(No Model.)

C. E. A. BRANDES.

STATION INDICATOR.

No. 349,141. Patented Sept. 14, 1886.

Fig. 1.

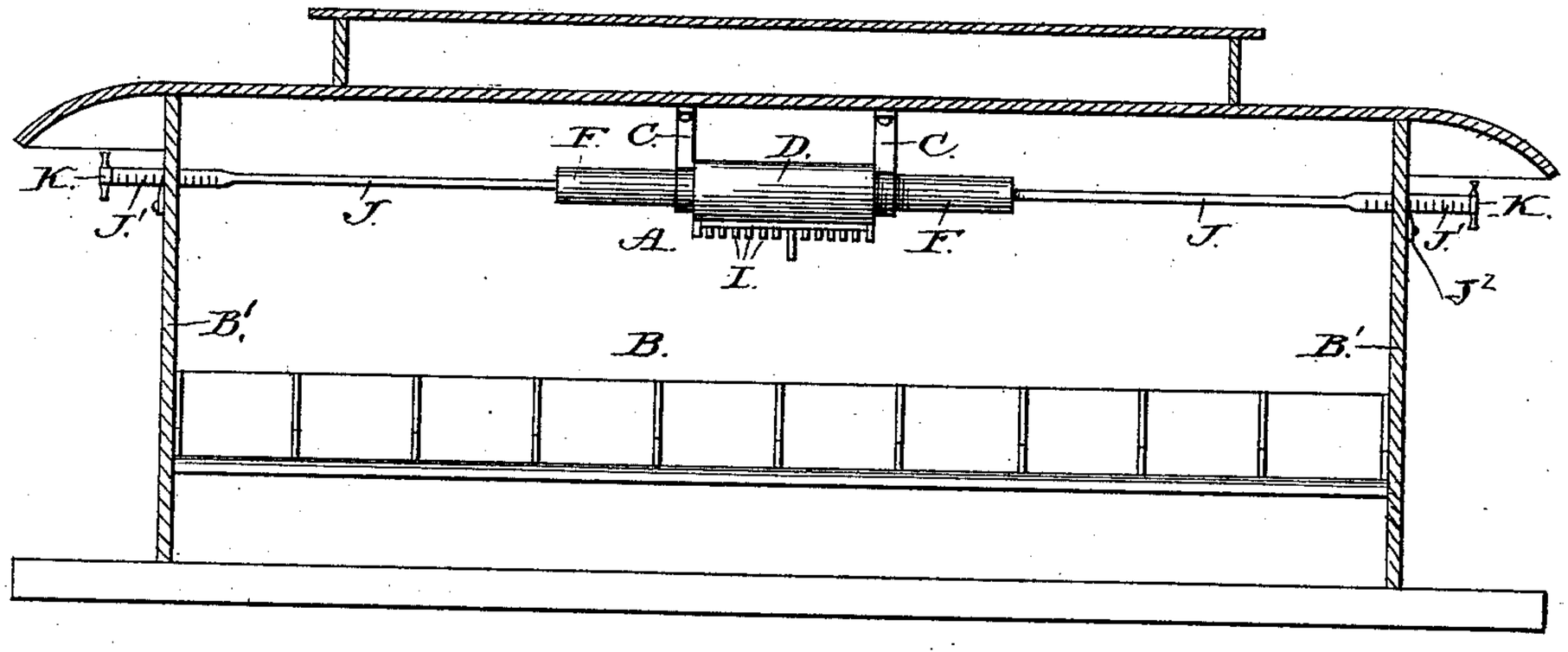


Fig. 2.

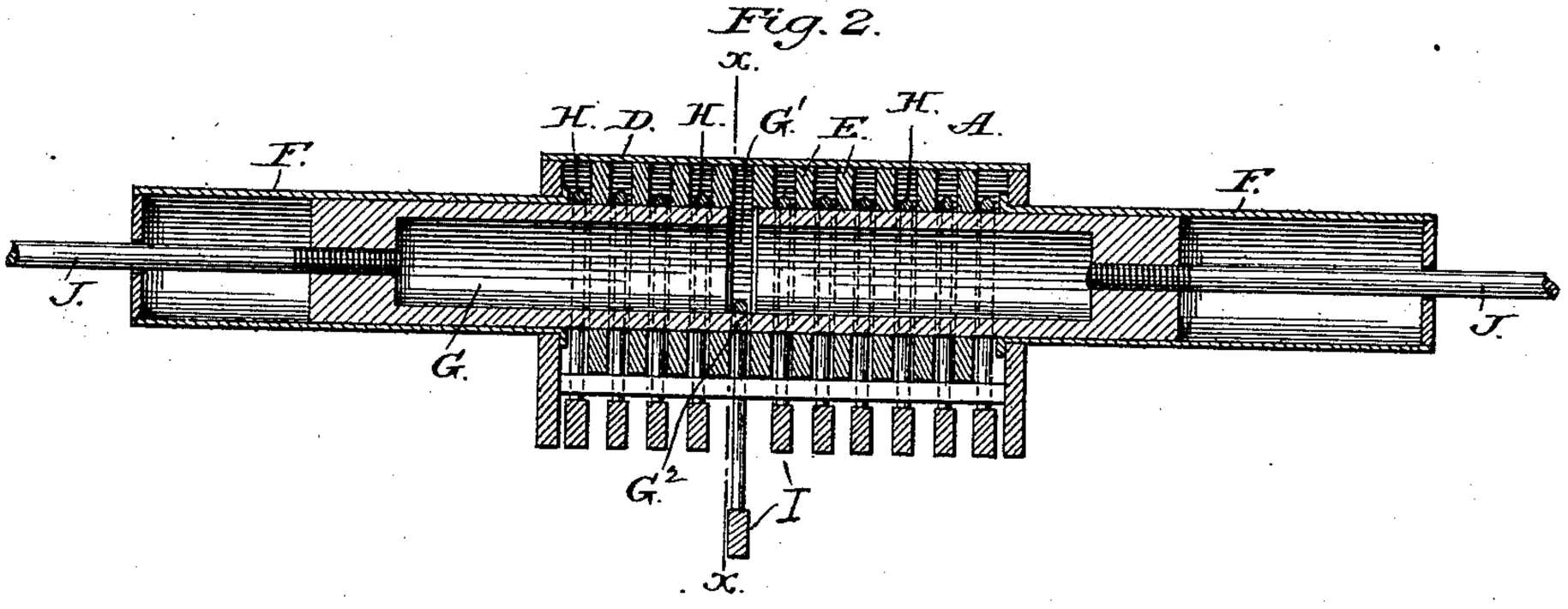
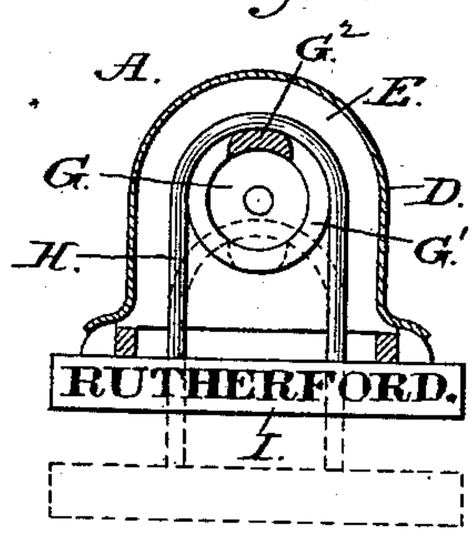


Fig. 3.



WITNESSES:

John A. Ellis.
C. Sedgwick

INVENTOR:

C. E. A. Brandes

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

CHARLES E. A. BRANDES, OF BROOKLYN, NEW YORK.

STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 349,141, dated September 14, 1886.

Application filed May 25, 1886. Serial No. 203,222. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. A. BRANDES, of Brooklyn, in the county of Kings and the State of New York, have invented a new and Improved Station-Indicator, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved station-indicator which is simple and easily operated, and permits of indicating at any desired time any desired station.

The invention consists of signs attached to bent rods hung on a cylinder having a transverse slot, of a box secured to the car and forming a bearing for the said cylinder, and of a device for turning and sliding the said cylinder.

The invention also consists of various parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my improvement attached to a car represented in sectional elevation. Fig. 2 is a longitudinal elevation of my improvement, and Fig. 3 is a vertical cross-section of the same on the line *x x* of Fig. 2.

The station-indicator A is preferably mounted inside of a car, B, in the center of the roof by means of brackets C, or any other suitable device. The box D of the station-indicator A is provided with a number of partitions, E, and from each end of the box extends a tube, F. A cylinder, G, has its bearings and is adapted to slide and turn in the tubes F and in the partitions E. The cylinder G is provided in its center with a transverse slot or cut, G′, leaving only a small round portion, G^2, remaining between the two halves of the cylinder G at its periphery.

On the cylinder G are hung a series of bent rods, H, each provided on its lower end with an indicating-sign, I, placed transversely in the box D, and having on each side the name of a station. The rods H are so arranged that one is always placed between two succeeding partitions, E, which permits of a free up-and-down motion, but prevents a lateral motion of the rods and their signs.

To each end of the cylinder G is attached a rod, J, which passes through the tube F, the car B, extends to the platform of the car, and has suitable bearings in the end wall, B′, of the car. The outer part of each rod J is provided with division-lines J′, which correspond to the distances between the centers of two successive rods, H. The outer end of each rod J is provided with a handle, K, by which the cylinder G can be moved forward and backward.

The operation is as follows: It will be seen that when the cylinder G is in such a position that its part G^2 is on top, all the rods H are in their uppermost position, and the signs I are up in the box, as shown in full lines in Fig. 3, and out of sight. The cylinder G can then be freely moved forward or backward, so that the part G^2 and the slot G′ can be brought under the first rod H at one end of the box D, which movement is made when the car is starting from its end station. The operator then turns the cylinder G by means of the rod J and handle K from one platform of the car, so that the said first rod H descends with the part G^2, which forms its bearing, until the cylinder G has made a half-turn and the part G^2 is in its lowest position, as shown in Fig. 2 and in dotted lines in Fig. 3. It will be seen that the upper or bent part of the rod H passes into the slot G′ by the turning of the cylinder G, and the lowered sign is visible from every part of the car, and each passenger can see at a glance the name of the station which is on both sides of the sign I. As soon as the car has left the station indicated by the lowered sign, the operator gives a half-turn to the cylinder G, which raises the rod H and its sign to its normal position, and by then moving the rod J forward the distance of one line, J′, which may be indicated by a pointer, J^2, or other device on the end wall of the car, as shown in Fig. 1, the part G^2 forms a bearing for the next following rod H, which carries a sign with the name of the following station. A half-turn of the cylinder G lowers the sign, which is moved up again to its normal position after the station which is indicated is passed. The above operation is repeated and the stations successively indicated. If the

car does not stop at all the stations indicated by the signs I, the operator moves the cylinder G a number of lines corresponding with the number of stations skipped, and then turns the handle K and lowers the correct sign I, indicating the next station. The apparatus may also be operated from the inside of a car, if necessary.

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

1. In a station-indicator, the combination of a cylinder having a transverse slot, with bent rods hung on the said cylinder, and each carrying a sign, substantially as shown and described.

2. In a station-indicator, the combination of a cylinder having a slot, with bent rods hung on the said cylinder, means for moving the said cylinder forward and backward and turning the same, and a sign attached to the ends of each bent rod, substantially as shown and described.

3. In a station-indicator, the combination of a box and partitions in the said box with a cylinder having a slot, bent rods hung on the said cylinder and carrying signs on their ends, and means for moving the said cylinder forward and backward and turning the same, substantially as shown and described.

4. In a station-indicator, the box D, the tubes F, attached to the ends of the said box, the partitions E, placed in the said box D, in combination with the cylinder G, having the slot G′ and the rounded part G^2, the rods H, hung on the said cylinder G, and the signs I, attached to the said rods H, substantially as shown and described.

5. In a station-indicator, the box D, the end tubes, F, and the partitions E, in combination with the cylinder G, having the slot G′ and the rounded part G^2, the rods H, having the signs I, and the rods J, having the handles K, substantially as shown and described.

6. In a station-indicator, the box D, the end tubes, F, and the partitions E, in combination with the cylinder G, having the slot G′ and the rounded part G^2, the rods H, carrying the signs I, the rods J, the handles K on the said rods, and the indicating-lines J′, substantially as shown and described.

CHARLES E. A. BRANDES.

Witnesses:
THEO. G. HOSTER,
EDGAR TATE.