

(No Model.)

D. J. FARIS.

STATION INDICATOR FOR RAILWAY CARS, &c.

No. 323,407.

Patented Aug. 4, 1885.

FIG. 3.

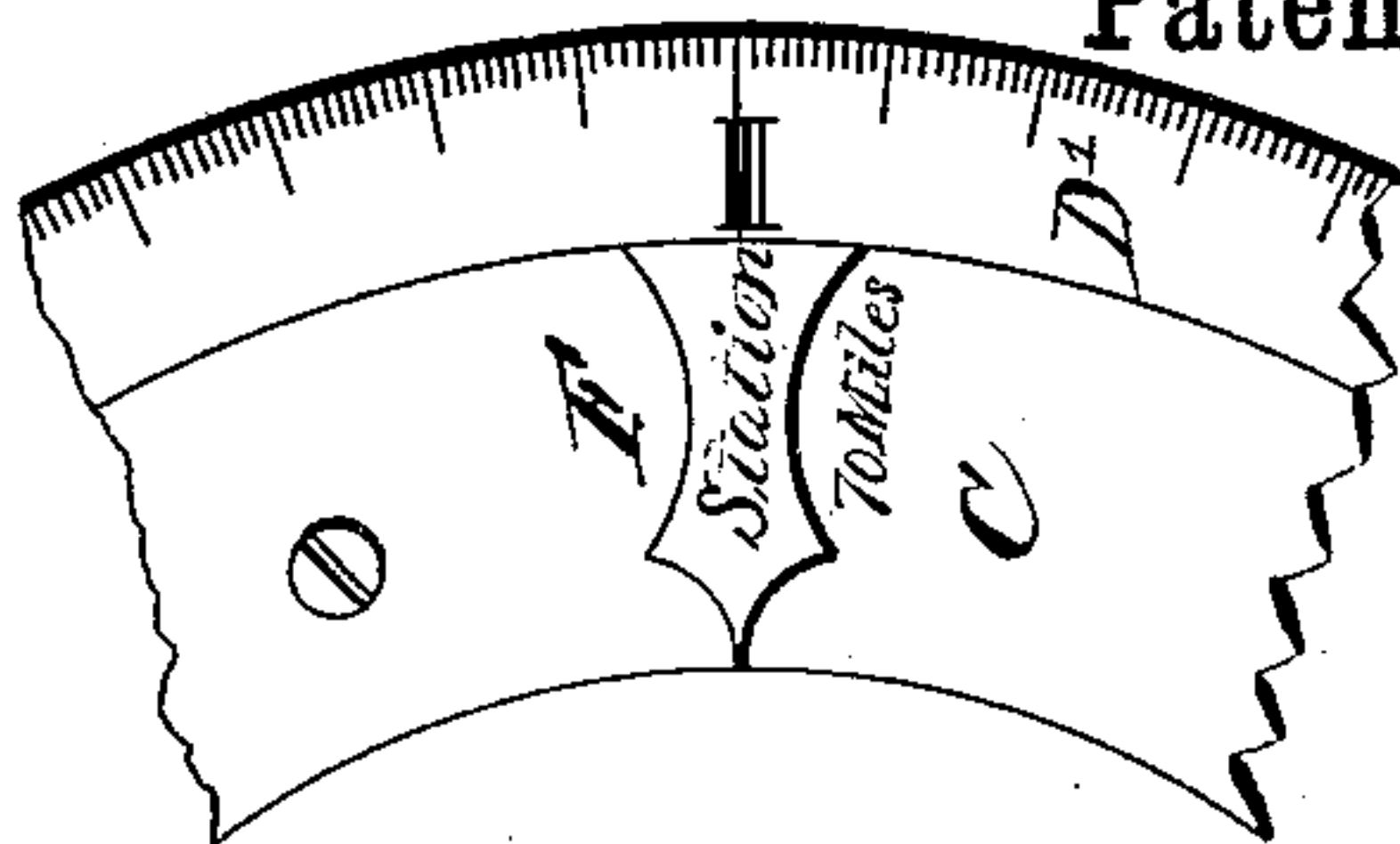


FIG. 1.

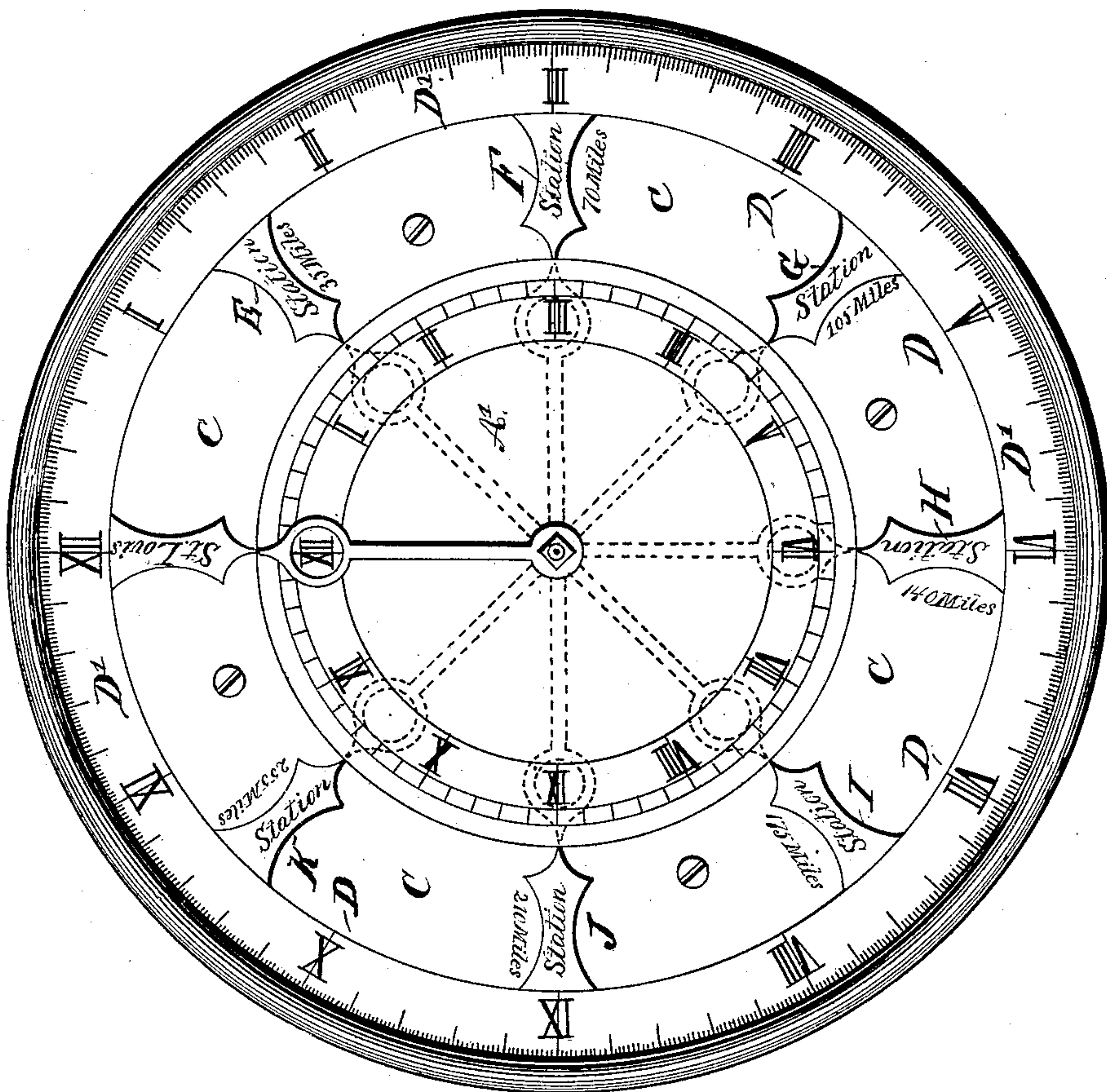
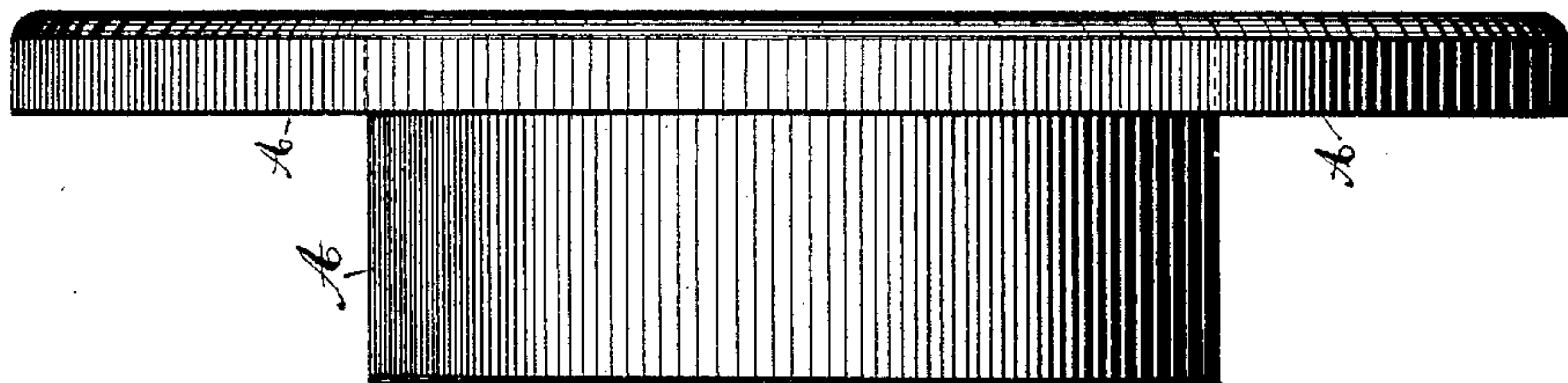


FIG. 2.



WITNESSES  
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# UNITED STATES PATENT OFFICE

DAVID J. FARIS, OF WINDOM, KANSAS.

## STATION-INDICATOR FOR RAILWAY-CARS, &c.

SPECIFICATION forming part of Letters Patent No. 323,407, dated August 4, 1885.

Application filed December 8, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID J. FARIS, a citizen of the United States, residing at Windom, in the county of McPherson and State of Kansas, have invented certain new and useful Improvements in Indicators; and I do hereby 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.

The object of this improvement is an indicator, to be used on railroad passenger-coaches or other public conveyances, that will notify the traveling public of the distance between, time due at, and near approach to, respective points of destination. These results are attained by the mechanism illustrated in the drawings herewith filed as part hereof, in which the same letters of reference indicate the same parts in the different views.

Figure 1 is a front elevation of an indicator embodying the features of my improvement. Fig. 2 is a side elevation of the same. Fig. 3 represents a section of one of the parts detached.

A is a clock having an ordinary dial or face, A', and an hour-hand, B, of unusual length, extending beyond the clock-face A' for a purpose hereinafter set forth.

C is an additional dial, made of any suitable material, and secured to the body of the clock by any appropriate means in position to bring the hour-numbers D in exact radial line or relative position with the hour-numbers on the clock-face A'. The spaces between the hour-numbers on the additional dial C are graduated or divided into sixty parts, as shown at D', representing the minutes composing the hour.

E F G H I J K represent fixed or dumb

hands, suitably formed for the reception of printed matter, giving the distance to the stations having their names printed thereon or adjacent thereto, substantially as shown. The fixed hands on the additional dial C are to be located thereon in line with the minute-graduation representing the time at which the train or conveyance is due at the station having its name adjacent to or on the hands so located, which are to extend far enough inward to reach and clear the point of the hour-hand B, as shown. On account of the minute-graduations D' of the additional dial C, and the relative position of the fixed hands E F G H I J, the usual minute-hand of the clock A A' may be and is dispensed with.

As the train moves onward the hour-hand B will maintain a corresponding position or movement in its circuit, and approach and take a position in line with the fixed hands bearing the names of stations, as indicated by the dotted profile lines, and thus give passengers the necessary information heretofore mentioned.

Having explained the features of my improvement, what I claim as new, and desire to secure by Letters Patent, is—

In combination with a clock, the additional dial C, provided with hour-numbers, minute-graduations, and fixed hands E F G H I J K, as shown and specified, and provided with the names of and distances to stations, and located so as to indicate on the dial C the time of train arrivals, as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

DAVID J. FARIS.

Witnesses:

CHARLES W. VITTUM,  
B. H. MAY.