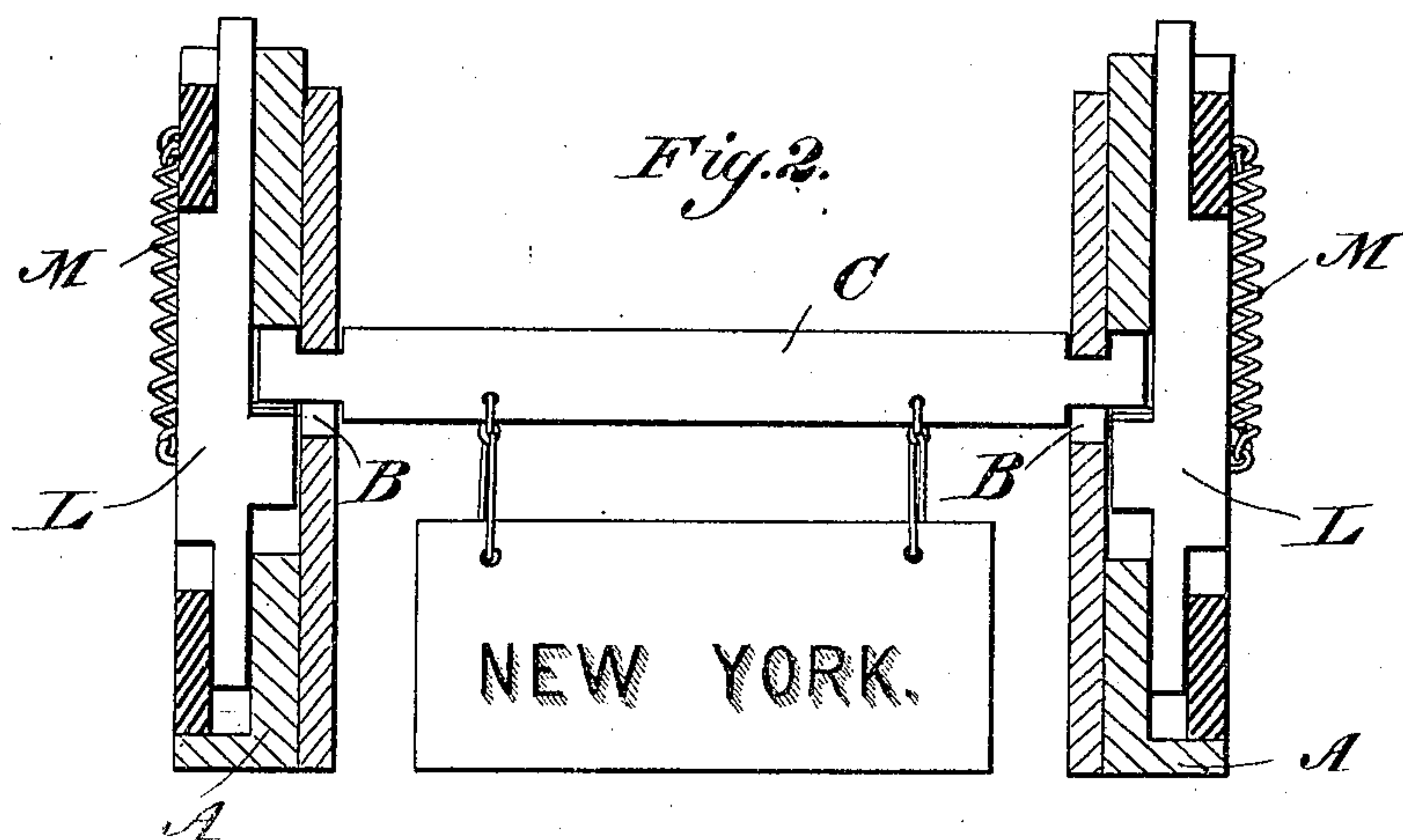
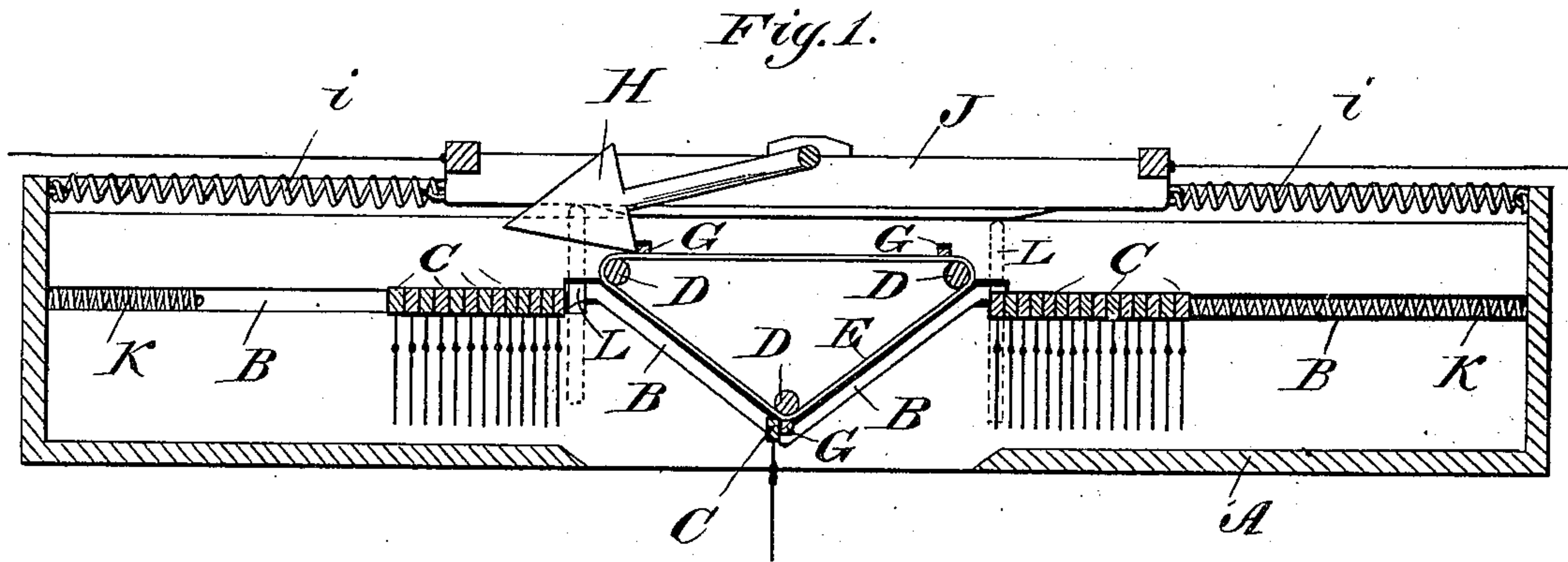


(Model.)

B. O. BRANCH.  
STATION INDICATOR.

No. 245,439.

Patented Aug. 9, 1881.



WITNESSES:

*Donn P. Twitchell.*  
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ATTORNEYS.

# UNITED STATES PATENT OFFICE.

BENJAMIN O. BRANCH, OF FRIAR'S POINT, MISSISSIPPI.

## STATION-INDICATOR.

SPECIFICATION forming part of Letters Patent No. 245,439, dated August 9, 1881.

Application filed June 4, 1880. (Model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN O. BRANCH, of Friar's Point, in the county of Coahoma and State of Mississippi, have invented a new and useful Improvement in Station-Indicators, of which the following is a specification.

My invention consists in a novel construction and arrangement of devices, whereby provision is made for displaying in the cars the names of stations on a railway.

In the accompanying drawings, Figure 1 is a vertical sectional view, longitudinally of the car, illustrating my invention. Fig. 2 is a vertical section at right angles to Fig. 1.

Similar letters of reference indicate corresponding parts.

A represents a frame supporting the working parts of the invention. In each of the two opposite sides of the frame A is a groove, B, the middle portion of which descends so as to form two sides of a triangle.

C is a bar, having its ends formed to fit the grooves B. There are in each apparatus a number of these bars C, corresponding with the number of stations on the road, and each bar has suspended from it a card bearing the name of a station on both sides of said card.

At the three points of the triangle are three rollers, D, around which passes a band or apron, E, carrying bars G.

In the upper part of the frame A is a double-acting pawl, H, suspended from a frame, J, arranged to slide in ways in the frame A. The frame J is provided with springs *i*, which have a tendency to hold it midway of the frame A, and it has cords attached to it, so that it may be pulled in either direction.

The bars C, carrying the cards containing the names of stations, are hung in the grooves B, and have springs K arranged to press them in the desired direction.

At the points where the grooves B turn downward to form the triangular portion there are stops consisting of vertical bars L, provided with springs M, which serve to arrest the bars C, and allow them to be moved one at a time.

In using this apparatus the bars containing the cards being arranged at one end of the grooves B, the pawl H is arranged as shown

in the drawings. On approaching or arriving at a station the engineer, conductor, or other employé on the train pulls the cord so as to move the pawl H toward the right-hand side of the drawings. This moves the band E around the rollers D, causing one of the bars G to carry one of the bars C down the inclined portion of the groove to the lowest point of the triangle. At the next station another bar C is moved down and the first one moves up the opposite side of the triangle, and from thence to the opposite horizontal portion of the groove. When the bars C have all been moved from one side of the triangle to the other the pawl H is reversed, so as to be ready for use in the opposite direction.

If desired, wires may be substituted for the grooves B for the bars C to travel on.

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

1. In a station-indicator, the combination of the endless belt, having a triangular movement, and the sliding bars C, carrying the station-cards, with the frame A, provided with the grooves B, whose middle portions form two sides of a triangle, and the means for operating the said belt, substantially as and for the purpose set forth.

2. In a station-indicator, the combination, with the frame A, provided with the groove B, the sliding bars C, provided with the station-cards and the springs K, of the endless belt E, provided with bars G, the sliding frame J, the pawl H, and the springs *i*, substantially as and for the purpose set forth.

3. In a station-indicator, the combination, with the frame A, and the sliding bars C, carrying the station-cards, of the spring-actuated stops L, arranged at the points where the grooves B of the frame turn downward, whereby the movement of the sliding bars is arrested and the bars allowed to be moved one at a time, substantially as herein shown and described.

BENJAMIN O. BRANCH.

Witnesses:

D. A. COOPER,  
WM. A. ALCORN.