

J. W. BRYAN.
Station-Indicators.

No. 158,900.

Patented Jan. 19, 1875.

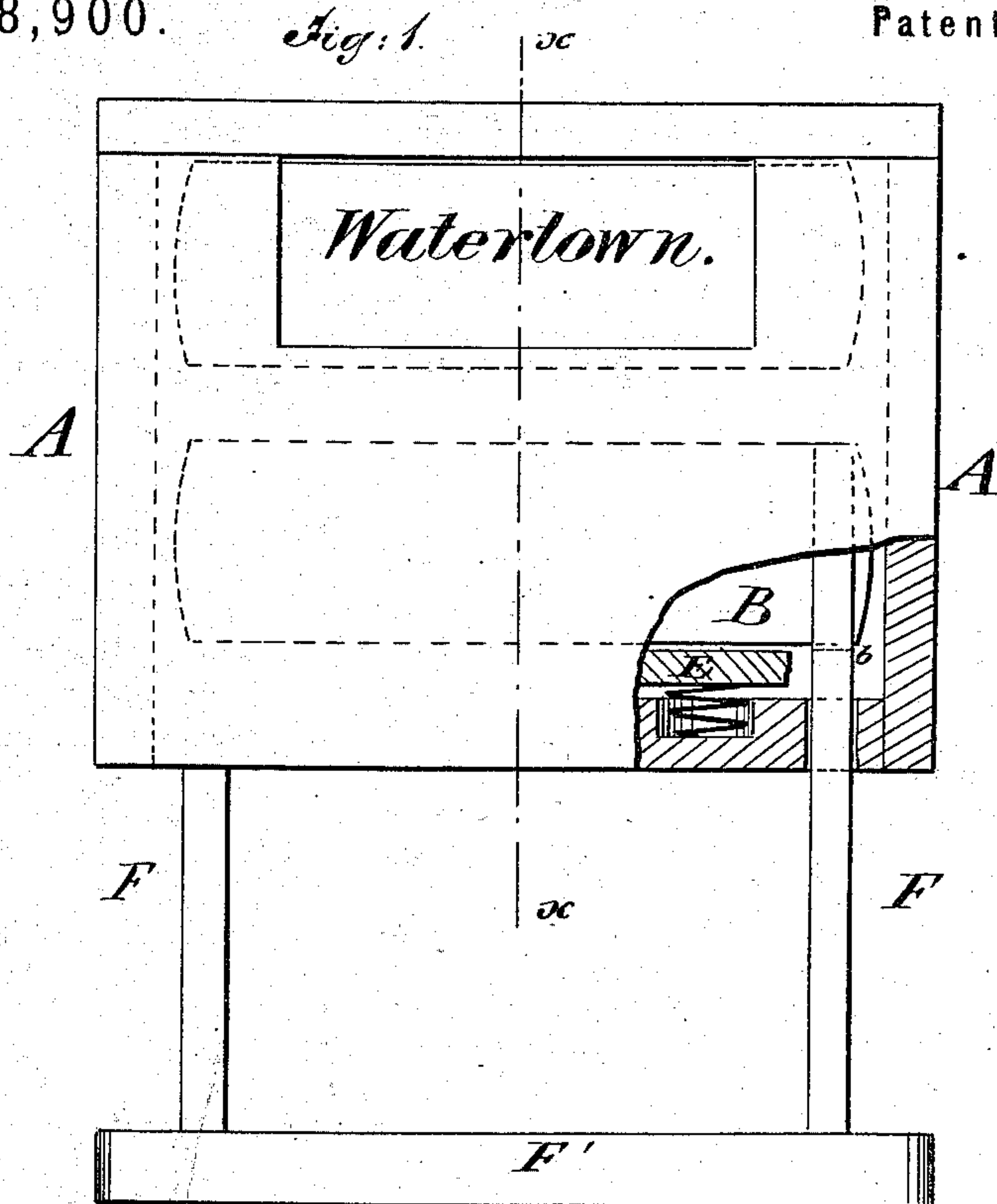
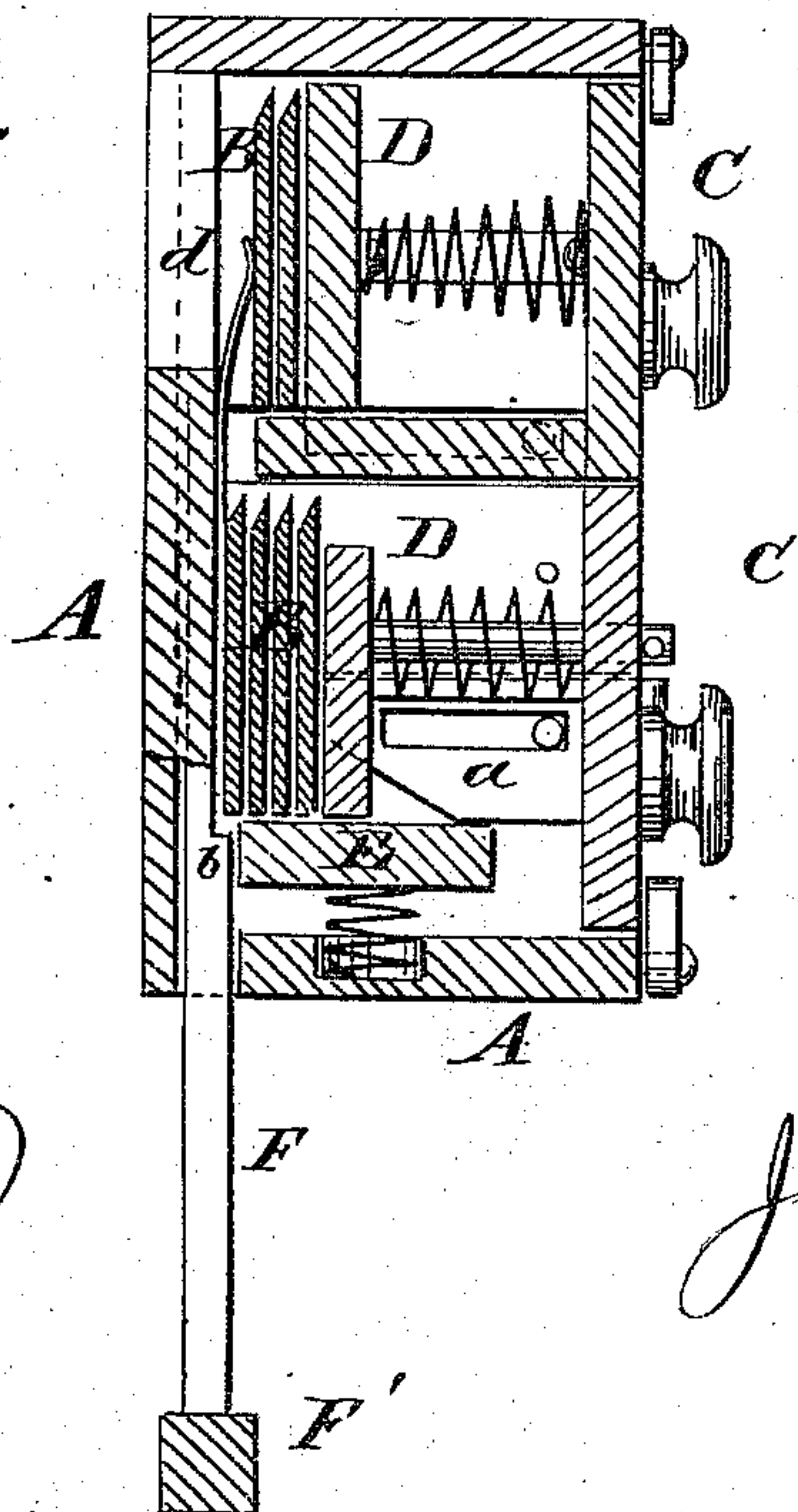


Fig: 2.



WITNESSES:

Chas. Nida
A. F. Terry

INVENTOR:

John W. Bryan
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN W. BRYAN, OF WATERTOWN, TENNESSEE.

IMPROVEMENT IN STATION-INDICATORS.

Specification forming part of Letters Patent No. 158,900, dated January 19, 1875; application filed December 19, 1874.

To all whom it may concern:

Be it known that I, JOHN W. BRYAN, of Watertown, in the county of Wilson and State of Tennessee, have invented a new and Improved Station-Indicator, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a front elevation, and Fig. 2 a vertical transverse section on the line *x x*, Fig. 1, of my improved station-indicator.

Similar letters of reference indicate corresponding parts.

My invention relates to a simple and conveniently-operated station-indicator for railway and street cars, omnibuses, and other public conveyances; and it consists of a casing with an upper and lower chamber, provided with sliding frames and spring-followers for holding the station-indicating plates, in connection with a sliding key or frame having shoulders for carrying the station-plates to the upper front opening and retaining them by springs at the sides of the opening, exposed to view. A false spring-bottom carries the lower spring-follower upward for receiving the station-plates in regular order after each trip.

In the drawing, A represents the casing or box of the station-indicator, which is preferably set into the car or omnibus frame and provided with two chambers, one above the other, of which the upper has a front opening of sufficient size to exhibit the names of the stations. The stations are printed or painted in clear letters on plates B, of wood or other suitable material, and are arranged in consecutive order in the lower part of casing A. Both chambers are provided with slide-frames C, in the nature of drawers, running in side grooves of casing A, being opened and closed by knobs and latches, in suitable manner, for the purpose of readily adjusting and arranging the station-plates therein. Both the frames C have suitable guided spring-followers D, which press on the rear side of plates B and carry them forward toward the front part of casing A.

The station-plates B are first arranged in front of the lower follower, D, on a spring-acted false bottom, E, which is kept in de-

pressed condition by the guide-strips *a* of the lower slide-frame, C, when the same is pushed inwardly, but is allowed to rise gradually on the opening of the lower slide-frame as the inclined ends of the guide-strips release to some extent their pressure on the false bottom and carry the upper edge of the lower follower closely against the bottom of the upper slide-frame, so that, on the withdrawal of the upper slide-frame, the station-plates therein are dropped on the false bottom without changing the order in which they were arranged. Between the bottom of the upper slide-frame, C, when in closed position, and casing A, a narrow space is provided, which is wide enough for the passage of a station-indicating plate, B, from the lower chamber to the upper. Vertically-sliding rods F run in side grooves of the front wall of casing A, and are laterally connected by a bottom piece, F', forming thereby the key of the indicator.

Projecting shoulders *b*, produced by recessing the upper parts of sliding rods F, take up, one by one, the station-plates B in the lower chamber, and carry the same in upward direction, on sliding up the key, till retained to close the front opening of the casing by side springs *d* and the upper spring-follower, C, indicating thereby the name of the stations in the open part. The operating-key F is carried, either by hand or by lever-connection with a treadle or brake, or by steam-power transmitted by pipe and piston connection from the locomotive, in upward direction whenever the indicators throughout the train are to be changed on approaching the stations. A bell may be suitably arranged in the indicator for drawing the attention of the passengers to each change of the indicator.

When the end of the route is reached, and all the station-plates are carried up into the upper chamber, they are returned in the order required to the lower chamber, ready for the return trip, by opening first the lower slide-frame, which brings the false bottom in close contact with the bottom of the upper slide-frame, and withdrawing then the upper slide-frame. The whole number of station-plates is thereby conveyed to the lower chamber, and, on closing the slide-frames, ready to be carried up

in the manner described, for indicating the stations in regular order, as they follow one after the other.

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

1. A station-indicator constructed of a casing, A, with front opening, station-plates B, upper and lower slide-frames C, with spring-follower D, retaining side springs *d*, false spring-bottom E, and sliding rod, frame, or key F F', to be operated substantially in the manner and for the purpose set forth.

2. The lower slide-frame, C, having spring-follower D and guide-strips *a*, with inclined ends, in connection with the spring-acted false bottom E, for carrying up the lower follower to the bottom of the upper slide-frame on opening the lower slide for returning the station-plates in regular order from the upper chamber to the lower, substantially as specified.

JOHN W. BRYAN.

Witnesses:

ALEXANDER YOUNG,
JOURNAL BRYAN.