(No Model.) 2 Sheets—Sheet 1.

E. C. BARNETT.

TRAIN ORDER CATCHER.

No. 482,220. Patented Sept. 6, 1892.

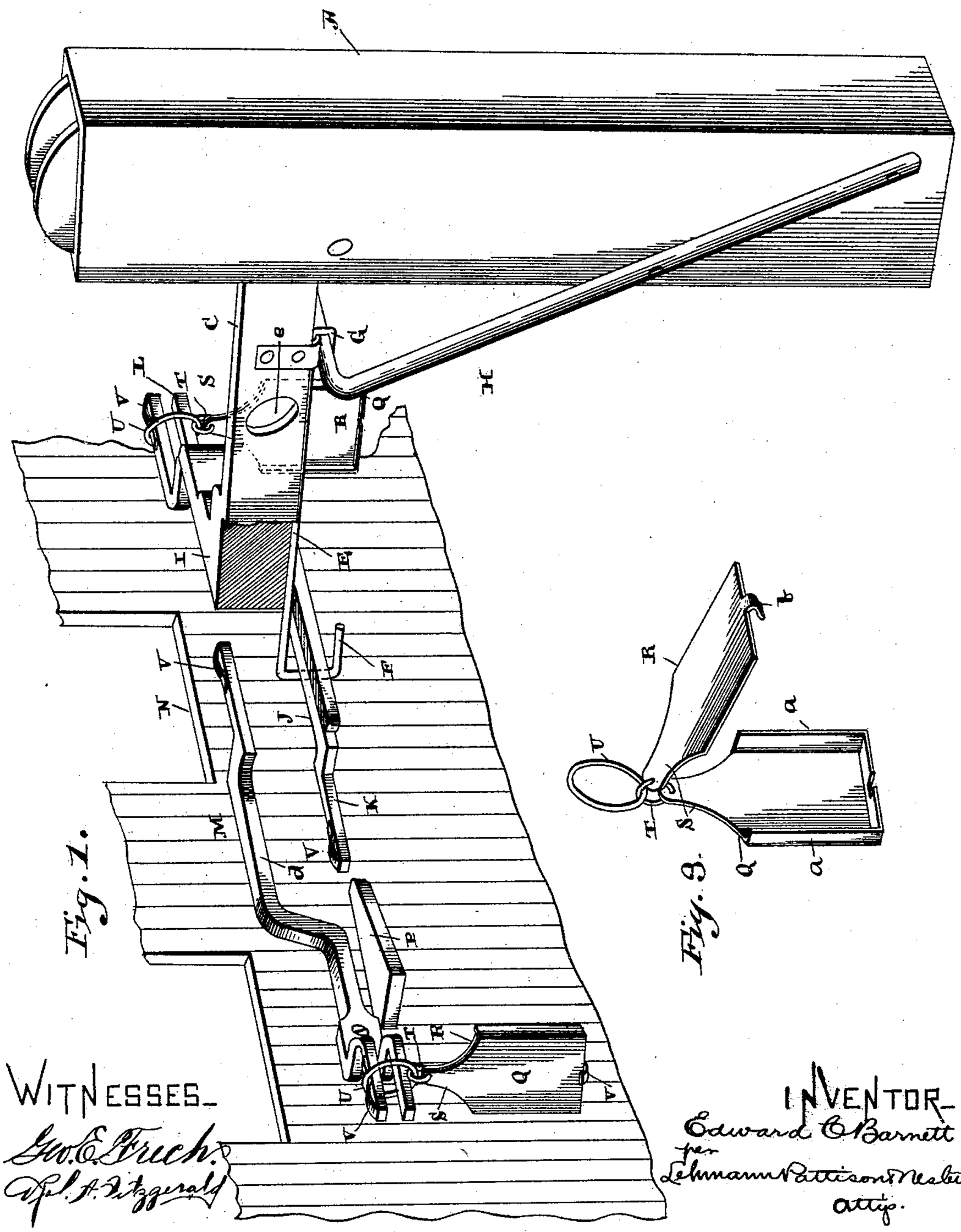

Fig. 1.

Fig. 3.

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

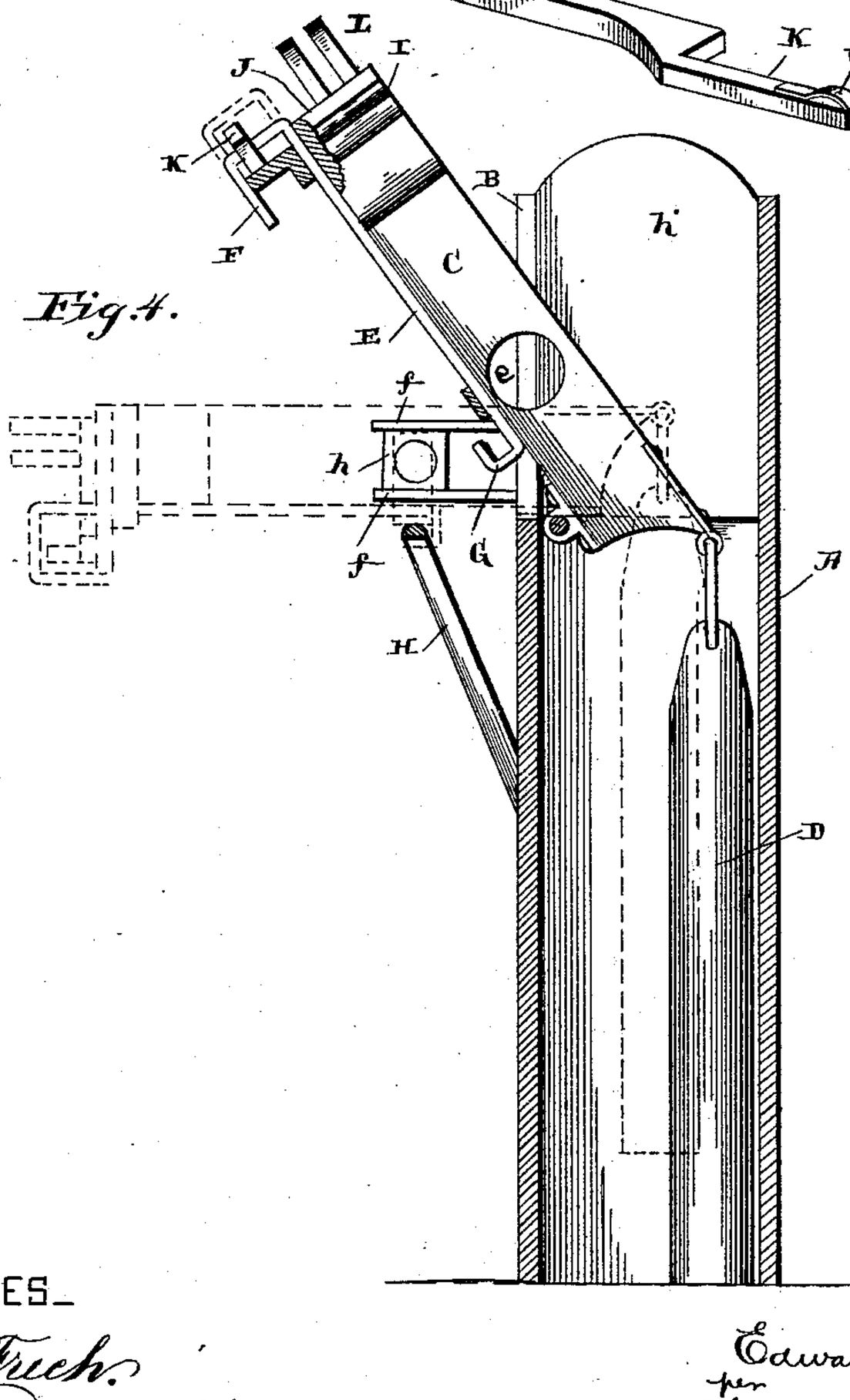

Fig. 4.

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UNITED STATES PATENT OFFICE.

EDWARD C. BARNETT, OF NEW BLOOMFIELD, PENNSYLVANIA.

TRAIN-ORDER CATCHER.

SPECIFICATION forming part of Letters Patent No. 482,220, dated September 6, 1892.

Application filed March 1, 1892. Serial No. 423,363. (No model.)

To all whom it may concern:

Be it known that I, EDWARD C. BARNETT, of New Bloomfield, in the county of Perry and State of Pennsylvania, have invented certain new and useful Improvements in Train-Order Catchers; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in train-order catchers; and it consists in certain novel features of construction and in the arrangement and combination of parts, which will be fully described hereinafter, and particularly referred to in the claims.

The object of my invention is to provide a train-order catcher for the purpose of delivering a message or dispatch to the engineer or conductor without slowing up or stopping the train, and which is constructed to at the same time receive one from the engineer or conductor and to exhibit a signal to indicate to the engineer when it is desired to deliver a dispatch to him and then to automatically fold up out of the way when not in use.

In the accompanying drawings, Figure 1 is a perspective view of my invention, showing it in the act of taking and receiving a message. Fig. 2 is a detached perspective of one of the holders and catchers. Fig. 3 is a detached view of one of the message or dispatch holders. Fig. 4 is a vertical longitudinal section taken through the pivoted arm and the post to which the arm is pivoted.

A indicates a post which is placed at one side of the track, and which is made hollow for a purpose to be fully described hereinafter. In the upper inner edge of this post A is a vertical slot B, in which is suitably pivoted a swinging arm C. The pivotal point of this arm C is a short distance outside of its inner end for the purpose of connecting to the inner end of the arm a weight D, which moves loosely within the hollow post A. By means of this weight the outer end of the arm C is carried up, as shown in solid lines in Fig. 4, when it is released and allowed to turn upon its pivot. Placed under the lower edge of this arm C is a rod E, which has its outer end turned down, as shown at F, and its inner end formed into a hook G. This hook G catches under a bail H, which extends upward and outward at an incline from the post A when the arm C is down, as shown in solid lines in Figs. 1 and 4, and holds the said arm C in this position until the rod E is moved inward endwise in a manner to be described presently. Secured to the outer end of this swinging arm C is a flat head or block I, to the outer face of which a holder and catcher bar J is secured, as shown in Fig. 1, and through the lower depending edge of this this head or block the rod E passes, thereby supporting it at its outer end. This bar J is provided with a single-pronged receiving end K and with a double-pronged delivering end L. The prongs of this delivering end are placed one vertically above the other, and the single-pronged receiving end of the bar M upon the car or engine N passes between the double prongs of the delivery end of the bar J. The bar M upon the car or engine is of the same construction as the bar J upon the outer end of the lever C, so that the single-pronged receiving end of one bar passes through and between the double-pronged delivery end of the other bar, as will be seen from Fig. 1. Also placed upon the car or engine between the ends of the receiving and deliverying bar M is a projection P, which has an outer inclined edge. The object and function of this inclined projection is that as the car passes the arm C this incline will strike the outer bent end of the rod E and push the rod E inward, thus disengaging the inner hooked end of the rod from the bail H and allowing the weight attached to the inner end of the arm C to draw the inner end of the arm down, thus throwing the outer end of the arm C upward, as shown in dotted lines in Fig. 4, out of the way of passing trains.

The message or dispatch holder to be delivered to the moving train consists of two parts Q and R, of sheet metal or other suitable material, which are provided with the reduced ends S. These reduced ends S are provided with perforations that register, and through these perforations a ring T is passed, and through the ring T a large ring U is passed. This large ring U is then placed over the double-pronged delivering ends of

the bars J and M, as shown in Fig. 1, and owing to the double prongs the ring is held in the right position to be caught by the single-pronged receiving end of the other bar.

For the purpose of holding the rings U in place upon the bars, and thus prevent them from being blown or otherwise accidentally knocked off of the said prongs, I provide the prongs with a spring V, which is provided with a bulged portion, as shown, and over which the ring passes and is held, as will be understood.

The part Q of the dispatch-holder is provided with side and outer end flanges *a*, and the part R fits between these flanges and is provided with a catch *b*, that holds the lower or outer ends of the two parts together after the dispatch or message is placed between them.

The two bars J and M are substantially the same length, so that the ring is caught by one bar before the receiving end of the other bar and the incline has operated the releasing-rod E, which insures the delivery and receiving of the dispatch upon the arm C and the car before the arm C is allowed to swing up. This result is also made sure owing to the fact that the inclined projection upon the car for tripping the rod E is placed between the ends of the bar that is upon the car. As shown, it will be noticed that the delivery end of the bar J upon the arm C is above the receiving end of the said bar and that the construction of the bar M is the same, so that interference of the prongs of the bars is avoided. The bars J and M are bent between their ends, as shown at *d* in Fig. 2, and are held to the arm C and to the car by means of screws, which pass through them.

For the purpose of exhibiting a signal to the engineer when it is desired to deliver a message to him I provide the arm C with a suitably-sized opening *e* between its ends, which opening I provide with a colored glass—such as red or green—and extend from the side of the post A two arms *f*. These arms *f* are provided with flanges turned inward to engage a flange upon a lamp *h*, which is placed between the two arms and supported behind the said opening. When the arm C is down, as shown in Fig. 1, a red light will be exhibited to the engineer to indicate to him that something is the matter or that it is desired to deliver a message to him. After the train has passed the arm C passes up and white light is then exhibited, which indicates to a train that everything is all right.

Placed and secured in the upper end of the post A are the two boards *h'*, which fill the upper end of the post to a size equal to the width of the slot in which the arm C is pivoted, whereby a guide is formed for the inner end of the said arm, which prevents the arm from having any lateral movement. The delivering and receiving bars J and M are bent at the centers, as described, and these bent portions form a base for securing them in position, and the delivery and receiving prongs are bent outward from this base, so that they extend a suitable distance from the object to which they are secured.

While I have described my invention as especially adapted to deliver and receive a message or dispatch, it will be readily understood that it is equally as well adapted to receive and deliver a mail-pouch, and I do not therefore limit myself to the use to which my invention is put.

The operation of my invention is as follows: When it is desired to deliver a message to the engineer or conductor of an approaching train, the operator or station-master lowers the arm C and secures it in this position by means of the endwise-moving rod E, which exhibits a red or colored light through the opening in the arm C, as before described. This will indicate to the engineer that it is desired to deliver to his train a dispatch. The operator then places the ring of the dispatch-holder over the double delivery-prong of the rod J, and the engineer places his dispatch-holder over the double-pronged delivery end of the bar M. As the train passes the arm C the receiving end of the two prongs catch the rings placed on their delivery ends and the inclined projection upon the car strikes the outer end of the rod E, thus moving it inward and releasing the arm C to allow it to move up, as shown in solid lines in Fig. 4. In this manner the operator and engineer exchange dispatches or holders, the train receiving a dispatch and holder and the station-master or operator an empty holder, so that he has another to be used to deliver a dispatch to the next train, if desired.

While I here show only one pivoted arm, it will be understood that I do not desire to limit myself to the use of only one, for should it be desired to deliver an order or dispatch to the engineer and at the same time one to the conductor, there may be two pivoted arms in the post, one above the other, the construction of each being the same without departing from or affecting in any manner my invention. In this instance one arm will be used to deliver to the engineer, while the other will be used to deliver to the conductor. One arm will be above the other, and the upper arm will be used to deliver to the engineer, so that it will have moved up out of the way of the lower arm before it is operated by the catcher on the car.

By means of a device of the above-described construction it will be seen that I produce a simple means for receiving and delivering a dispatch or mail-bag from and to a moving train.

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

1. In combination, the hollow post, the swinging arm fulcrumed in a slot in the post, a weight in the post attached to the inner end of the arm, a longitudinally-movable catch

carried by the arm and arranged to engage a stationary means secured to the post to hold the arm depressed, said catch adapted to be forced in by a passing car to release the catch, and a longitudinally-arranged receiving and delivering bar on the outer end of the arm, substantially as described.

2. A receiving and delivering device comprising a horizontally-disposed bar provided with a single receiving-finger at one end and two parallel separated delivering-prongs at the outer end, arranged in the same vertical plane and in such a manner that an order-holder supported thereon will be held against lateral swinging or displacement, and the receiving-finger of a corresponding bar will pass between said prongs, substantially as set forth.

3. A delivery device comprising a post, an arm pivoted thereto, a means for moving the arm vertically at its outer end, an endwise-moving rod which has its outer end extending beyond the end of the arm, the inner end of the rod forming a catch, means to be engaged by said catch to hold the arm, a projection upon the car to move the rod endwise, and a delivery-bar, substantially as specified.

4. In combination, a post, a swinging arm carried thereby, and a horizontally-disposed receiving and delivering bar on the outer end of said arm, provided with a single receiving-finger at one end and a pair of separated parallel delivering-prongs at the other end, arranged in the same vertical plane, the lower prong serving as a guide or guard to hold the ring of the holder against swinging, substantially as shown and described.

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

EDWARD C. BARNETT.

Witnesses:

ALLEN S. PATTISON,

GEO. E. FRECH.