(No Model.)

C. H. JENNE.

STATION INDICATOR.

No. 311,586. Patented Feb. 3, 1885.

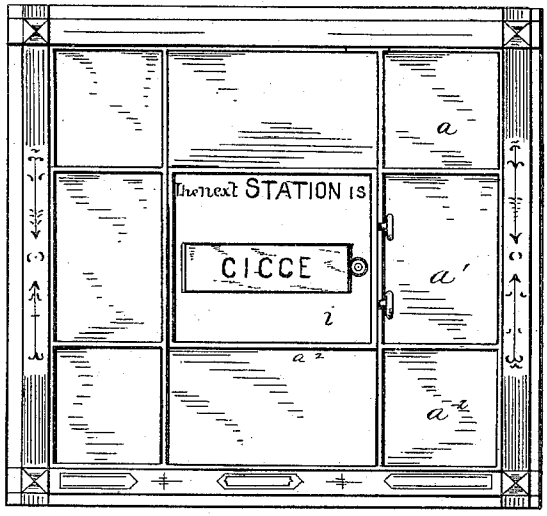


Fig. 1.

Fig. 4.

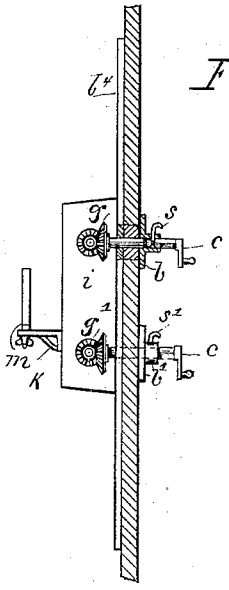


Fig. 2.

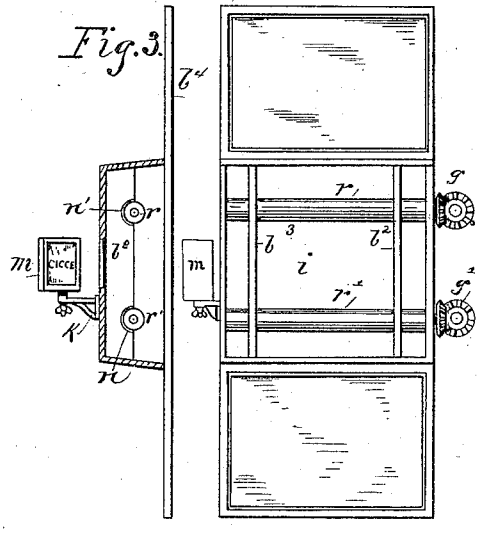


Fig. 3.

WITNESSES.

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UNITED STATES PATENT OFFICE.

CHARLES H. JENNE, OF INDIANAPOLIS, INDIANA.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 311,586, dated February 3, 1885.

Application filed May 6, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. JENNE, of the city of Indianapolis, county of Marion, and State of Indiana, have invented certain new and useful Improvements in Station and Street Indicators for Steamboats, and Railroad and Street Cars, of which the following is a specification.

The object of my invention is to provide and apply certain new and useful improvements to my station and street indicator for railroads and street-cars patented March 18, 1884, and numbered 295,405, thereby rendering said invention more useful as a street-indicator for street-cars, and adapting said invention for an advertising medium for use on steamboats and railroad-cars, and also to improve the appearance of and render said invention more efficient as a station and street indicator, all of which objects I accomplish by means of the improvements described in the following specification, and illustrated in the drawings filed herewith and made a part hereof, and in which similar letters of reference relate to similar parts of my invention.

Figure 1 of said drawings represents my indicator as originally patented, connected with and attached to a frame or back board, b^4, which is divided into panels or spaces a a' a^2, for receiving and displaying advertisements. Fig. 2 is a sectional view of that portion of my indicator as originally patented to which my improvement is applied, showing the manner of connecting my improvements with the indicator as originally patented, which improvements consist of, first, a mechanical device for enabling the driver, while standing on the platform of a street-car, to bring the various stations or crossings into view of the passengers inside of the car, and also an adjustable mirror by means of which the driver can see the reflected face of the indicator while standing on the platform of the car, and the frame or back board (shown on Fig. 1) attached to the wall of the car. Fig. 3 is a sectional view of part of my indicator as originally patented, with the mirror and back board attached. Fig. 4 is a front view of my indicator as originally patented, with the front board removed, showing the slats b^2 b^3, provided for preserving the perpendicular position of the canvas upon which the stations or streets are displayed.

In Fig. 1, i represents my indicator as originally patented, firmly attached to the frame or back board, b^4, which is provided with panels for receiving and displaying advertising-cards, and may be made of any desired size. I design making the back of those indicators calculated for use in steamboats and railroad-cars in this manner in order that advertisements diplayed upon this board will be brought into notice of every person who looks at the indicator, thereby rendering this board a desirable advertising medium for merchants and hotel-keepers.

In Fig. 2, c c' are crank-shafts extending through the wall of a street-car, and made to slide loosely in their boxes b and b', each shaft being provided with two annular grooves to receive the stops s and s', by means of which said shafts are held in the desired position in or out of engagement, as occasion requires. Each of the shafts c and c' is provided at its inner end with a gear-wheel, g or g', to engage with a gear-wheel attached to the outer end of each roller of my indicator, and it will be readily seen that the driver, standing on the platform of a car provided with my device, can lift the stop s out of the annular groove in shaft c, slip this shaft out, disengaging the gearing g, and let the stop s fall back into the inner groove on the shaft, engage the gearing of shaft c' with the lower roller, and by turning the crank on shaft c' each station is brought into view on the face of the indicator.

In Fig. 3, b^2 is a guide-slat provided with semilunar notches n n', to fit snugly over the rollers r and r', and serve as guides for the canvas upon which the names of the streets and stations are displayed.

To enable the driver to determine when each station appears properly upon the face of the indicator, I provide the mirror m, which is supported upon a bracket, k, designed also to support a lamp whenever occasion requires, and held in position by means of a thumb-screw. This mirror can be so adjusted as to enable the driver to see the face of the indicator reflected by the mirror.

In Fig. 4, b^2 and b^3 represent slats fastened into the frame of my indicator, to serve as

guides for the canvas. These slates are provided with semilunar notches to fit snugly over the rollers of my indicator, and fastened into the frame by the usual method. I employ these slats in order to preserve the perpendicular position of the canvas upon which the stations are represented, thus enabling me to dispense with the slats described in my original patent, and employ, instead of a wooden front, a neat glass front for my indicator, thereby improving the appearance of my indicator by inclosing the canvas, thus preserving it from so soon becoming worn and soiled.

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

1. In a station and street indicator for steamboats, railroads, and street-cars, the combination of the crank-shafts *c c'*, working loosely in their bases, and provided each with two annular grooves to receive the stops *s s'*, the gearing *g* and *g'*, actuating rollers *r* and *r'*, substantially in the manner and for the purpose set forth.

2. In a station and street indicator for railroads and street-cars, the adjustable mirror *m*, attached to the indicator by means of the bracket *k*, and held in position by a thumb-screw, in combination with mechanism for bringing the names of the stations or streets into position on the face of the indicator, substantially in the manner and for the purpose set forth.

3. In a station and street indicator for steamboats, and railroad and street cars, the combination of slats b^2 b^3, provided with semilunar notches to fit over rollers *r r'* to serve as guides for the canvas belt upon which the names and stations are printed, with the rollers *r r'*, gearing *g g'*, and case or cabinet *i*, having back board, b^4, substantially in the manner and for the purpose set forth.

In witness whereof I have hereunto set my hand and seal.

CHARLES H. JENNE. [L. S.]

In presence of—
H. J. EVERETT,
JAMES SULGROVE.