

(No Model.)

C. H. JENNE.  
STATION INDICATOR.

No. 295,405.

Patented Mar. 18, 1884.

Fig. 1.

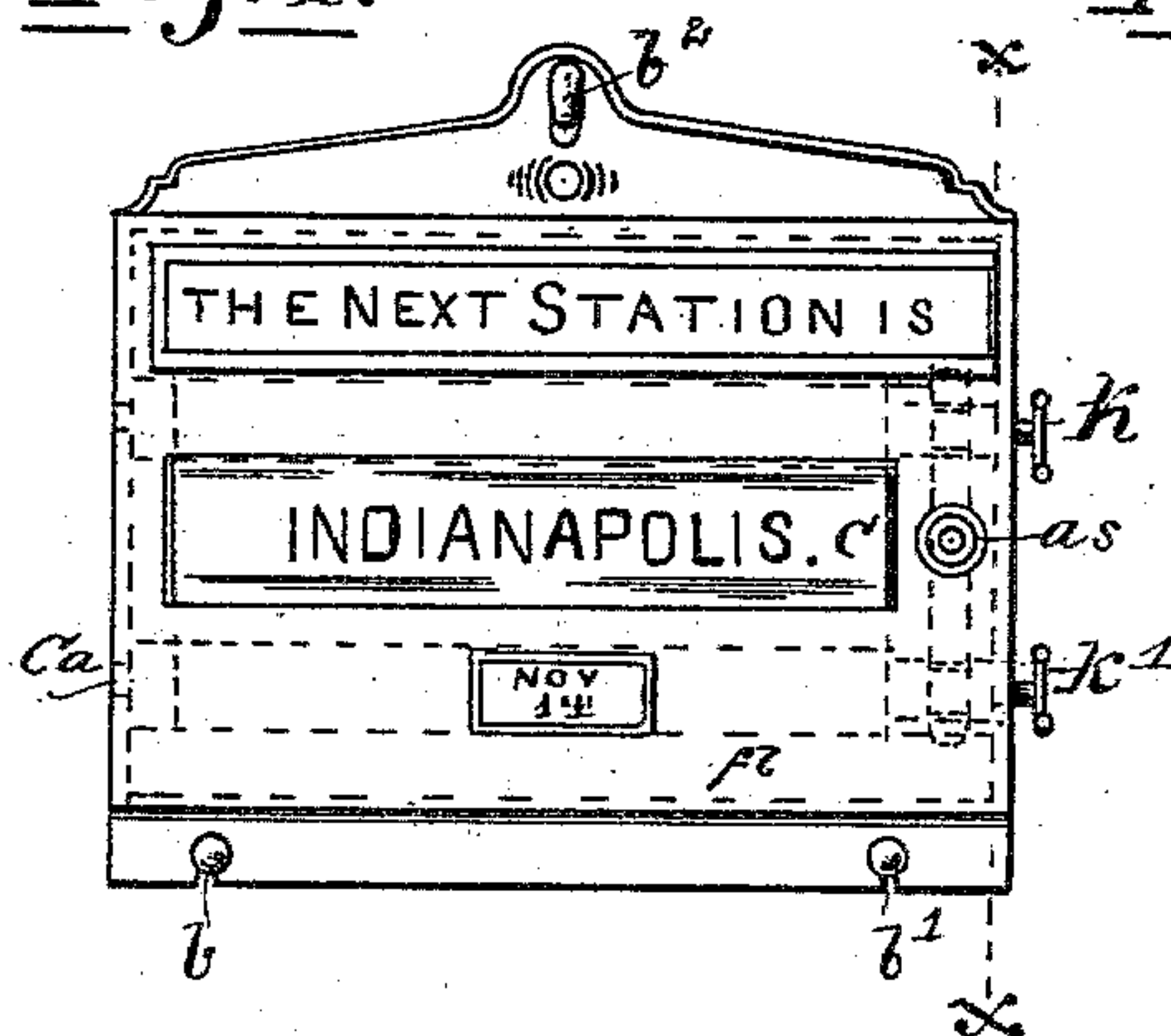


Fig. 2.

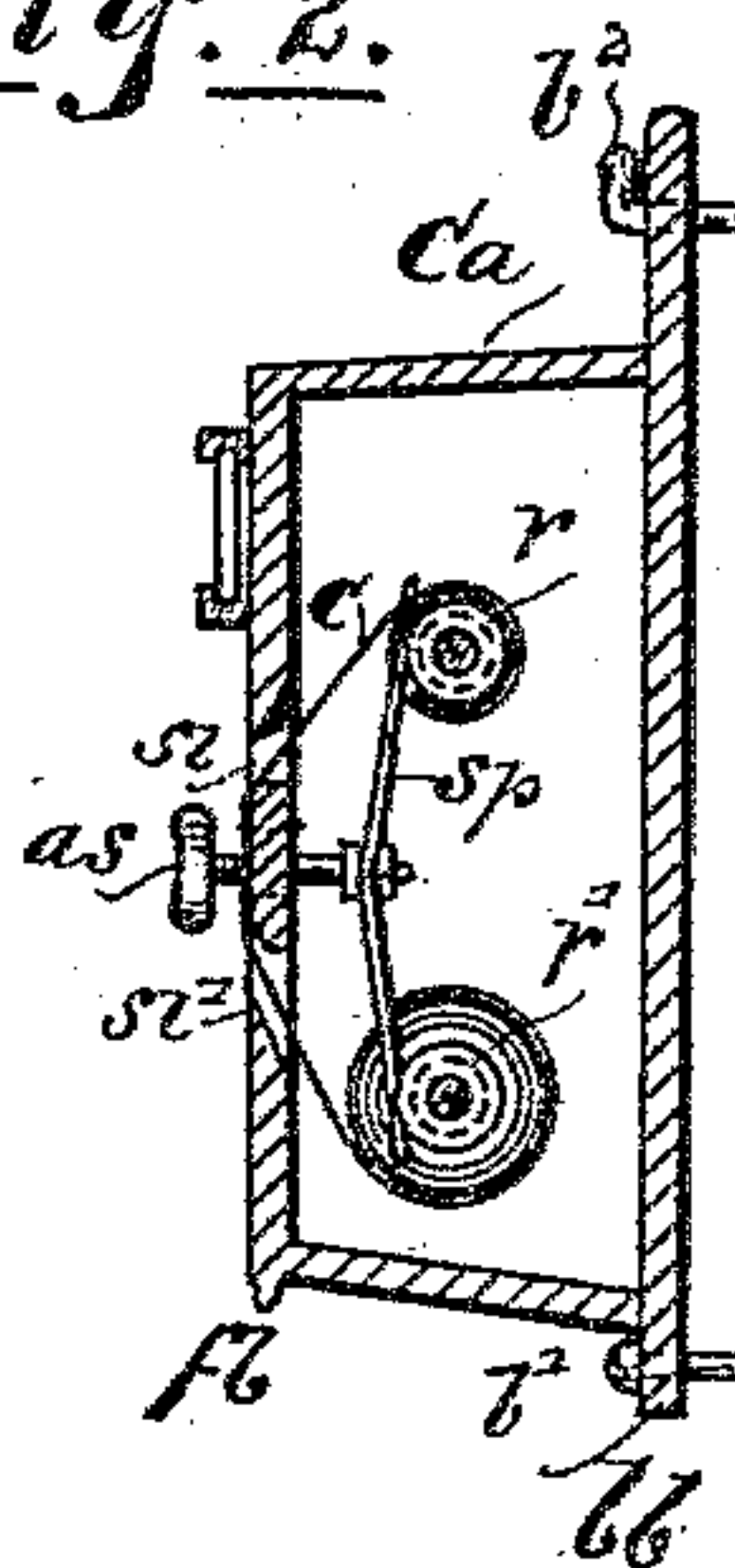


Fig. 3.

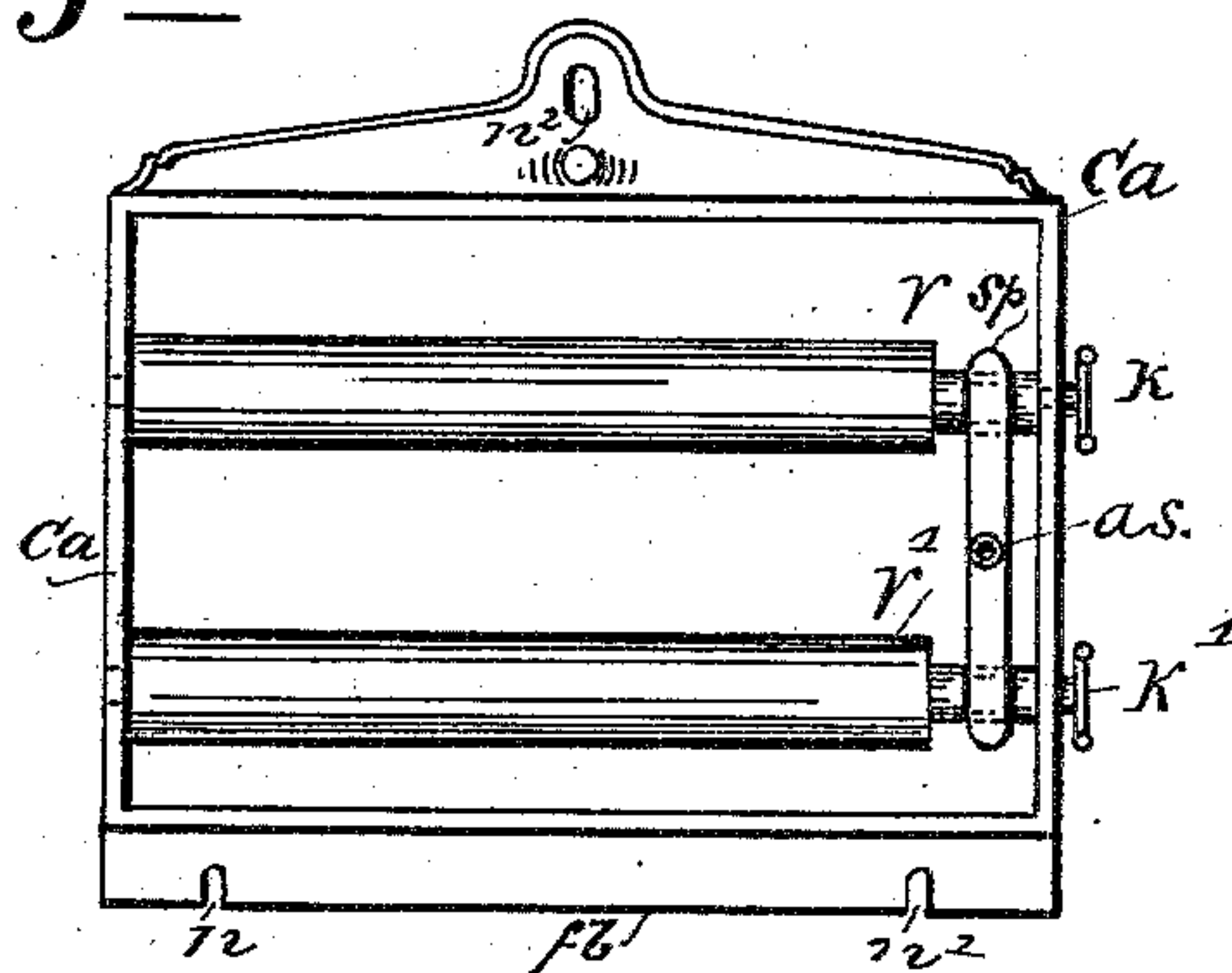
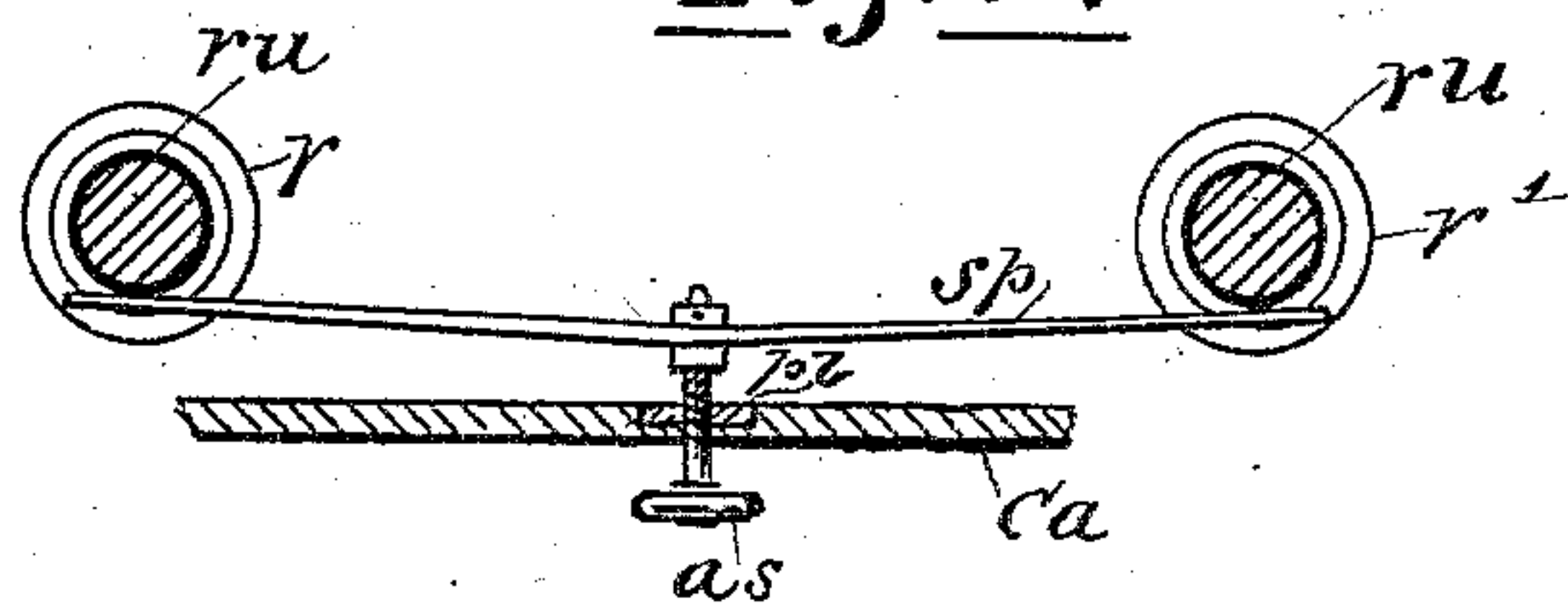


Fig. 4.



Witnesses

*N. J. Everett,*  
*John Calverly*

Inventor

*Charles H. Jenne*

*Smith & Loeper attys.*



# UNITED STATES PATENT OFFICE.

CHARLES H. JENNE, OF INDIANAPOLIS, INDIANA.

## STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 295,405, dated March 18, 1884.

Application filed December 7, 1883. (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 a Combined Station and Street Indicator for Railroad and Street Cars, of which the following is a specification.

The object of my invention is to provide a combined station and street indicator for railroad and street cars with a cheap, simple, and durable device for bringing the station or crossings into view. I accomplish this object by means of the device described in the following specification, reference being had to the drawings filed herewith, and made a part of this specification, and in which similar letters of reference relate to similar parts of my invention.

Figure 1 represents a front view of my device, showing the indicator in position resting on buttons  $b\ b'\ b^2$ , also showing the handles or knobs  $k\ k'$ , the knob of the adjusting-screw  $as$ , and front board,  $fb$ . Fig. 2 is a vertical section of my device at the line  $xx$  of Fig. 1, disclosing the rollers  $r$  and  $r'$ , upon which the canvas  $c$  is wound.  $ca$  is a wooden or metal case containing my device;  $sp$ , friction or brake springs, and  $as$  adjusting-screw. Fig. 3 is a front view of my device with the front board,  $fb$ , removed, showing rollers  $r\ r'$ , adjusting-screw  $as$ , brake-spring  $sp$ , and case  $ca$ , provided for inclosing my device. Fig. 4 indicates the method of attaching the brake-spring  $sp$  to the case, so as to bring the desired pressure on the rollers  $r$  and  $r'$  to prevent the canvas  $c$  from moving.

In Fig. 3,  $r$  and  $r'$  are wooden or metal rollers journaled into the sides of the case, and provided with knobs  $k$  and  $k'$ , one end of each roller being provided with an annular groove, in which is placed the friction-rubber  $ru$ . Upon this rubber impinges the brake-spring  $sp$ , provided with the adjusting or set screw  $as$ , loosely collared into the center of the spring  $sp$ , working in the plate  $pl$ , firmly attached to the inside of the case  $ca$ , as seen in sectional view, Fig. 4.

The method of constructing my device is as follows: Having the rollers  $r$  and  $r'$  constructed as above described and fitted into the case

$ca$ , the face of which case is provided with a plain board,  $fb$ , of the desired dimensions, into which is cut the longitudinal slots  $sl$  and  $sl'$ , (see Figs. 1 and 2,) I take the strip of canvas  $c$ , upon which is printed or painted the required names of the stations or streets, as the case may be, attach one end of this canvas to the roller  $r$ , passing the other end out through the slot  $sl$  of the face-board  $fb$  and over the face of the indicator, thence back through the slot  $sl'$ , attaching it to the roller  $r'$ , as seen in Fig. 2. By winding up the canvas on roller  $r'$ , I bring the first station into view on the face of my indicator, as seen in Fig. 1, when, by turning the set-screw  $as$ , I can bring any desired pressure to bear upon the rollers  $r\ r'$  by means of the brake-spring  $sp$ , thus preventing the jar of the cars from moving the indicator.

The method of operating my device is as follows: Having prepared a receptacle for my indicator at each end of the car by permanently fixing buttons or hooks  $b\ b'\ b^2$  at the requisite distances apart to fit into the notches  $n\ n'\ n^2$  of the back board,  $bb$ , (see Figs. 1, 2, and 3,) I set the indicator upon these rests, where it is held firmly in the proper position, in plain view of all the passengers in the car. Upon leaving station one, I have but to unclamp the adjusting-screw  $as$  and turn the knob  $k$ , which, being fastened upon the roller  $r$ , the canvas  $c$  is wound up, causing the name of this station to pass through the slot  $sl$  out of view, bringing the second station into view, when the adjusting-screw  $as$  is turned back, clamping the rollers  $r\ r'$ , holding them in the desired position. At each station this operation is repeated, thus bringing into view of all the passengers the name of the next station or street at which the train or street-car will arrive. When the destination of the train has been reached, the indicator can be removed to the other end of the car, and by turning the knob  $k'$  the stations on the return-trip will be indicated, as above described.

The advantages of this indicator over all others in use are its simplicity, cheapness, durability, and accuracy, being free from all complicated machinery, such as cog-wheels, ratchets, and so forth.

Having thus fully described my invention,



its purposes and advantages, what I claim as new, and desire to secure by Letters Patent, is—

5 1. In a combined station and street indicator for railroad and street cars, the rollers *r* and *r'*, provided with journals on each end, annular grooves in which are fitted the rub-  
10 bers *ru*, upon which the spring *sp* impinges, and the knobs *k* and *k'*, in combination with the canvas strip *c*, substantially in the man-  
ner and for the purpose described and set forth in the above specification.

15 2. In a combined station and street indicator for railroad and street cars, the brake-spring *sp*, provided with the collared adjusting-screw *as*, in combination with the friction-rubbers *ru*, fitted into the annular grooves

of the rollers *r* and *r'*, substantially in the manner and for the purpose set forth.

3. In a combined station and street indica- 20  
tor for railroad and street cars, the face-board *fb*, with longitudinal slots *sl* and *sl'*, forming the face of an indicator, consisting of rollers *r* and *r'*, provided with annular grooves in  
25 which rest the friction-rubbers *ru* and *ru'*, adjusting-screw *as*, spring *sp*, knobs *k* *k'*, and canvas *c*, all in combination, substantially in the manner and for the purpose set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana.

CHARLES H. JENNE. [L. S.]

In presence of—

H. J. EVERETT,  
WM. P. SMITH.