

No. 619,778.

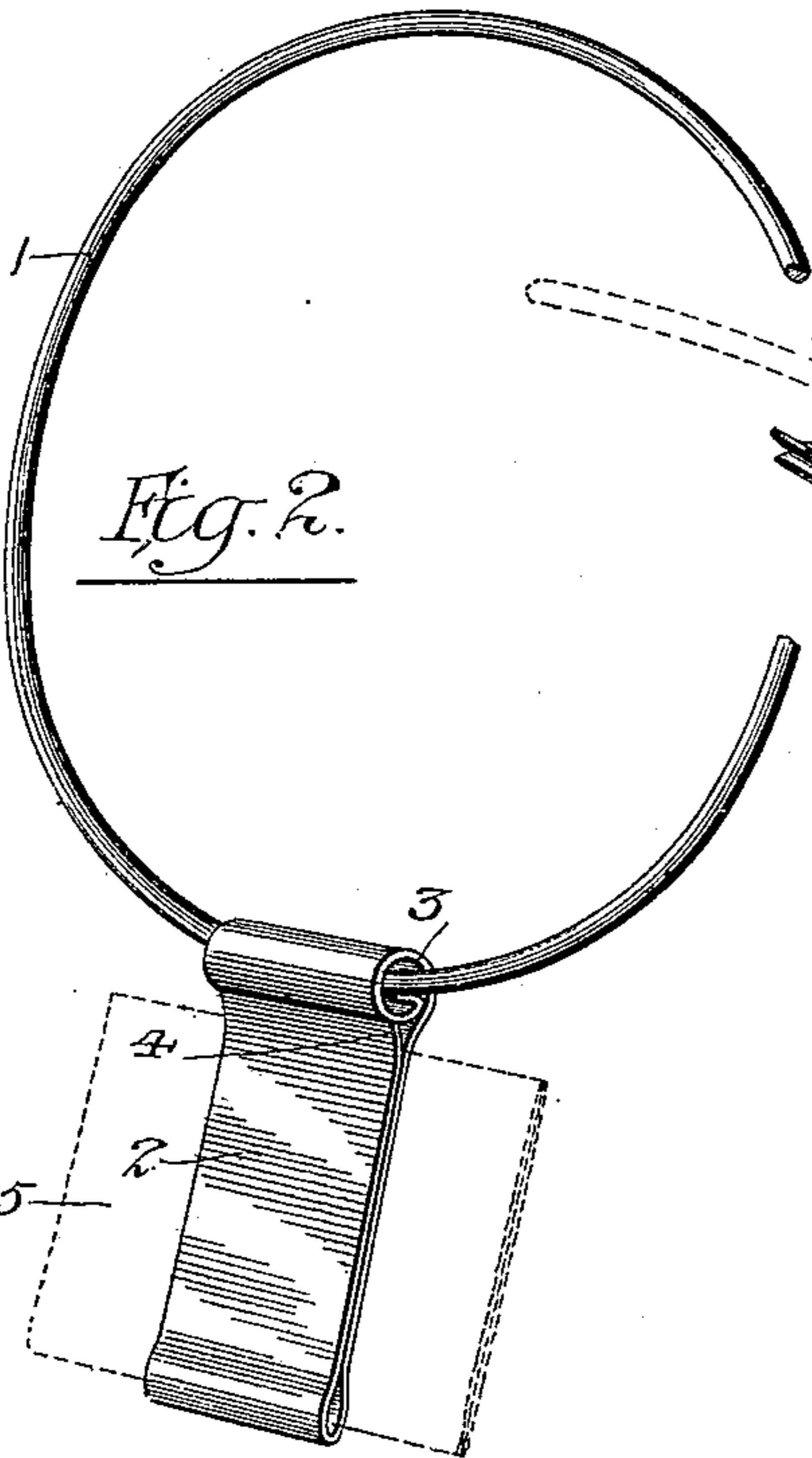
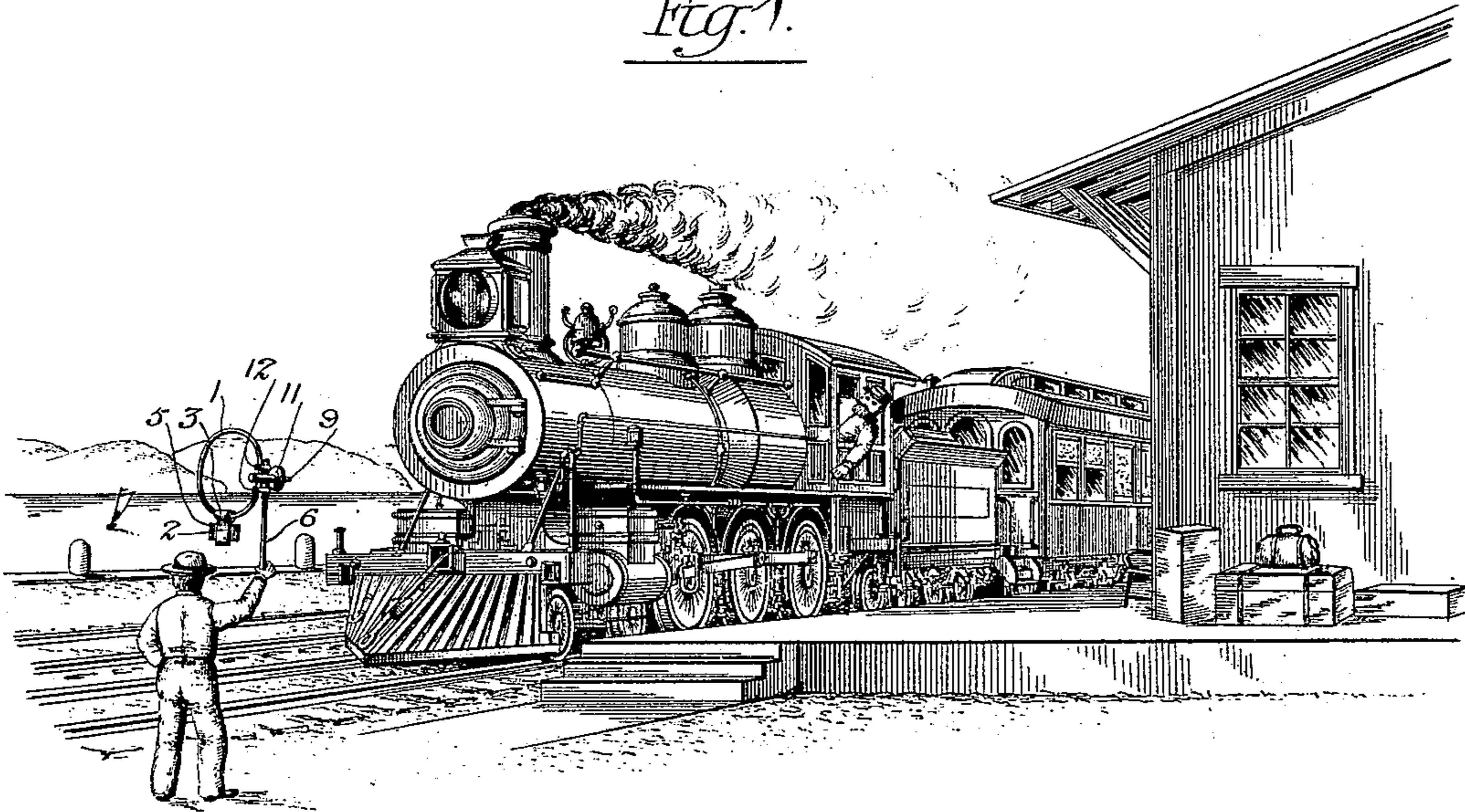
Patented Feb. 21, 1899.

A. McKANNA.  
TRAIN ORDER HOLDER AND SIGNAL.

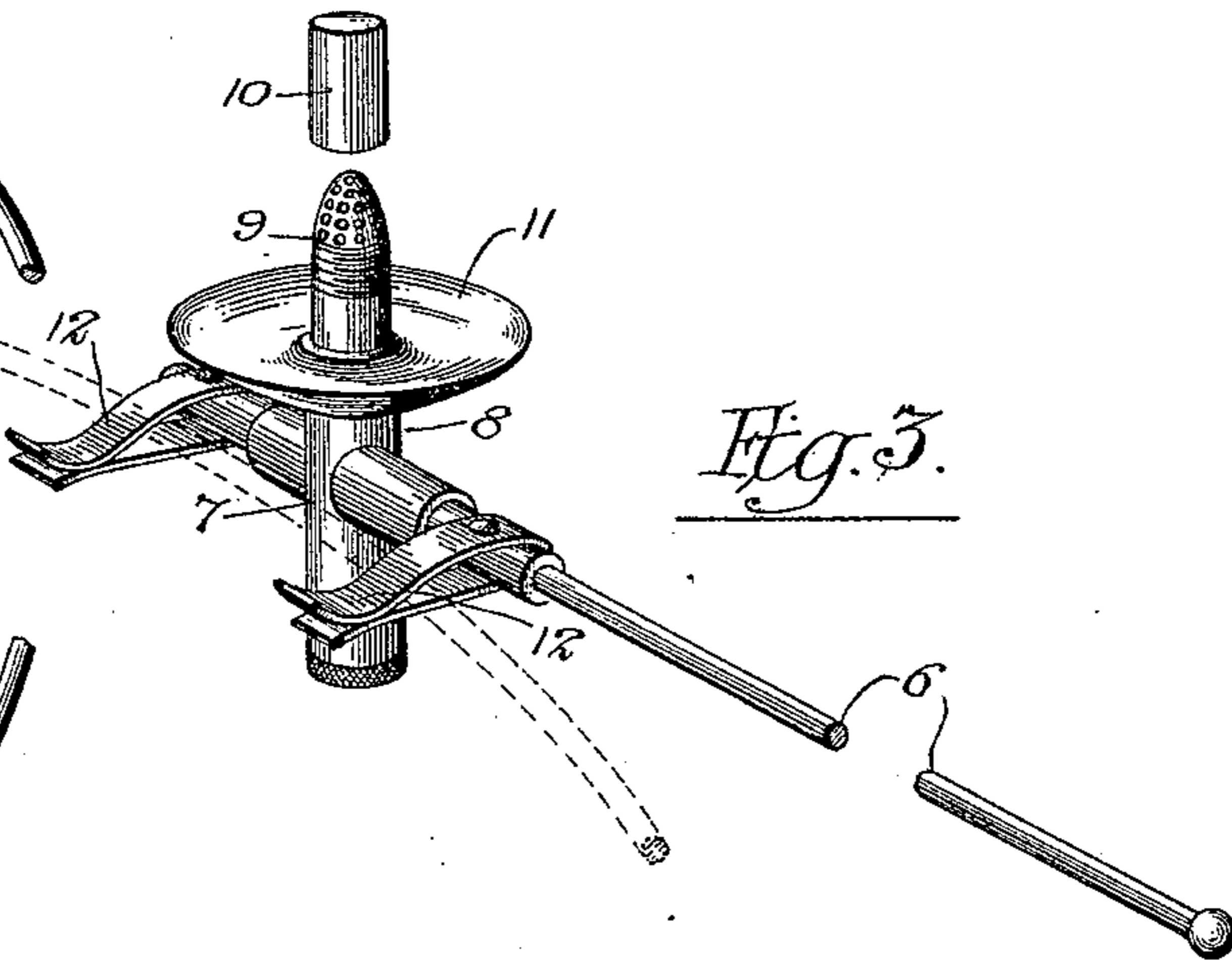
(Application filed Dec. 18, 1897.)

(No Model.)

*Fig. 1.*



*Fig. 2.*



*Fig. 3.*

Witnesses:-  
*Louis M. Whithead*

*J. F. Riley*

By *his* Attorneys,

*C. A. Snow & Co.*

Inventor:-  
*Amos McKanna*

# UNITED STATES PATENT OFFICE.

AMOS MCKANNA, OF EMPORIA, KANSAS.

## TRAIN-ORDER HOLDER AND SIGNAL.

SPECIFICATION forming part of Letters Patent No. 619,778, dated February 21, 1899.

Application filed December 18, 1897. Serial No. 662,463. (No model.)

*To all whom it may concern:*

Be it known that I, AMOS MCKANNA, a citizen of the United States, residing at Emporia, in the county of Lyon and State of Kansas, have invented a new and useful Train-Order Holder and Signal, of which the following is a specification.

This invention relates to train-order holders and signals, its object being to provide a simple and efficient holder to which the train orders will be attached and may be taken by the engineer or the conductor while the train is moving at great speed, and also to provide a signal and support to which the holder will be detachably connected and held in such manner that the engineer or conductor can take the holder on his arm in passing, the signal serving to notify him that an order awaits him.

With these objects in view the invention consists of the several details of construction and combinations of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a locomotive-engine, showing the engineer taking the train-order holder from the signaling-support. Fig. 2 is a perspective view of the train-order holder detached. Fig. 3 is a perspective view of the signaling-support for the holder.

Similar reference-numerals indicate similar parts in the several figures.

1 indicates a ring, which will preferably be about fifteen inches in diameter, although it may be more or less, if desired, the object being to have a ring through which the arm of the engineer or conductor may be readily inserted. The ring will be formed from steel or other suitable wire of about one-eighth of an inch in diameter.

2 represents the train-order clasp, formed from a strip of sheet metal folded upon itself, with one ply somewhat longer than the other. The free end of the longer ply is formed into a roll-spring 3, and the free end of the shorter ply is curved, as indicated at 4, and adapted to be detachably held in its closed position by the roll-spring, as shown in Fig. 2.

5 indicates the train-order, which will be securely held between the two plies of the

clasp. The roll-spring 3 serves also as a sleeve through which the ring extends, and the ring and clasp form what I term the "train-order holder."

What I term the "signaling-support" comprises a rod or staff 6, to one end of which a hollow casting 7, which will preferably be in the form of a cross, is secured. The casting forms a reservoir for oil, gasoline, or other combustible fuel, and will be provided with a filling-aperture in the usual manner. One of the lateral arms 8 of the casting will be provided with a burner 9, of any approved construction, and this burner will be provided with a screw-cap 10 to prevent leakage when the burner is not being used. On the arm 8 a reflector 11 is supported just in rear of the burner and will serve to reflect the light from the burner. Spring-clips 12 are secured to the staff and reservoir in any approved manner and serve to detachably hold the ring 1.

The telegraph-operator or other employee upon receiving an order for a train will secure it in the clasp on the ring, and if it be for the engineer or conductor of a slowly-moving train the ring may be held in position by the operator or other employee, so that the engineer or conductor in passing can readily insert his arm through the ring, and thus take it from the operator. The engineer or conductor, as the case may be, will then detach the train-order from the clasp and throw the ring out, so that the operator or other employee can again obtain possession of the ring and clasp, and this will be an indication that the engineer has received the order. Should, however, the order be for a rapidly-moving train, the signaling-support will be used and the ring held by the spring-clips 12, and the operator will grasp the staff and hold it in such position that the engineer or conductor can take the ring on his arm in passing, the clips 12 being so formed that the ring can be very easily detached without any danger to either the engineer or the person holding the support. In the daytime the engineer or conductor will be able to see the support and train-order holder without difficulty; but in the night-time the burner 9 will be ignited and will thus serve as a signal to the

engineer or conductor that the order awaits him and will also give sufficient light to enable the engineer or conductor to see the position of the ring, so that he can readily take it with his arm.

From the foregoing description it will be seen that I have provided an exceedingly simple and efficient device for delivering train-orders to engineers or conductors on moving trains without necessitating the stoppage of the train and that no complicated mechanism is necessary to be attached to the engine or other part of the train and to a fixed support.

It will be understood that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what I claim is—

1. A device of the class described comprising a ring of sufficient diameter for the easy passage of an arm therethrough and provided with means for receiving and holding a train-order, and a staff designed to be carried by a person and detachably supporting the ring, whereby the same may be readily secured by an engineer or a conductor while the train is in motion, substantially as described.

2. A holder for train-orders, adapted to be taken by the engineer or conductor of a moving train, comprising a ring of sufficient diameter for the easy passage of an arm therethrough, and a clasp formed from a strip of metal folded upon itself, the free end of one ply being formed into a roll-spring with which the free end of the other ply is adapted to be engaged to clamp the train-order between the plies, said roll-spring also forming a sleeve

through which the ring passes, substantially as described.

3. The combination with a staff provided with spring-clips, of a train-order holder comprising a ring adapted to be detachably supported by the clips, and a clasp carried by the ring and in which the order is secured, substantially as described.

4. The combination with a staff carrying a burner at one end and having spring-clips, of a train-order holder comprising a ring adapted to be detachably supported by the clips, and a clasp carried by the ring and in which the order is secured, substantially as described.

5. The combination with a staff carrying a burner at one end, and a reflector in the rear of the burner, of spring-clips also carried by the staff, and a train-order holder comprising a ring adapted to be detachably supported by the clips, and a clasp carried by the ring and in which the order is secured, substantially as described.

6. The combination with a staff, and a hollow casting secured to one end of the staff, said casting forming a reservoir for a combustible fluid, of a burner secured in said casting, a reflector carried by the casting in rear of the burner, spring-clips also carried by the staff, and a train-order holder comprising a ring adapted to be detachably supported by the clips, and a clasp carried by the ring and in which the order is secured, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

AMOS MCKANNA.

Witnesses:

J. B. MOON,  
JEMS TUDY.