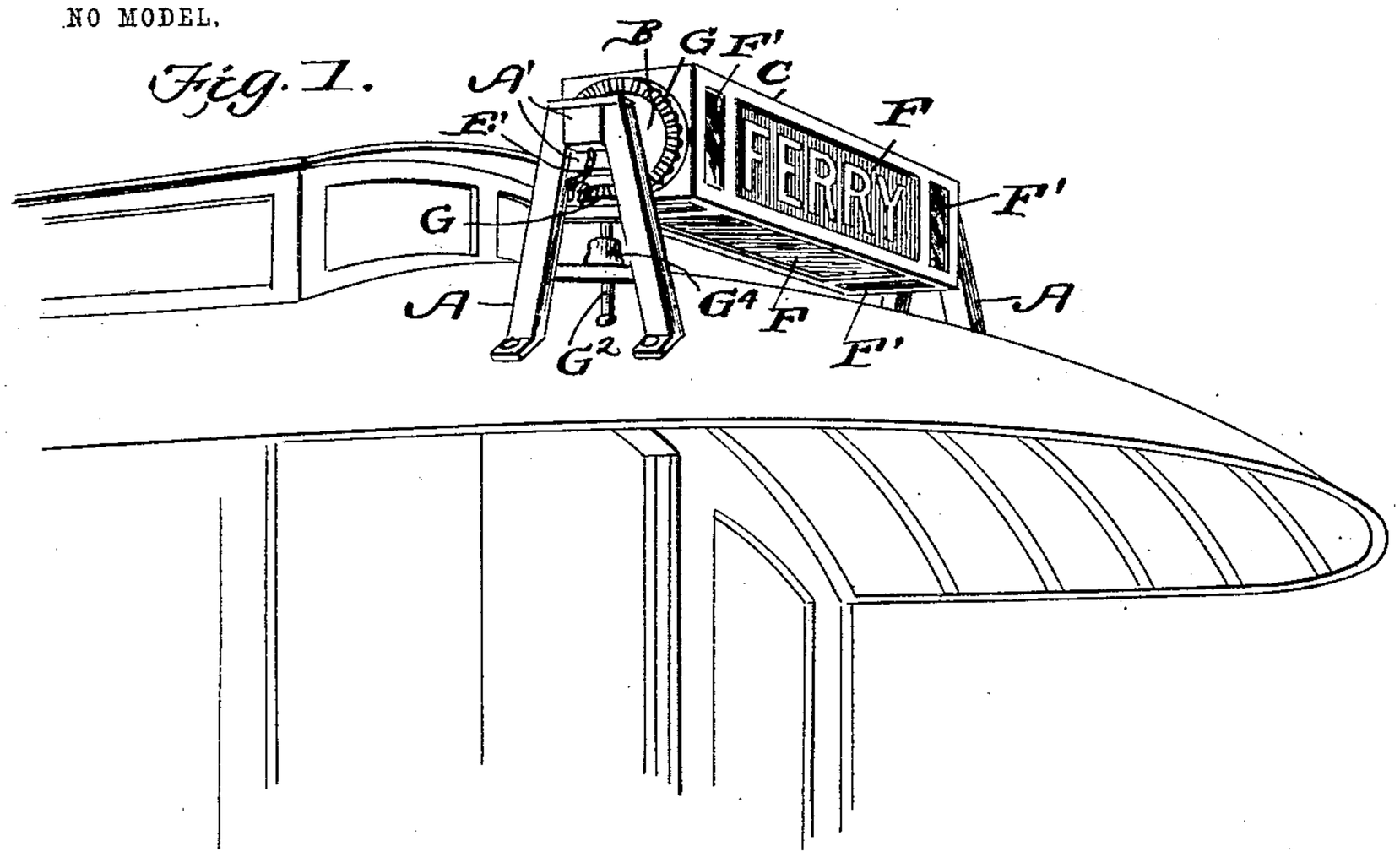


Fig. 2.

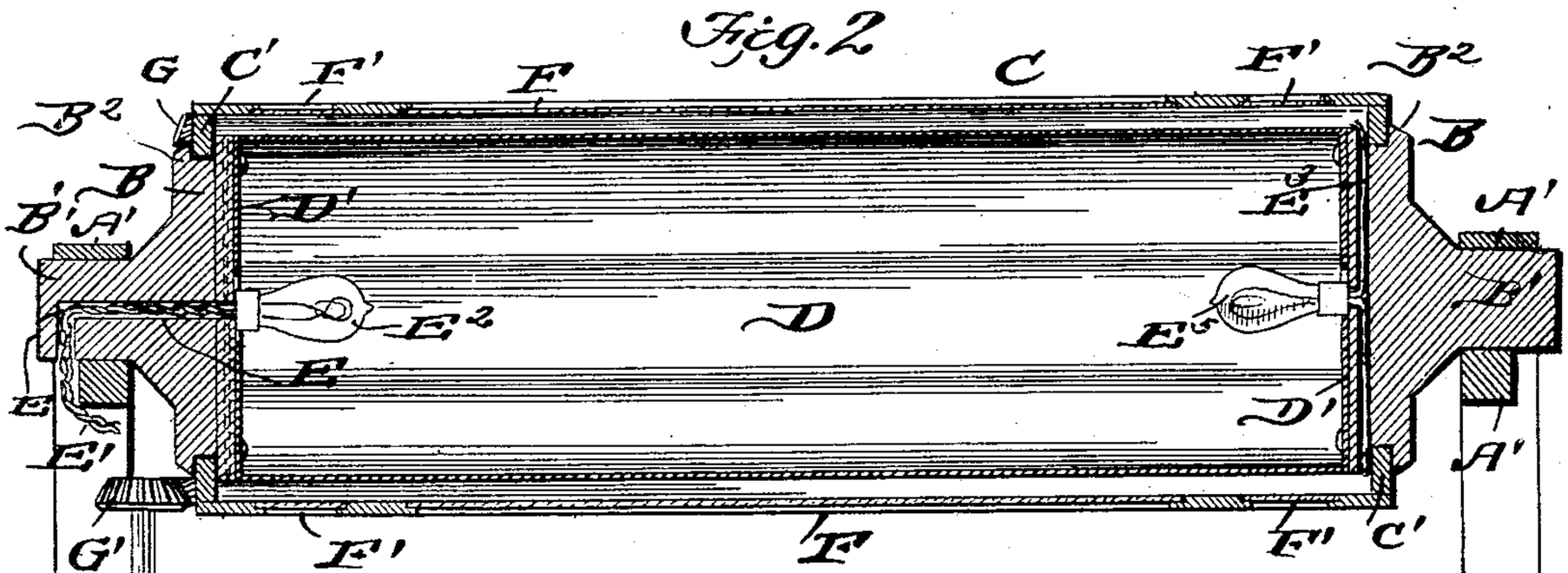


Fig. 3.

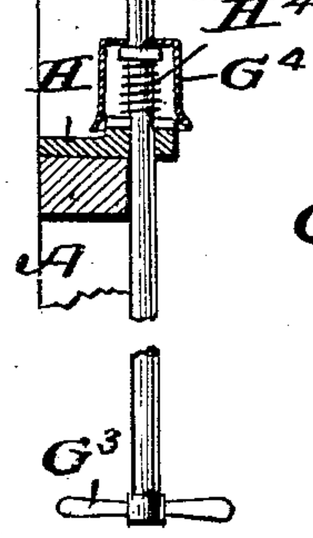


Fig. 4.

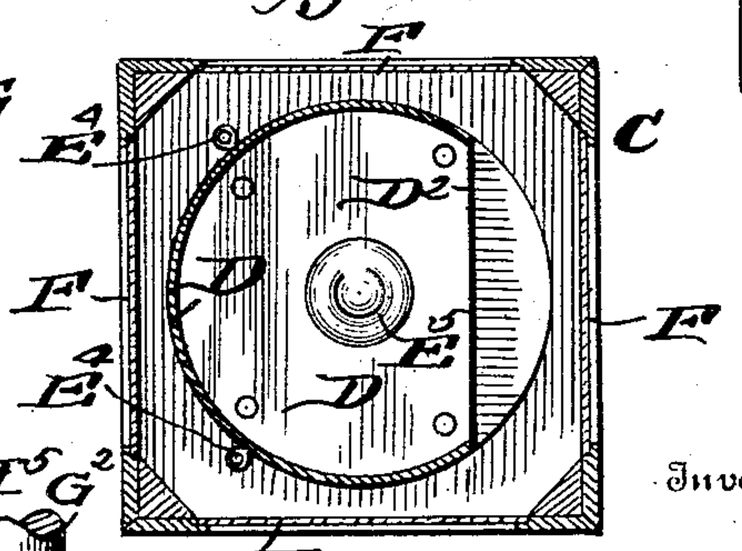


Fig. 6.

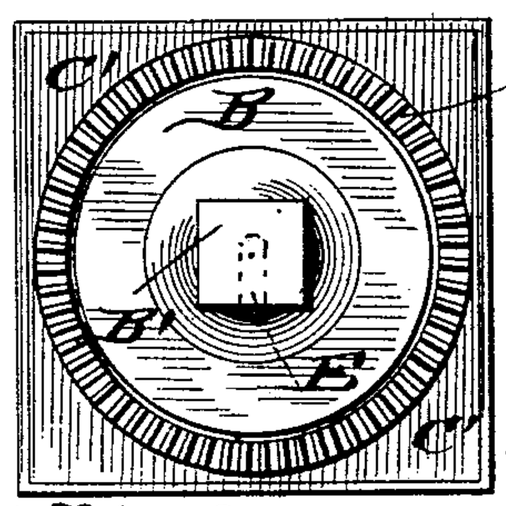
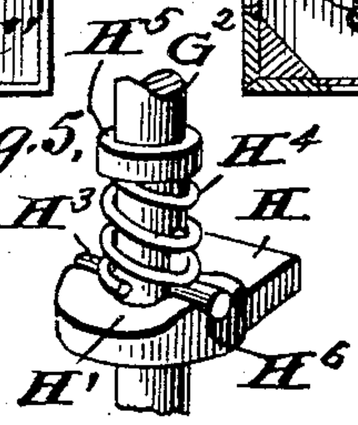


Fig. 5.



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No. 746,020. Patented December 8, 1903.

UNITED STATES PATENT OFFICE.

HENRY LYLE CASPERSON, OF WILMINGTON, DELAWARE.

SIGN.

SPECIFICATION forming part of Letters Patent No. 746,020, dated December 8, 1903.

Application filed February 19, 1903. Serial No. 144,135. (No model.)

To all whom it may concern:

Be it known that I, HENRY LYLE CASPERSON, a citizen of the United States, residing at Wilmington, in the county of Newcastle and State of Delaware, have invented a new and useful Sign, of which the following is a specification.

My invention is an improvement in revolving signs for the use of street-cars, though the sign can be used independent of a car.

It is customary, owing to the complexity of the track and transfer systems now in use in the large cities, for each street-car to have some distinctive sign indicating the destination of the car. Where a car continuously follows a given route, a single sign at each end would be sufficient; but it is a common practice to shift the cars from one route to another, according as the exigencies of the service demand a greater or less number of cars on a particular route.

The object of my device is to provide a sign adapted to be put on the end of a car and which will carry a plurality of names indicating route-terminals, any one of which can be brought into position to be read from the street.

In the accompanying drawings, Figure 1 is a perspective view showing my improved sign in position at the end of a street-car. Fig. 2 is a central longitudinal section, the operating-handle being in elevation. Fig. 3 is an exterior end view. Fig. 4 is a transverse section showing the interior of the casing. Fig. 5 is a detail perspective view showing the locking-pin designed to hold the casing against accidental revolution. Fig. 6 is a view of the locking means in elevation, the spring being removed.

In the construction of my device I employ the converging standards A, designed to be arranged on each side of the top of a car adjacent the ends, cross-braces A′ connecting the converging standards. Rigidly held by these standards and resting between two of the cross-pieces are the end portions B′ of the disks B. These disks each carry a flange B^2. A casing C is also provided, its sides comprising rectangular panels and its ends C′ being square. The ends have circular cut-out portions where the ends C′ fit over the disks B, each end piece C′ bearing against the inner face of one of the flanges B^2 and the entire casing being adapted to revolve on the disks B, the casing being held against longitudinal movement by the flanges. Within the casing is a metallic cylinder D, its ends D′ being secured to the inner faces of the stationary disks B. This cylinder is of course stationary, and its forward side is cut away, as shown at D^2. A passage-way E is formed through one of the disks, and through this runs an insulated wire E′ to the incandescent lamp E^2, which is of the usual kind and secured in the usual manner to the inner face of one of the ends of the cylinder D^2. Branch wires E^3 extend back of the cylinder, or "reflector," as it may be more properly termed, being held in eyelets E^4, and are connected to the lamp E^5, arranged opposite the lamp E^2. The sides of the casing C have a central elongated horizontal opening closed by glass plates F, each plate bearing the name of a terminal to which the car may be *en route*. At the ends of the plates F are vertical glass panels F′. These panels may be of different colors on the different sides, and to one accustomed to use the cars will denote at night the destination of the car while still too far distant for the name to be read.

To revolve the casing, a circular toothed rim G is secured to one end of the casing and is engaged by a bevel-gear G′, carried at the upper end of a shaft G^2, which passes downward into the car and has a handle G^3 at its lower end. The gear G′ is cut so that one complete revolution of the gear will cause one-fourth of a revolution of the rim G and the casing and bring a new side of the casing into view. To prevent jar of the car, as in crossing switches, &c., from rotating the sign and also to serve as a guide to the motorman and enable him to determine when the casing is in proper position, a block H, having a cam-face H′, is provided, the shaft passing loosely through the block. The shaft has a vertical slot H^2, in which loosely fits a pin H^3, which is normally held down by a spring H^4, which bears at its upper end against a collar H^5. A recess H^6 is formed in the cam-face, and in this the pin H^3 normally rests. By turning the handle the pin will be forced out of the recess against the tension of the spring, and as soon as one complete revolution of the

handle has been made the pin will again engage the recess, and unless again forced out rotation of the casing will cease. By this means the sides of the casing are always locked in a vertical position and the motorman is advised when a complete rotation of the shaft G^2 and gear G' has been made.

While I have shown a casing adapted to receive four different names of terminals, it is obvious that the casing may have more than four sides, and should the run of a car be permanently changed the glass plates bearing the names can be replaced with new plates bearing new names.

A cap-piece G^4 is arranged around the spring H^4 to protect same from the elements, thus prolonging the life of the spring. This cap is removed in Fig. 5 to more clearly show the construction of the parts.

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

A sign of the kind described comprising a casing, a beveled gear on one end of the casing, a shaft carrying a beveled gear meshing with the gear on the casing, a block through which said shaft loosely passes, the shaft being longitudinally slotted adjacent the block, said block having a recessed cam-face, a pin resting in the said slot and recess, and a spring adapted to hold the pin in engagement with the cam-face, as and for the purpose described.

HENRY LYLE CASPERSON.

Witnesses:
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