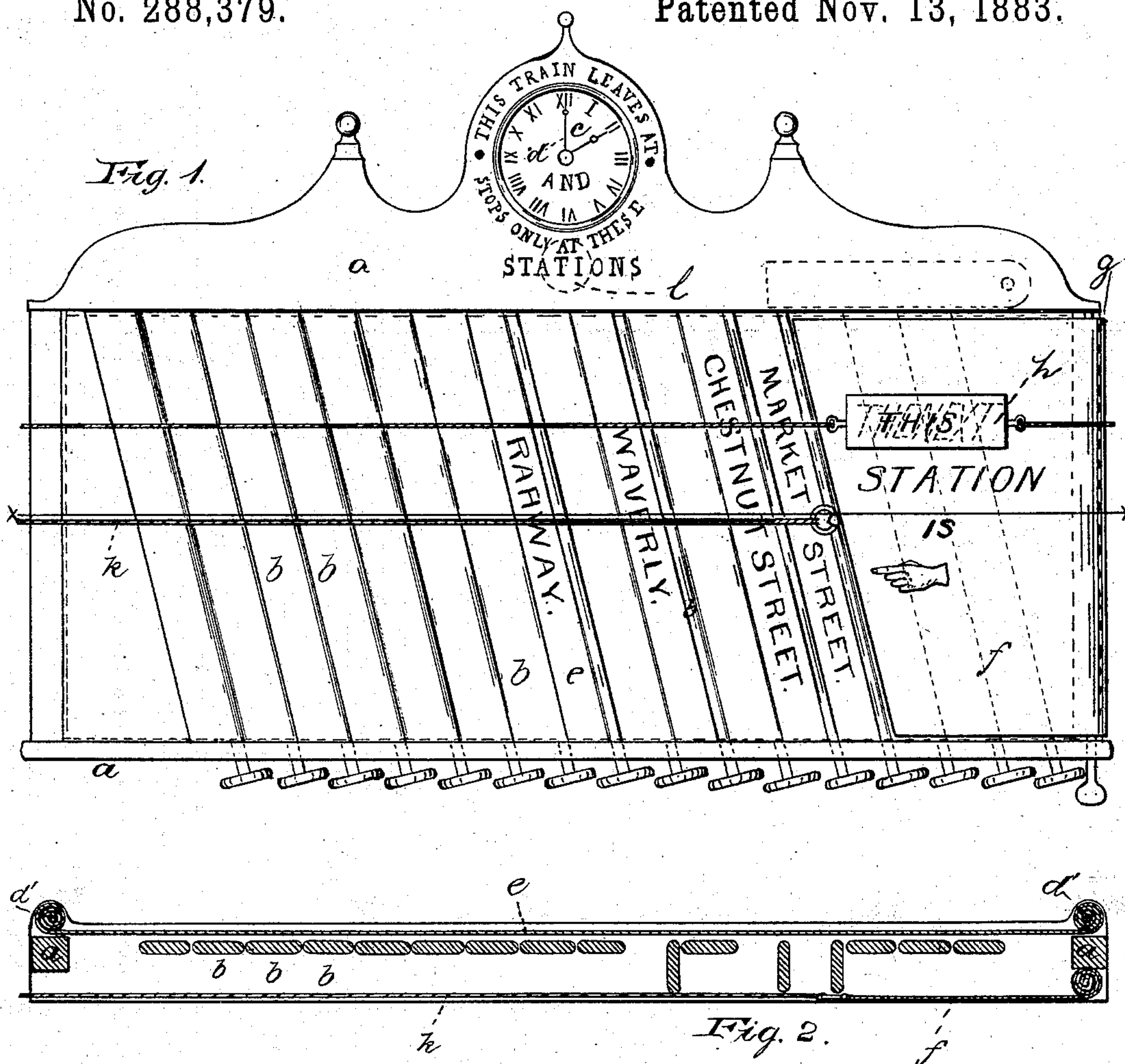


(No Model.)

S. STEWART.  
STATION INDICATOR.

No. 288,379.

Patented Nov. 13, 1883.



Attest:  
P. J. Campbell.  
Chas. F. Kerr

*Inventor:*  
*Samuel Stewart;*  
*by Drake & Attys.*



# UNITED STATES PATENT OFFICE.

SAMUEL STEWART, OF NEWARK, NEW JERSEY.

## STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 288,379, dated November 13, 1882.

Application filed July 28, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL STEWART, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Railroad Station and Train Indicators; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide a more perfect indicator for trains of railway-cars, whereby a passenger may have a full knowledge of the location and progress of the train without being dependent for his information upon the call of the brakeman or the questioning of the conductor.

The invention consists in the improved indicator for railway-trains constructed and operating substantially as will be hereinafter set forth, and embodied in the claims.

In referring to the accompanying drawings, in which similar letters of reference indicate like parts in each of the figures, Figure 1 is a front elevation of the indicator, and Fig. 2 is a section of the same taken through line *x*.

In said drawings, *a* is a representation of a frame, preferably oblong in shape, and having independent and adjustable wickets *b* pivoted thereon and arranged parallel with one another. Above said wickets, and upon the frame, is constructed a dial, *c*, with indicating hands or pointers *d*, arranged to indicate the time at which the train is to start, a suitable phrase or sentence indicative of this idea being painted or printed above said dial, the words preferably employed being "This train leaves at." Beneath the dial and above the wickets are arranged these words, or others to the same effect, "And stops only at these stations."

Behind the wickets *b*, and working on rollers *d'*, is stretched an apron, *e*, upon which are lists of all the stations, one of which is in reverse order for the return of the train, and also lists of the principal stations only, one of

which is also in reverse order. The lists of principal stations are for express or "through" trains. When the train does not stop at any of the stations indicated on the apron, a wicket is turned down, so as to overlie and thus conceal the name of the said station, as will be understood.

To conceal the names of the towns at which the train has stopped from view, I arrange a sliding curtain, *f*, secured to a roller, *g*, and upon said curtain I imprint the words, or others to the same effect, "The next station is," and also the index pointing to the name of the station. This curtain is drawn by a cord operated by the conductor or other employé of the company from time to time as the train progresses.

In connection with the curtain *f* is employed a supplemental curtain, *h*, adapted to cover the words "The next," which curtain is provided with the word "This," so that when the train approaches a station the conductor or other proper officer pulls a cord, *i*, and draws the last-said curtain over the words "The next" so that the expression reads, "This station is." When the train leaves a station, the conductor draws the curtain *f* over the name of the said station by means of the cord *k* and draws the supplemental curtain having the word "This" thereon back, so that the expression again reads, "The next station is." When either cord is pulled, a bell, *l*, suitably arranged in connection with the indicator, rings to attract the attention of the passengers thereto. When the train approaches a station from which a branch road runs, I employ a hand or other index or pointer on which are the words, or others of the same import, "Passengers for — will change cars at the next station." It is intended that this hand shall work automatically, and shall drop out of sight when the train passes the station.

The device thus constructed does away with the shouting of the brakemen and the unpleasantness arising therefrom, and enables the passenger to more perfectly comprehend his situation, so that no uneasiness need be felt by him, heretofore caused by the fear of passing his intended destination.



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

1. The combination of the frame *a*, having  
5 movable wickets to be held thereon, the apron  
*e*, having the names of stations thereon and  
adapted to be moved behind said wickets, and  
the curtain *f*, adapted to be moved before said  
wickets to conceal the same, all substantially  
10 as set forth.

2. The combination, in a railway-train in-  
dicator, of the frame *a*, having adjustable  
wickets *b* secured therein, an apron, *e*, car-

ried on rollers behind said wickets and hav-  
ing the names of stations thereon, and a sup- 15  
plemental curtain or slide, *h*, adapted to cover  
the wickets, all substantially as herein set  
forth and shown.

In testimony that I claim the foregoing I  
have hereunto set my hand this 11th day of 20  
July, 1883.

SAMUEL STEWART.

Witnesses:

CHARLES H. PELL,  
F. F. CAMPBELL.