

The Hutchinson
TRAIN INDICATORS



NATIONAL INDICATOR Co.
New York
U.S.A.

Catalogue of

Train Indicators

MADE BY THE

NATIONAL INDICATOR COMPANY, INC.



852-858 VERNON AVENUE

LONG ISLAND CITY

NEW YORK

TRAIN INDICATORS
Made by the
NATIONAL INDICATOR COMPANY

INTRODUCTORY

TRAIN INDICATORS—A NECESSITY

In every railroad station passengers must be informed as to time and place of departure and destination of trains; each train should be designated and described to differentiate it from every other one; the countless questions and uncertainties of the traveling public should as far as possible be anticipated and answered both plainly and conspicuously.

The time table and information bureau have their places in giving this information, but the former gives only half the necessary information, while the latter tends to concentrate the crowds. But the crowds must, somehow, be rapidly divided, and each group sent where it belongs. How can this be done?

Station managers have given close study to the question, and have found the solution in placing at the train gates or tracks devices which shall, from a distance, plainly and conspicuously mark each track and give full information regarding time of departure and stops of each train. Without such devices, some degree of confusion will assuredly exist in the best planned terminals or large stations. Hence the undoubted necessity of these so-called **Train Indicators**.

Such machines must be simple, quick and reliable of operation, and in addition must be in conformity with the architectural design of the station.

TRAFFIC EXPERTS' CHOICE

Since 1909 the National Indicator Company has specialized on Train Indicators, and **the choice of the Traffic Experts** has permanently fixed their position. They have since then equipped the Pennsylvania Station and the Grand Central Terminal of New York, and have developed types of Train Indicators suitable for any station in the country, from the largest to the smallest.

Other important stations equipped by them, in order of date, are: Camden Station of the Baltimore & Ohio in Baltimore; Windsor Street Station of the Canadian Pacific in Montreal; Minneapolis Station, built by the Great Northern; Detroit Union Station, built by the Detroit River Tunnel Co.; Jersey City Station of the C. R. R. of New Jersey; Flatbush Avenue Station of the Long Island R. R. in Brooklyn; Kansas City Union Station, built by the Kansas City Terminal Ry. Co.; Memphis Station of the Illinois Central R. R.; Pittsburgh Station of the Baltimore & Ohio R. R. Reference can be made to the officials in charge of these stations, and their report will justify the conclusion that **Train Indicators made by the National Indicator Company** are indispensable to the completeness of any modern station.

A large variety of types coupled with unusual flexibility in each type make these Train Indicators readily adaptable to every conceivable set of station conditions. Most important they give all information required of an ideal Train Indicator, and they work with great rapidity and reliability. Their operation is simplicity itself, and they are proof against wrong indications through errors of operators. The information displayed on them is visible at a distance requisite to the needs of the largest station, and actual experience has proved that they divide the crowds perfectly.

A PRACTICAL PROPOSITION

Our Engineer will go, whenever requested, to look into the conditions of any station, to cooperate with architects or engineers on new stations, and will **submit estimates and proposals** on Train Indicators best suited to special conditions of any station.

Purchasers of Train Indicators made by the National Indicator Company not only have a perfectly satisfactory system and the best, but also save time and money on their operation and maintenance. They give to the public full and complete train information, and they conserve the time of station attendants formerly consumed in hearing and answering useless questions.

Every Train Indicator made by the National Indicator Company is guaranteed.

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Concourse of the Pennsylvania Station in New York City.
The National Indicator Company equipped the Pennsylvania Station with 48 Model "A" Train Indicators.

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EXPRESS CONCOURSE. The angle indicators above the arches show the name of the train and the track number, and are visible from any part of the concourse. The flat indicators show all stops of the departing train and its time of departure. This information is displayed on curtains, operated in the angle machine by a motor and in the flat machine by a hand crank. Time required for change of train schedules—12 to 20 seconds.



LOCAL CONCOURSE. Angle indicators have been installed above the flat machines, instead of the temporary track number boxes.

GRAND CENTRAL TERMINAL, NEW YORK
 The National Indicator Company equipped the Grand Central Terminal with 62 Train Indicators.

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MODEL A.

Showing method of changing Sign Cards. Installed in Pennsylvania Station, New York.

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MODEL A.

The Pennsylvania Station, New York, was equipped with 48 Model A Train Indicators, which have been in operation since 1910. They stand about 16 feet high. The entire indicator is made of steel and iron. The track number is illuminated from within, while the time of departure and the sign cards are illuminated by outside reflectors.

The sign cards are 17 inches by 32 inches, made of aluminum and large enough to display the principal stations, as well as name of train or destination. The card frames are lowered by a small crank (as shown on photograph) and raised by the same crank after the change is made.

The time of departure is shown on all four sides and set up by the same crank by one operation. Time indications can be changed at will, and specials announced as conveniently as the regular schedules.

The entire indicator is operated by five $\frac{1}{2}$ -inch shafts with miter gears and universal joints inside the cast-iron posts. The mechanism is of non-corrosive metal, cast from steel dies, thus making every part fit perfectly, and is interchangeable for any indicator of this type. All parts for needed repairs can be replaced by any ordinary mechanic or electrician.

This model is guaranteed against losses caused by defective material or workmanship for one year from the date of installation.

Numeral ribbons for departing time indications are made of Swedish steel, very thin but durable. During a period of three years, only forty-five ribbons have been furnished for replacement out of seven hundred originally furnished.

The train information given on these indicators is complete, plain and conspicuous. The station crowds are divided from a distance, each group being directed where it belongs. Mistakes in displaying train stops cannot be made, and the mechanism is simple, quick and reliable of operation. The lettering can be seen from all parts of the concourse, and the construction and design of the Train Indicators fulfill the architectural requirements of the station.

Prices of Train Indicators must necessarily be largely determined by the quantity required, special conditions of installation, and the geographical location of the station. To all who are interested, detailed information will very gladly be furnished; and prices, with complete specifications in proposal form, will be submitted—promptly upon request.

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MODEL D P (Special)

Of sixty-two Train Indicators installed in the Grand Central Terminal, New York, thirty-four were of the curtain type, and similar to the one shown above. All Train Indicators of this type are made of pressed steel and iron. Their approximate general dimensions are: Height, 11 ft. 2 in.; width of indicator proper, 2 ft. 8 in.; width over all, 4 ft.; depth of lower section, 9 in.; depth of upper section, 5 in. The ornamentation varied somewhat for different parts of the Grand Central Station, but ornamental work of appropriate design was readily selected.

The curtain feature of this Train Indicator is described in detail on page 8.
All Train Indicators Guaranteed.

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CURTAIN TYPE TRAIN INDICATORS

The Indicator is made of steel and iron. The height and width can be varied by adding or leaving out one or more horizontal or vertical pressed steel sections, of which the Indicator is built.

The lower or schedule storage section consists of a series of pressed steel drawers, with parallelogram stress equalizers to insure their sliding easily. Each drawer, when open, projects about the depth of the sections (9 inches), and contains two schedules. The storage capacity, therefore, varies with the height of the drawer section required.

The mechanism or middle section extends about 10 inches above the drawers, and contains the nickel-plated gears, shafts and sprockets, which are connected by chains to shafts and sprockets in the upper part of the Indicator for the raising and lowering of the curtains. A 4-inch crank, carried by the operator, when engaged with the crank-shaft projecting through and flush with the front face of this section operates the mechanism. The section is 9 inches in depth, and is at a distance above the floor, well adapted to easy and rapid operation. The front of the section is hinged across the width of the machine, and is opened for the insertion and removal of the schedule-bearing curtains with their rollers.

The curtain or upper section provides for the display of the train information. A face, made up of pressed steel sections, is set back about $\frac{1}{2}$ -inch from the sides of the section. The curtain, when in display position, is flat against the pressed steel face, giving the effect of a schedule lettered directly on the steel indicator. When no train schedule is displayed, this part of the indicator shows a plain panelled front, painted flat black, like the rest of the machine. The height and width vary with the requirements of different stations; the depth is about 5 inches.

Each departing train has its own curtain, on which is painted its name, time of departure, stops, and other information considered important. This painting is done by the purchaser, and, once the curtain is correctly inscribed, mistakes by the operator are impossible. All curtains can be used for any indicator of the same installation, so a train may leave, properly indicated from any track whatever.

The curtain material is very strong, black-faced "leather-cloth," and will stand repeated removal of letters and repainting. Out of 2,000 curtains supplied since early in 1912, only six have been replaced.

Curtains and rollers, enough for the requirements of each station, are furnished with every installation.

The curtains are mounted on steel tube rollers, with ball-bearing end blocks. When not in use, the curtains are rolled up on the rollers and kept in the drawers of the schedule storage section. When a train is ready, the proper roll is taken out and placed horizontally in the mechanism section, the end blocks being engaged in slotted supports. Then, by turning the hand crank, the curtain is unrolled and extended upon the flat face of the curtain section. When the train has gone, these operations are reversed, and the Indicator is ready for a new train. The entire work of changing indicators requires from 15 to 30 seconds.

A time-changing panel, when required, can be attached to the curtain mechanism, with which it travels from the lowered position of the curtain to the top of the curtain section and back, when the curtain is raised or lowered. (See photograph of Model B, on page 10.) Concave steel cards, painted and lettered, are slipped into slots in the time-changing panel, so that any time may be set up. By this arrangement, several trains having the same stops can be announced with the same curtain. The time-changing panel takes care of the different times.

Some railroads prefer, however, to use a separate curtain for each train regardless of duplicating lists of stops. This is because the curtains and their lettering are matters of small expense, and when once they are painted with stops and time of departure, it is impossible for even a very careless operator to set up a wrong indication.

This simple, reliable and quickly operated Train Indicator saves the time of the station attendants, insures full and correct information, and saves money for the purchaser on maintenance. They are conspicuous from all parts of a concourse, and are simply but artistically ornamented to conform to the architectural design of any station.

Prices of Train Indicators necessarily vary with different conditions of installation. They will be furnished and proposals submitted, promptly upon request.

Each Train Indicator is guaranteed.

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Concourse of the New Minneapolis Station Built by the Great Northern Railway.
Showing Train Indicators Installed by the National Indicator Company.

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MODEL B

The Great Northern Railway purchased 12 Model B train indicators for the Minneapolis station. They are made of pressed steel units. The mechanism is nickel-plated. Their approximate general dimensions are:—height 12 ft. 4 in., width 32 in., depth of schedule storage section 9 in., depth of curtain section 5 in., length of curtain visible 54 in., width of curtain visible 28 in.

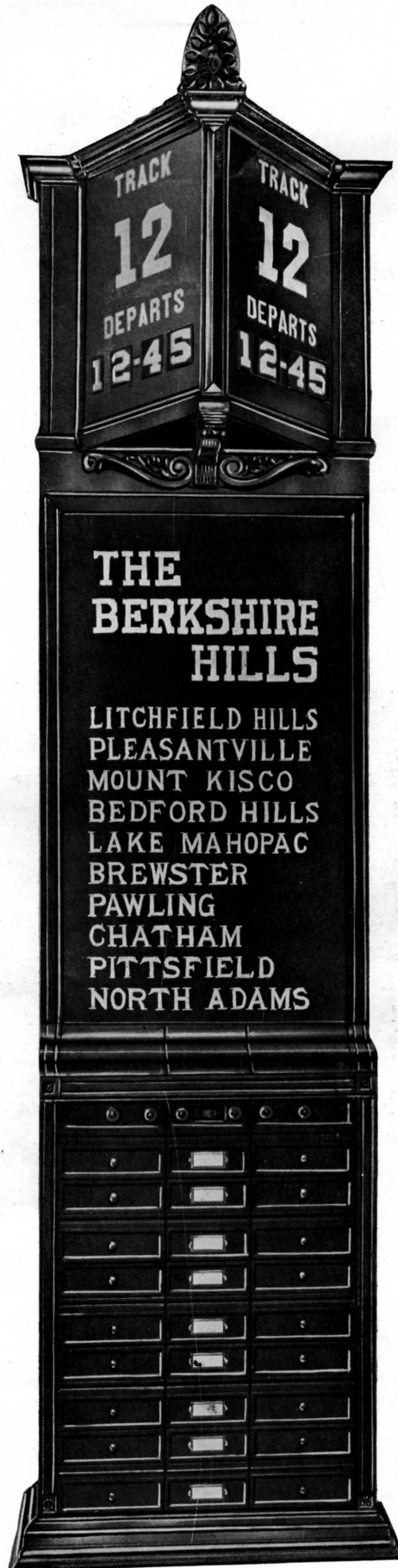
For detailed description of the curtain type of train indicators, see p. 8. That description applies in its entirety to the Model B, and the time-changing panel is shown in the photograph above.

The track number section is built on an angle. An opaque glass is fitted in each face, which is illuminated from within. The body of the glass is painted black, leaving the word "track" and the numeral in white. When illuminated, the light shows through the lettering, leaving the background dark.

The ornamental base and top frames and the brackets are of cast-iron. The entire ornamentation of the indicator is designed to be simple but effective and in harmony with the ornamental design of any station.

This train indicator is guaranteed.

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MODEL AB

The Canadian Pacific Ry. purchased 11 Train Indicators, similar to the one shown above for their new Montreal Station.

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MODEL AB.

The description on p. 8 of the Curtain Type of train indicators applies in its entirety to the Model AB. But, in addition to the sections described on p. 8, the Model AB has a track number and time-changing section. This part of the indicator is built at the top above the curtain section. It is composed of two steel faces at right angles, painted black and lettered in white to indicate the track number.

The time of departure is shown in openings just below the track number, the numerals composing it being painted in white on black-painted Swedish steel ribbons. Each ribbon is turned right and left by means of the same 4-inch crank carried by the operator for the curtain mechanism. This crank is engaged in one of four crank shafts (one for each numeral of both faces) in the front face of the mechanism section. Turning the crank right or left turns the particular two ribbons on both faces, to which it is connected—also right or left, to make the required numerals appear in their openings.

The ornaments of the Model AB are of cast-iron. The whole indicator is made of steel and iron (mechanism nickel-plated). Its approximate general dimensions are:—height 11 ft. 10 in., width 2 ft. 8 in., length of curtain visible 4 ft., width of curtain visible 2 ft. 4 in., depth of mechanism section 9 in., depth of curtain section 5 in.

Model AB takes up very little space at the train gates and gives full information both plainly and conspicuously. It is guaranteed.

To change schedules, including time of departure, requires from 30 to 60 seconds.

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MODEL CP

This Model was shown in green at the Exhibition of the National Railway Appliances Association, in Chicago, in 1914.

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MODEL CP.

The description on p. 8 of the curtain type of train indicators applies in its entirety to the Model CP. In addition there is a track number section directly over the curtain section. The track number is shown on both sides of an angle made of sheet steel. In a circular opening on each face is fitted a piece of opaque glass, painted black except the numerals. A light within the angle illuminates the track number when required.

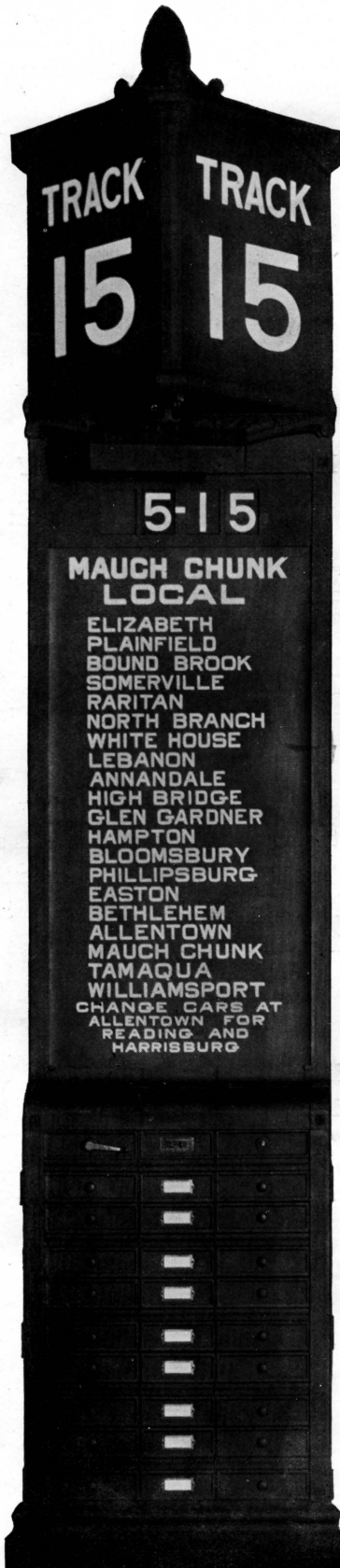
The basis of the Model CP is the Model C, which is in all respects like the Model B, except that it is 24 in. wide and correspondingly lower. To the Model C an ornamental pilaster is added with special bases and tops. The ornamentation, while simple and in good taste, is rather more elaborate than in some of the other models.

The material is steel and iron, (mechanism nickered). Approximate general dimensions are:—height 10 ft. 7 in., width at base 3 ft., depth at base 10½ in., length of curtain visible 4 ft. 7 in., width of curtain visible 1 ft. 8 in.

The flat time changing device shown in the photograph just above the lettered curtain slides up and down with the curtain, and can be attached to any indicator of the curtain type. It consists of a steel plate with four openings, into which are slipped from the top concaved steel cards painted black, with white numerals. This makes one curtain answer for several trains having the same stops, but certain railroads prefer the time lettered on the curtain to avoid the possibility of operators' mistakes in setting up the time. Curtains and lettering are not expensive.

The Model CP with its pilaster finish is specially adapted to stations in which the concourse architecture is rather massive.

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MODEL B

The National Indicator Company equipped the new Jersey City Terminal of the C. R. R. of N. J. with 20 Train Indicators, exactly like the above

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MODEL B.—JERSEY CITY

These indicators are exactly like the ones bought by the Great Northern Railway for Minneapolis, with the exception that a cast aluminum reflector was attached for special illumination of the curtain.

MODEL BP.

This indicator is a Model B with the pilaster finish as described on p. 14 for the Model CP.

MODEL C.

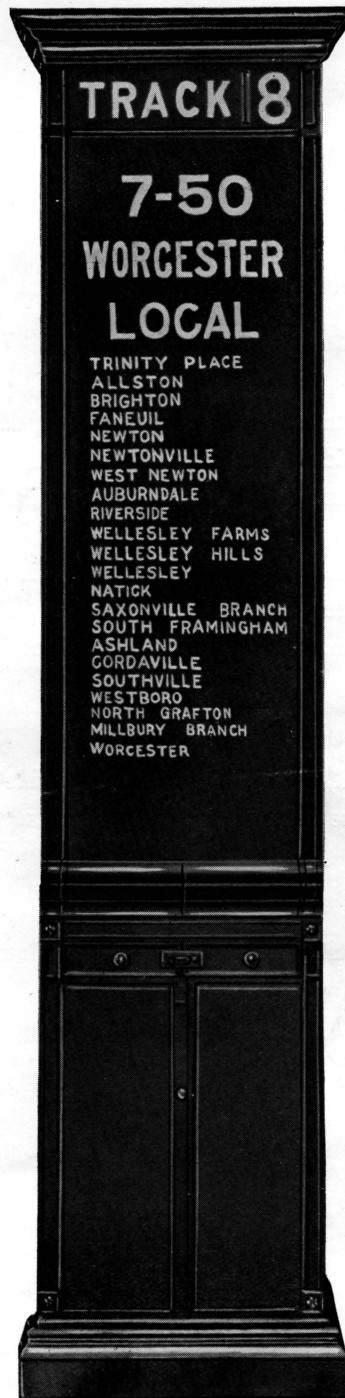
This indicator is like the Model B, except that it is smaller, being only 24 in. wide and correspondingly lower, according to the number of horizontal sections required by the purchaser. It is specially suited to concourses in which distances are not too great to permit smaller lettering and numerals for the display of train information.

MODEL AC.

This indicator is a Model C with the angle time-changing device added, as described on p. 12 for the Model AB.

The Canadian Pacific Railway purchased 11 Model AC train indicators for their new station in Montreal.

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MODEL E.

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MODEL E.

The description of the curtain type on p. 8 exactly fits this indicator, except as to the schedule storage section. Instead of drawers, the Model E has doors, inside of which are arranged racks to hold 16 curtains and rollers. Above the curtain section is a flat track number section. The whole indicator is of steel and cast-iron (mechanism nickel-plated). The height varies with the number of horizontal sections required by the purchaser, the mean width is 24 in., the depth of schedule storage section is about 9 in., and depth of curtain section is about 5 in.

MODEL D.

Is exactly like Model E, except that it is 32 in. wide and higher to suit station conditions. Adapted to use in the largest concourses.

MODEL DP.

Model D with pilaster finish, see photograph of Grand Central indicator, p. 7.

MODEL EP.

Model E with pilaster finish.

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MODEL G.

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MODEL G.

This indicator is intended to hang on a concourse fence or otherwise at the train gates, and it is especially feasible for stations that happen to have a convenient place near the train gates for storing the curtain schedules. Nothing else saves time and confusion like having the curtains in the bottom parts of the indicators; but the omission of the schedule storage section makes a lower price on them possible. They are not recommended except for stations where special conditions as to storage space make them desirable.

The description on p. 8 for the curtain type of train indicators of the mechanism and curtain sections holds good for the Model G. The sliding time-changing device above the curtain is supplied at the purchaser's option. The track number is painted on a flat panel just below the cast-iron top.

The whole machine is made of steel and cast-iron and it is covered by guarantee. Approximate general dimensions are:—height 6 ft. 9 in., width 24 in., depth of mechanism section 9 in., depth of curtain section 5 in.

MODEL F.

This indicator is exactly like the Model G, except as to size. It is 32 in. wide and correspondingly higher to suit the requirements of the purchaser.

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Concourse of the Detroit Union Station Built by Detroit River Tunnel Co.
Showing the 8 Examining Gate Indicators Installed by National Indicator Company.
Complete Installation, 30 Train Indicators.

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Concourse of the Pittsburgh Passenger Station, Pittsburgh, Pa.
Showing a portion of the Model E Train Indicator, Purchased from the National Indicator Company.

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Waiting-Room of the Kansas City Union Terminal
Equipped by the National Indicator Company with 32 Model F (Special)Train Indicators. For detail see other side of this sheet.

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MODEL F (Special)

Thirty-two train indicators like the two shown above were installed in the Kansas City Union Terminal. They are approximately 6 ft. high and 32 in. wide. Being set in a specially provided opening in the wall, they represent an adaptation of the Model F to meet the rather unusual requirements of this particular station.

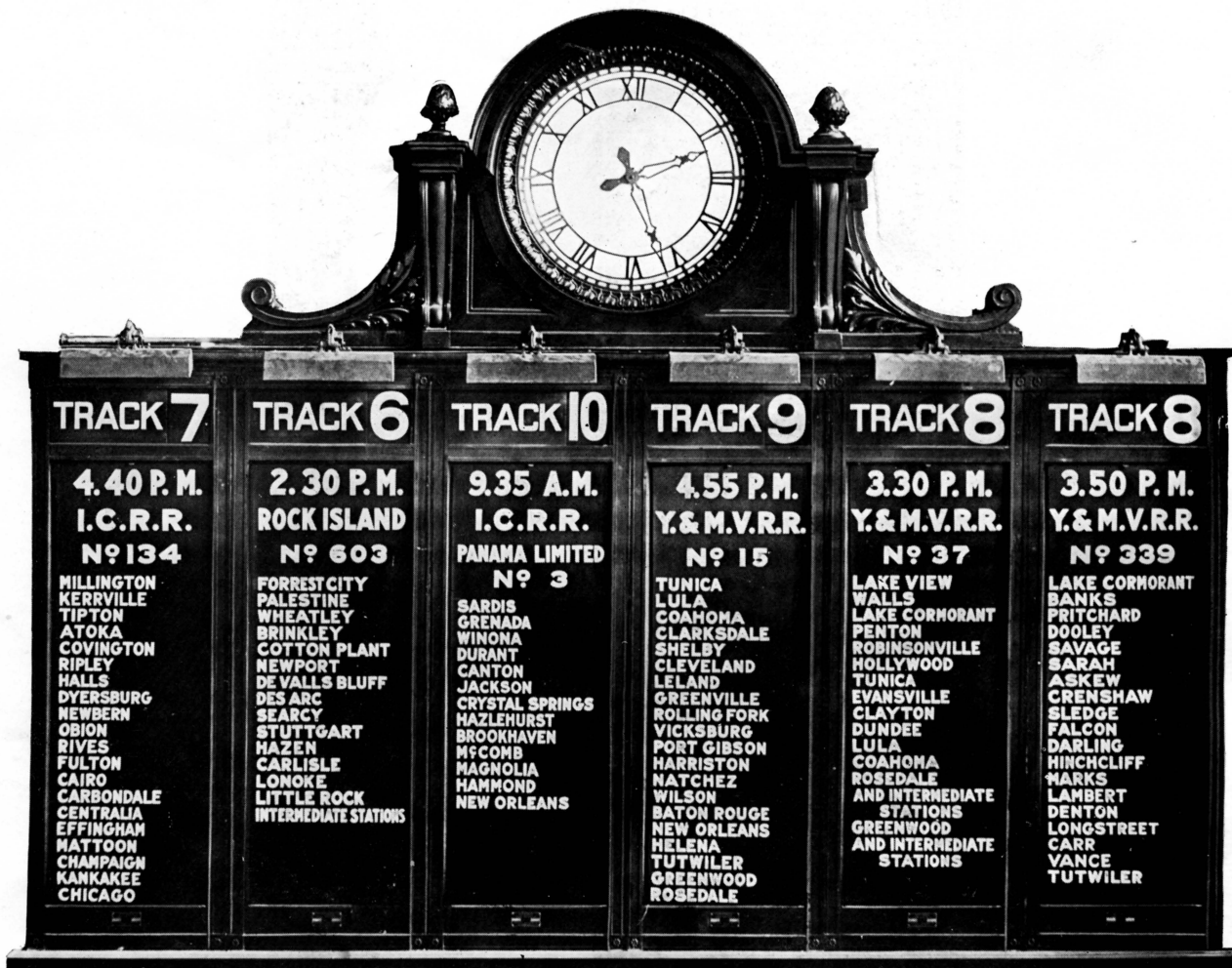
The description on page 8 of the catalogue applies to the train indicators here pictured, except paragraphs 2, most of 3, the part of 8 referring to drawers, and 9. Behind the curtain section is placed the operating mechanism. The operator is not visible to the public, as the operation is controlled in the same manner as described in paragraph 3, page 8, from the back of the indicator, by means of a 4-inch crank carried in the pocket of the gateman. All projections are removed from the face of the machine to make it flush with the surrounding iron work. For Standard Model F see pages 19 and 20 of the catalogue.

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Waiting-Room of the Memphis Station of the Illinois Central Railroad.
Equipped by the National Indicator Company with 6 Model G (Special) Train Indicators. For details see other side of this sheet.

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MODEL G (Special)

The six train indicators shown above were installed in the Memphis Station of the Illinois Central. They are 6 ft. 1 in. high and 24 in. wide.

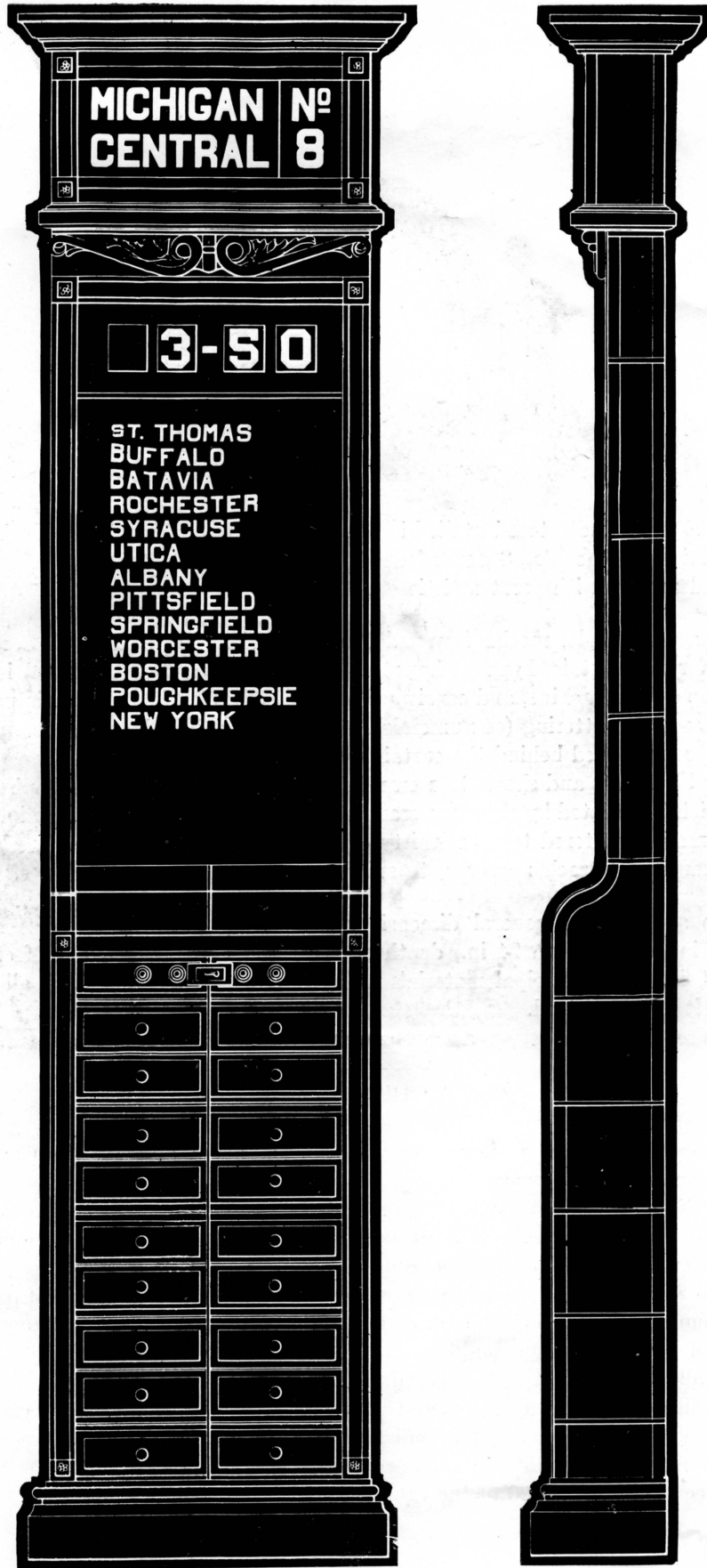
For a general description of this type see page 8 of the catalogue. The drawers described in paragraph 2 were omitted. The mechanism section was not built exactly as described in paragraph 3, but the operation is as given there, except that the indicators operate from the rear and are provided with changeable track numbers. Paragraph 8 applies except in referring to the drawers; time change panel of paragraph 9 is omitted. These differences from standard model illustrate the flexibility of these indicators and their ready adaptability to the views of different station builders.

They are installed in a battery over the entrance to the train sheds, instead of singly at each track.

Thus each indicator serves any track and no information at the track is necessary except the bare track number. A clock, placed above the train indicators by the Railroad, completes a very interesting arrangement and passengers can get all details of their train and also the correct time at a single glance. For Standard Model G see pages 19 and 20 of the catalogue.

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MODEL I.

Installed in the Detroit Union Station, built by the Detroit River Tunnel Co.

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MODEL I.

Of 30 train indicators installed in the Detroit Union Station, built by the Detroit River Tunnel Co., 8 were Model I. They are used at the ticket examining gates and are set with great artistic effect into the concourse fence.

Storage schedule, mechanism and curtain sections are exactly as described on p. 8 for the Curtain Type. The train name (or track number section) is built at the top of the machine, and consists principally of a translucent curtain painted black except the lettering (or numerals). To make an illuminated curtain, electric lamps are placed behind the curtain. The curtain is mounted on two rollers, connected by gears and shafts to a crank shaft on the face of the mechanism section, which is operated by the same crank that is used to operate the curtain. The curtain may be lettered to show thirty or forty different train names or else the same quantity of track numbers, to suit the purchaser.

The approximate general dimensions of the indicator shown are:—height 9 ft. 10 in., mean width 24 in., depth of storage section 9 in., depth of curtain section 5 in. The principal materials are steel and cast-iron and, like all other models, it is guaranteed.

MODEL H.

Model H is like the Model I, except that it is larger, being 32 in. wide and correspondingly higher. Height is governed by the number of horizontal sections determined by the purchaser.

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MODEL J.

Installed in the Flatbush Station, Brooklyn, of the Long Island R. R.

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MODEL J.

The Long Island R. R. purchased 15 indicators of this type for their Flatbush Station in Brooklyn.

The principal materials are iron and steel, excepting the sign cards, which are aluminum.

The post is about 10 in. square and contains at the bottom a cabinet for numeral cards; the rest of the post contains the shafts with universal joints and gears for raising and lowering the frame that holds the display cards. The mechanism is operated by a 4-inch hand crank carried by the operator. It is shown in the photograph ready for use.

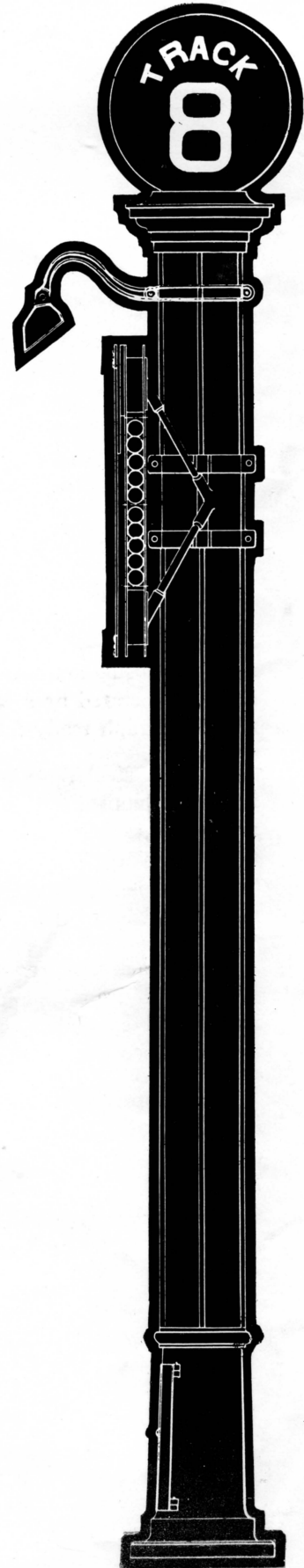
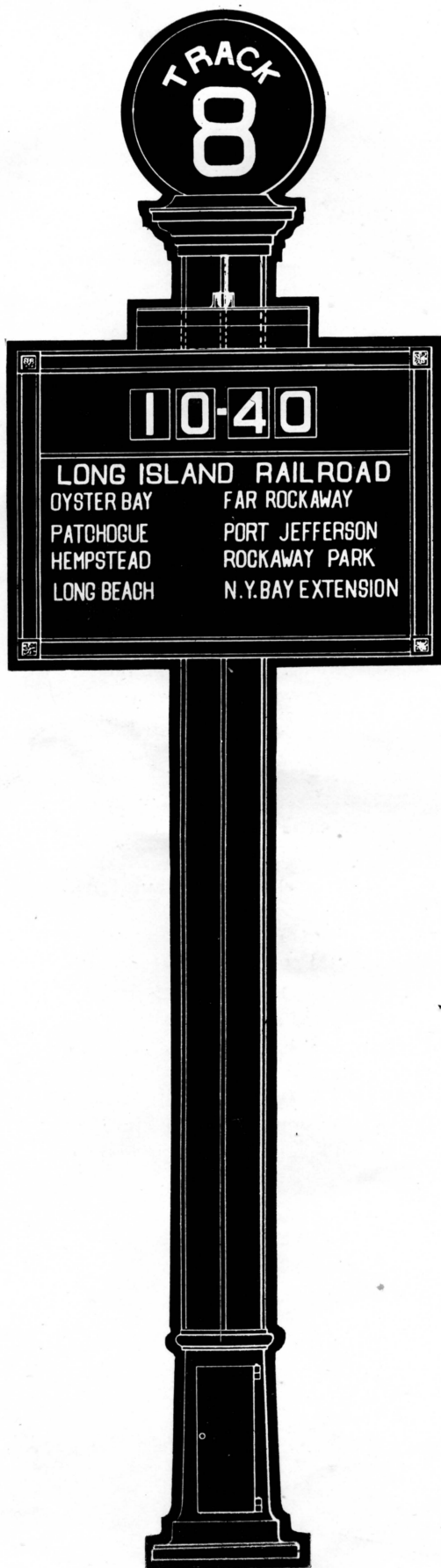
A light steel frame is attached by brackets through slots in the post to the inside mechanism, and is made to run easily by means of a counter-weight, also within the post. When this frame is lowered, the sign cards are set into it and the numeral cards are slipped into grooved openings on a steel plate at the top. The frame is then raised to the display position in an ornamental iron frame permanently fixed to the post.

The track number box is made of ornamental iron and steel, except the three faces, which are opaque glass, with a background of black paint. Electric lamps inside the box, when turned on, illuminate the white letters and numerals. The track numbers can be painted on a translucent curtain and made changeable.

The approximate general dimensions are: height 11 ft., exposed face of display card 16 in. by 33 in. The height can be varied to suit conditions, as also the height of the stationary ornamental frame above the floor, which height is generally about 7 ft.

The Model J is guaranteed.

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MODEL K.

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MODEL K.

This Model can be substituted for the Model J where station conditions demand that the schedules be kept in the indicator. To set up an indication, the entire frame is lowered and the time set up as in the Model J. The train stops are lettered on black-faced "leather cloth" curtains, which are very strong and will stand repeated re-lettering. Curtains are stored in tubes behind the display frame.

Approximate general dimensions are:—height over all 11 ft. 2 in., diameter of post $6\frac{1}{2}$ in., exposed face of curtain 16 by 33 in.

Model K is guaranteed.

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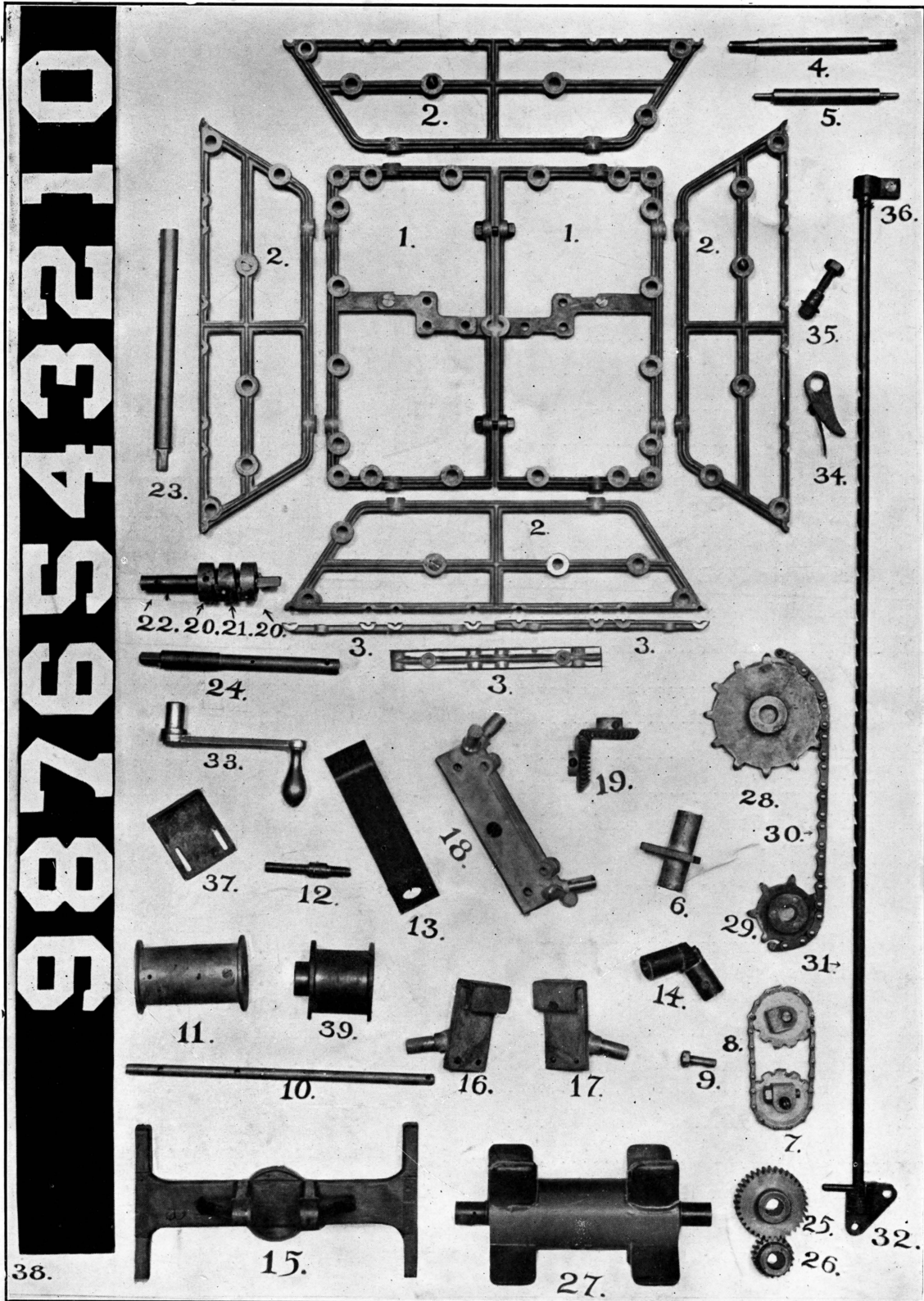
Concourse of the Jersey City Station of the Central Railroad of New Jersey.
Showing 18 of the 20 Train Indicators Purchased from the National Indicator Company.

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A Part of the Concourse of the Flatbush Station, Brooklyn, of the Long Island Railroad.
Showing 5 of the 15 Train Indicators Purchased from the National Indicator Company.

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LIST OF PARTS FOR MODEL A.

All Cap Screws, Bolts and Nuts are U. S. Standard

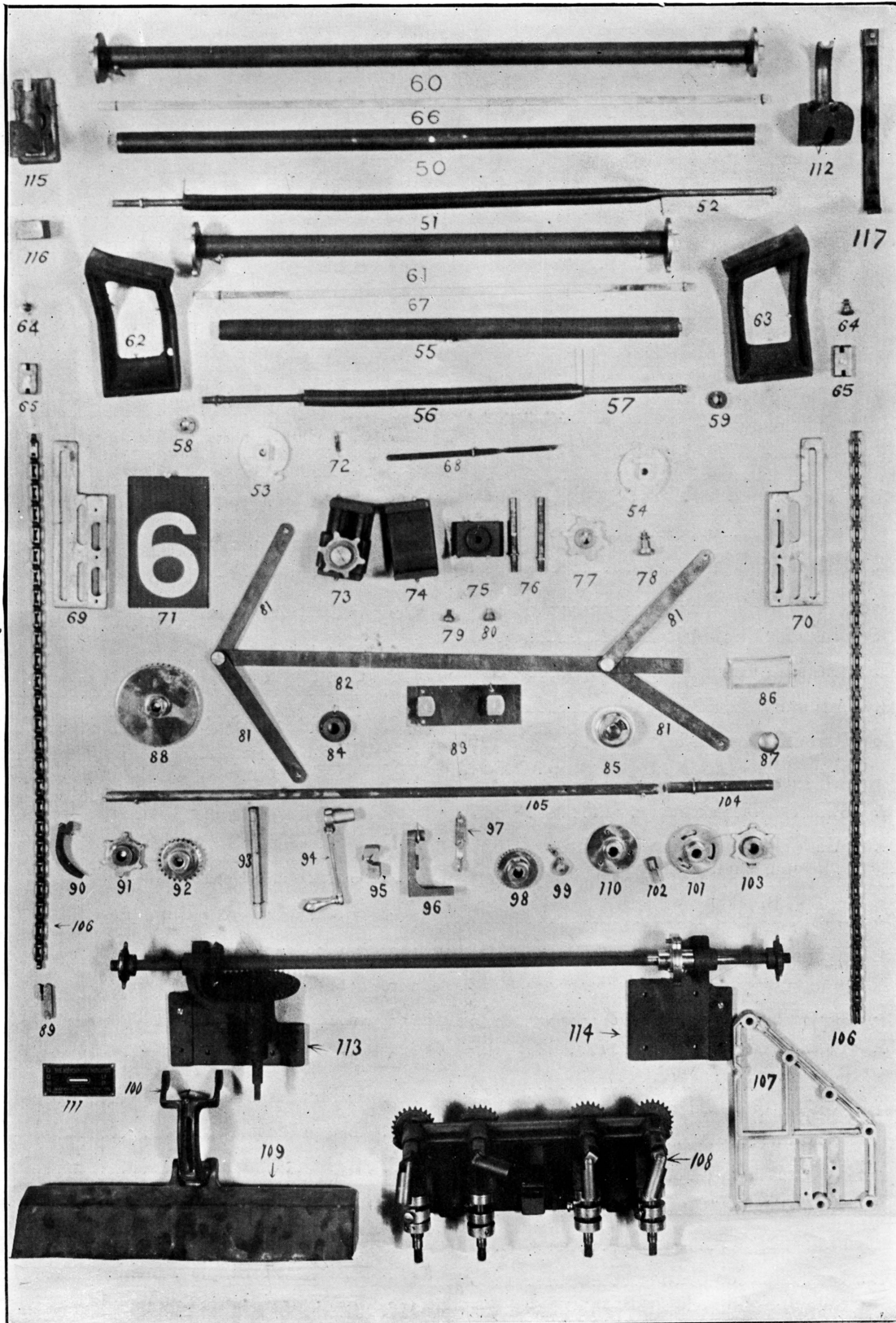
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Price List for Parts of Model A.

(Prices subject to change without notice.)

No.		No.	
1.	Center Frame	24.	Long Crank Shaft.....
	\$2.50		.50
2.	Side Frame..	25.	Steel Spur Gear, Large.....
	2.50		1.60
3.	Roller Strip.....	26.	Steel Spur Gear, Small.....
	.35		1.35
4.	Frame Posts.....	27.	Traveling Sign-Card Frame
	.30		Support.....
5.	Time Ribbon Rollers.....		2.50
	.20	28.	Large Sprocket, 3-16.....
6.	Main Shaft Bearing.....		.35
	.60	29.	Small Sprocket, 3-16.....
7.	Sprocket, 1/2-in. Pitch28
	.65	30.	Chain, 3-16, 1-in. Pitch, per ft.....
8.	Chain, 1/2-in. Pitch (per ft.).....		.24
	.30	31.	Automatic Safety Rod.....
9.	Lock Bolt for Sprockets.....		1.00
	.15	32.	Automatic Safety Rod, lower
10.	Ribbon Drum Shaft.....		support.....
	.25		.25
11.	Ribbon Drum.....	33.	4-in. Crank.....
	1.00		1.50
12.	Adjusting Leg Post.....	34.	Safety Dog.....
	.20		.70
13.	Center Frame Leg.....	35.	Safety Dog Bearing.....
	.60		.25
14.	Universal Joint.....	36.	Automatic Safety Rod, upper
	1.50		Support.....
15.	Bracket for Supporting Sprocket 28		.20
	1.25	37.	Automatic Limit Plate.....
16.	Angle Bracket for Sign-Card		.35
	Frame, Right.....	38.	Steel Numeral Ribbons (per set
	.90		of four).....
17.	Angle Bracket for Sign-Card		4.50
	Frame, Left.....	39.	Balance Weight, Drum.....
	.90		1.10
18.	Slide Bracket for Sign Card Frame	40.	Sign-Card Frame (complete).....
	a pair.....		9.00
	2.25	41.	Repair Links for part No. 30 Chain..
19.	Miter Gears, each.....		.10
	.60	42.	1/4 x 1 inch Bolts with Nuts.....
20.	Automatic Limit Stop, Stationary,		.05
	each.....	43.	No. 2 Taper Pins for part No. 19..
	.30		.05
21.	Automatic Limit Stop, Traveling..	44.	Bright Cord, 3-16 (per foot).....
	.40		.05
22.	Short Crank Shaft.....		
	.50		
23.	Sign-Card Frame Shaft.....		
	.50		

TRAIN INDICATORS
Made by the
NATIONAL INDICATOR COMPANY



Parts for Curtain Type of Train Indicators.

TRAIN INDICATORS
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Lists of Parts for Curtain Type of Train Indicators.

(Prices subject to change without notice.)

<p>No.</p> <p>50. Curtain Roller Tube, 32-in. mch. . \$2.00</p> <p>51. Curtain Roller Spring, 32-in. mch. . .60</p> <p>52. Curtain Roller Rod, 32-in. mch. . .50</p> <p>53. Curtain Roller End Block, right. . .60</p> <p>54. Curtain Roller End Block, left. . . .60</p> <p>55. Curtain Roller Tube, 24-in. mch. . . 1.56</p> <p>56. Curtain Roller Spring, 24-in. mch. . .60</p> <p>57. Curtain Roller Rod, 24-in. mch. . .45</p> <p>58-59. Roller Spring Collar, each. . . .20</p> <p>60. Curtain Roller Complete, 32-in. mch 5.10</p> <p>61. Curtain Roller Complete, 24-in. mch 4.60</p> <p>62. Roller Slide, right.80</p> <p>63. Roller Slide, left.80</p> <p>64. Screw for Chain Block.30</p> <p>65. Chain Block for Time Change.35</p> <p>66. Curtain Rod, 32-in. mch.50</p> <p>67. Curtain Rod, 24-in. mch.45</p> <p>68. Reversing Link.30</p> <p>69. Slide for Time Change, left. 1.45</p> <p>70. Slide for Time Change, right. 1.45</p> <p>71. Numeral Card for Time Change. . . . 1.00</p> <p>72. Dog Spring.15</p> <p>73. Upper Sprocket and Bearing Complete 3.25</p> <p>74. Tension Support Piece.54</p> <p>75. Tension Piece.45</p> <p>76. Rod for Tension Piece.35</p> <p>77. Six-Tooth Upper Sprocket and Hub. 1.40</p> <p>78. Sprocket Screw.35</p> <p>79. Link Screw.16</p> <p>80. Link Rivet.16</p> <p>81. Short Link for Drawer.25</p> <p>82. Long Link for Drawer.35</p> <p>83. Link Bearing.25</p>	<p>No.</p> <p>84. Sprocket Hub.60</p> <p>85. Snap Switch.40</p> <p>86. Card Holder.10</p> <p>87. Drawer Knob.12</p> <p>88. Large Bevel Gear. 1.20</p> <p>89. Chain Hook.40</p> <p>90. Time Change Stop.25</p> <p>91. Six-Tooth Lower Sprocket (left) and Hub. 1.40</p> <p>92. Small Bevel Gear.75</p> <p>93. Crank Shaft.40</p> <p>94. 4-in Crank. 1.75</p> <p>95. Chain Hook Stop.10</p> <p>96. Ratchet Dog Support.60</p> <p>97. Reversing Latch.20</p> <p>98. Ratchet Wheel. 2.30</p> <p>99. Ratchet Dog.80</p> <p>100. Reflector Swivel Arm. 1.12</p> <p>101. Adjusting Flange, Slotted. 1.25</p> <p>102. Crank Shaft Dummy.25</p> <p>103. Six-Tooth Lower Sprocket (right) and Hub. 1.40</p> <p>104. Short Main Shaft.40</p> <p>105. Long Main Shaft.60</p> <p>106. Chain (1-in. pitch), per ft.32</p> <p>107. Angle Time Frame. 2.20</p> <p>108. Lower Mechanism for Angle Time. 17.50</p> <p>109. Aluminum Reflector. 4.60</p> <p>110. Adjusting Flange, Plain. 1.25</p> <p>111. Name Plate.36</p> <p>112. Switch Support.70</p> <p>113. Lower Main Bearing (left). 2.80</p> <p>114. Lower Main Bearing (right). 2.00</p> <p>115. Hitchcock Staple Machine. 1.50</p> <p>116. Chain Stop.10</p> <p>117. Drawer Slide (male).20</p>
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