

No. 628,504.

Patented July 11, 1899.

L. WAGNER.
TRAIN ORDER DELIVERING MECHANISM.

(Application filed Dec. 17, 1897.)

(No Model.)

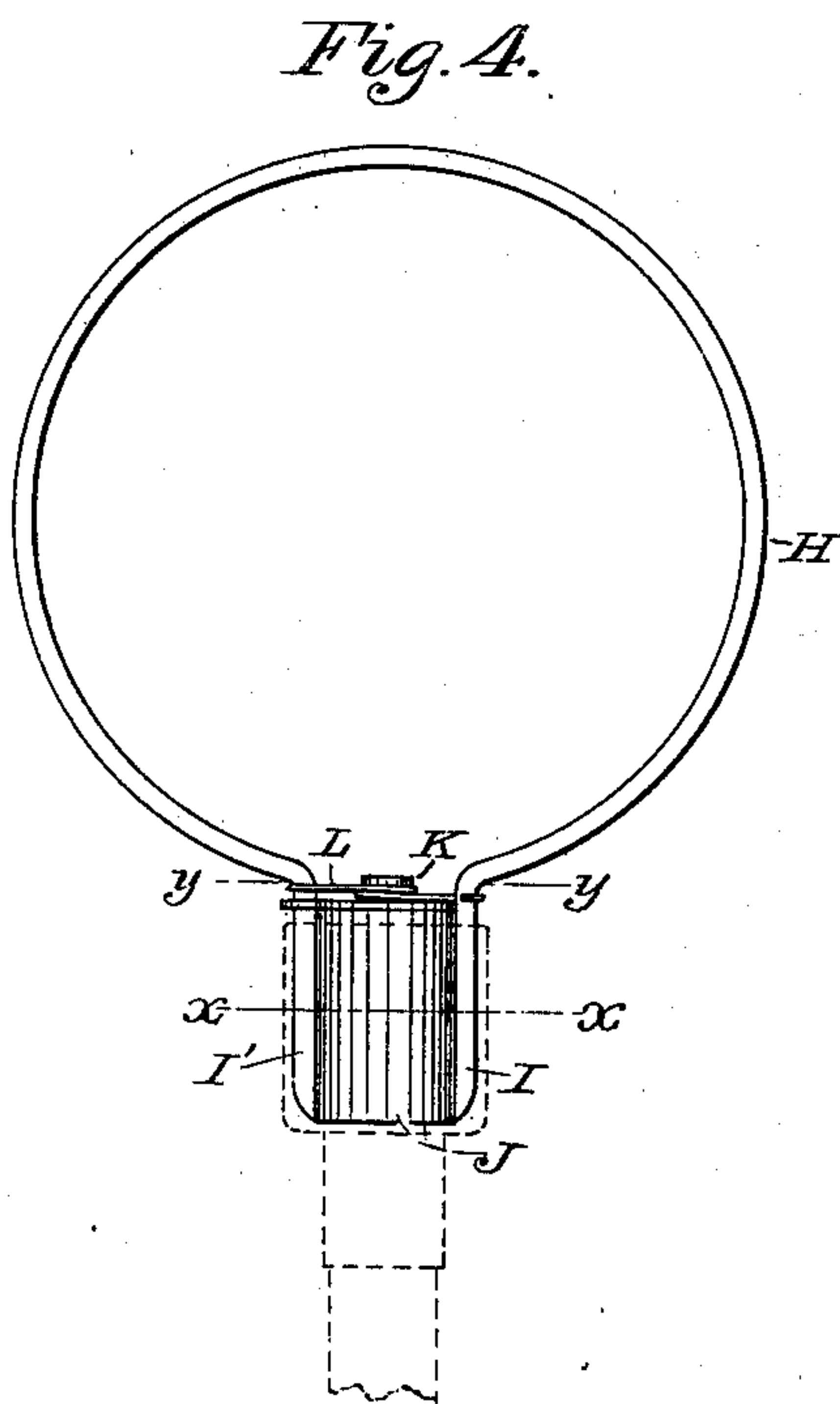
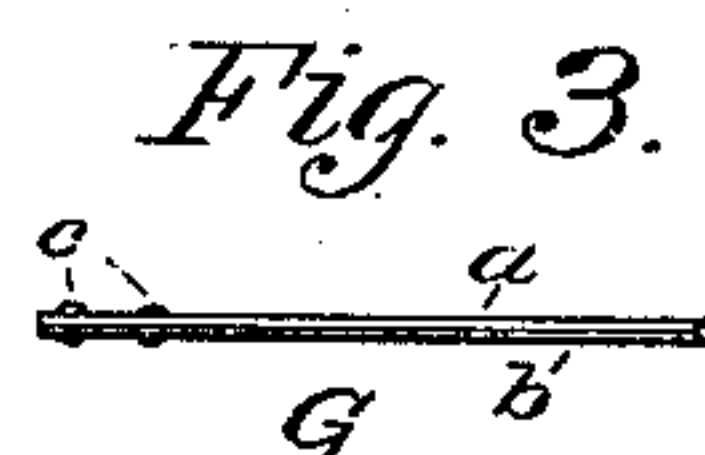
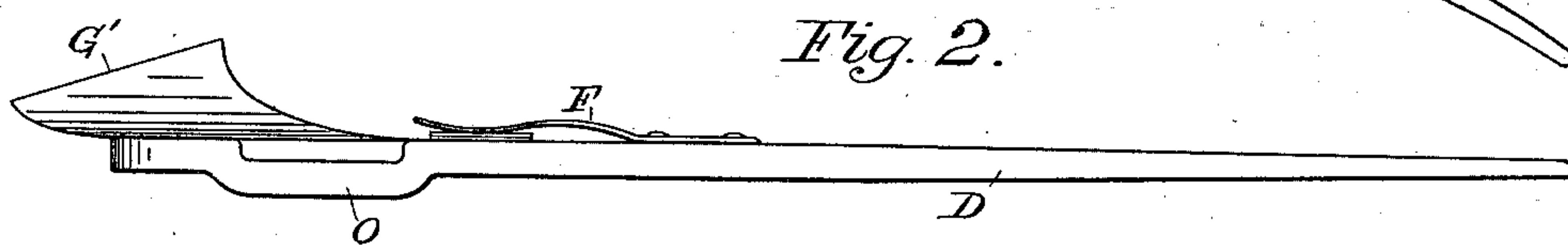
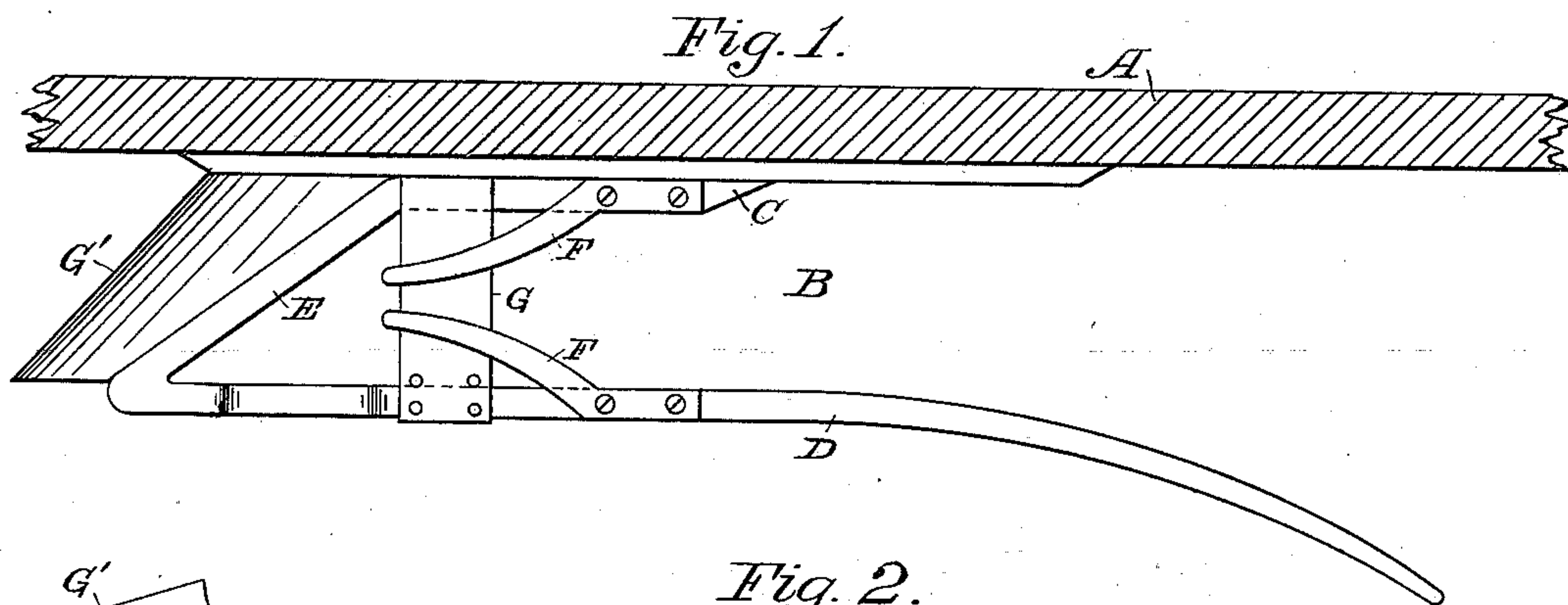


Fig. 6.



Fig. 7.

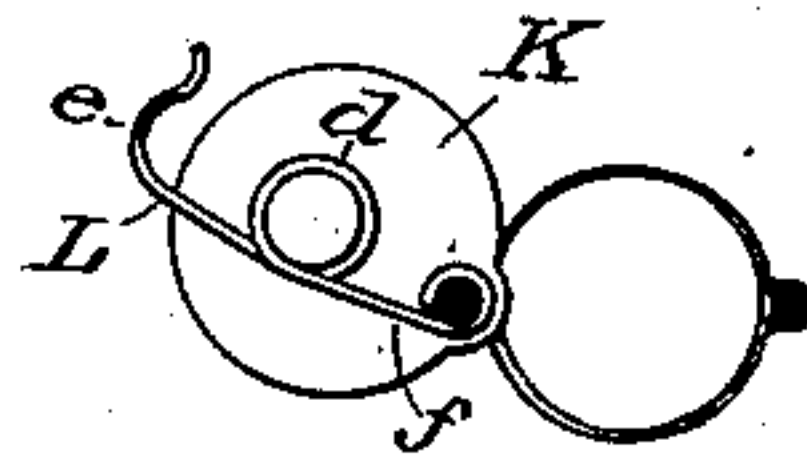
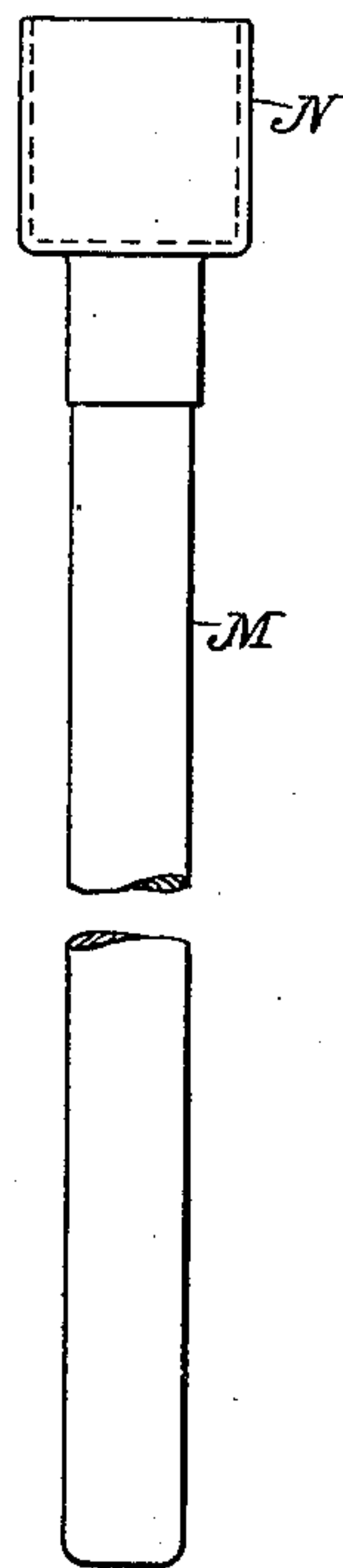


Fig. 5.



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UNITED STATES PATENT OFFICE.

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TRAIN-ORDER-DELIVERING MECHANISM.

SPECIFICATION forming part of Letters Patent No. 628,504, dated July 11, 1899.

Application filed December 17, 1897. Serial No. 662,291. (No model.)

To all whom it may concern:

Be it known that I, LOUIS WAGNER, a citizen of the United States, residing at Tiffin, in the county of Seneca and State of Ohio, have invented certain new and useful Improvements in Train-Order-Delivering Mechanism, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to an improved mechanism for delivering train-orders and the object of the invention is to construct a device of the kind referred to in such manner that a despatch or order may be delivered to the engineer or conductor, or both, of a train while in motion, and, further, to provide means whereby an acknowledgment from the party or parties to whom the despatch is delivered may be obtained.

With these objects in view my invention consists in the peculiar construction of a train-order-delivering mechanism and in the novel construction, arrangement, and combination of its various parts, as will be more fully hereinafter described, and shown in the drawings, in which—

Figure 1 is a plan view of the train-order catcher, showing the same attached to the side of the car. Fig. 2 is a side elevation thereof. Fig. 3 is a detached view in elevation of the card or message holder. Fig. 4 is a plan view of the despatch-carrier which is adapted to be received upon the catcher. Fig. 5 is a side elevation of a holder for the carrier. Fig. 6 is a sectional view of the despatch-box, taken on line *x x*, Fig. 4; and Fig. 7 is a sectional view taken on line *y y*, same figure.

In the drawings thus briefly described the letter A, Fig. 1, represents a portion of the side of a cab or car to which the train-order catcher B is secured in any desired manner. In construction the catcher preferably consists of a frame comprising an inner arm C, which is secured to the car, an outer curved arm D, and an intermediate connecting-arm E. Upon the tops of the inner and outer arms and opposite to each other are secured the spring-clips F, which are adapted to receive and hold in place beneath them upon the frame a card or message holder G. In construction this latter device preferably com-

prises two spring-plates *a* and *b*, Fig. 3, joined at their ends by rivets *c*, so that a card containing the signature of the engineer or conductor may be readily inserted and held between the same.

G' is a guard or deflector for the card-holder, secured to the arm E.

In Fig. 4 the despatch-carrier is preferably shown to consist of a carrier proper in the form of a despatch-box, such as J, and a support for said carrier proper in the form of a ring or hoop H, the ring being provided with rearwardly-extending parallel arms I I', between which and fixedly secured thereto the despatch-box J is carried. The box referred to is preferably cylindrical in form and provided at its top with a cover K, which is pivotally secured to one of the arms I'. Upon the top of the cover a spring L is mounted, comprising a spiral body portion *d* and end portions *e* and *f*, the latter end being fixedly secured to the rearwardly-projecting arm I' of the ring, so that the cover will be normally closed by the action of the spring. The end *e* is adapted to engage with the arm I and acts as a catch to prevent the box-cover from flying open.

A holder M is provided for the supporting ring or hoop, upon one end of which is arranged a socket N, adapted to receive the rearwardly-extending arms of the ring and the despatch-box carried between the arms. In configuration the socket is oval, as shown by the dotted lines in Fig. 6, so as to more completely conform to the configuration of the despatch-box.

It is a requirement usually made by railroads that when the running-orders are received from a station by the engineer or conductor said latter parties must acknowledge the receipt of the order or despatch thus given, and I have provided for these requirements in my improved mechanism.

The card-holder G is of sufficient size to receive a card containing the signature of the proper party in charge of the train, and this holder is placed upon the frame beneath the clips prior to the train passing the station from which a despatch is to be received. The party whose duty it is to give the running-orders to the conductor or engineer places said

despatches in the box J and after inserting said box in the holder extends the ring outwardly, so that it will be received upon the curved arm D of the catcher. The support
 5 for the despatch-carrier proper after engaging the carrier will be forced through the spring-clips, striking against and dislodging from beneath the same the card or message holder G, which will be thrown outwardly by
 10 the deflector G' and at the same time will be withdrawn from the socket of the holder M and left upon the catcher, preferably in the recess or depressed portion O, formed for the same in the arm D.

15 It is to be noticed that while I have shown and described a particular type of card or message holder and means for holding the same in place upon the frame and also a particular type of despatch-carrier I do not wish
 20 to be limited to these particular types, as various other devices may be employed to accomplish the same object without departing from the spirit of my invention. This is particularly true with respect to the despatch-
 25 carrier, which could be formed in various ways and be of various shapes and still be within the scope of the invention, which consists in a device for carrying the despatch adapted to be caught upon the frame and
 30 while engaging with the latter to dislodge the message-holder therefrom by striking, preferably, directly against the same.

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

35 1. In a train-order-delivering mechanism, the combination with the catcher attachable to a car, of a message-holder detachably secured thereon, and a despatch-carrier constructed to engage over, and be retained
 40 swingingly supported from, a portion of the catcher, and while engaging said catcher, to dislodge the message-holder therefrom.

2. In a train-order-delivering mechanism,
 45 the combination with a catcher comprising a frame attachable to a car, provided with a curved arm, a message-holder detachably secured upon the frame, and a despatch-carrier adapted to be caught upon the curved arm
 50 and to dislodge the message-holder from the frame.

3. In a train-order-delivering mechanism, the combination with a catcher attachably secured to a car, comprising a frame having
 55 an outwardly-extending curved arm, of a message-holder arranged upon the frame, spring-clips, adapted to retain the message-holder in its proper position, and a despatch-carrier adapted to be caught upon the curved
 60 arm, and, while engaging with the catcher, to

dislodge the holder from beneath the clips, substantially as described.

4. In a train-order-delivering mechanism, the combination with a catcher attachable to a car, and a despatch-carrier adapted to be
 65 received upon the catcher, comprising a ring or hoop provided with rearwardly-extending arms, and a despatch-box carried between the arms, substantially as described.

5. In a train-order-delivering mechanism, 70 the combination with a catcher attachable to a car, and a despatch-carrier adapted to be received upon the catcher, comprising a ring having rearwardly-extending arms, a despatch-box carried between the arms, and a
 75 spring-actuated cover for said box, substantially as described.

6. In a train-order-delivering mechanism, the combination with a catcher attachable to the car, of a hoop or ring adapted to be re-
 80 ceived upon the catcher, said ring or hoop being provided with rearwardly-extending arms, a despatch-box arranged between the arms, and a holder in which the despatch-box is adapted to be received, substantially as de-
 85 scribed.

7. In a train-order-delivering mechanism, the combination with a catcher attachable to the car, a despatch-carrier adapted to be re-
 90 ceived upon the catcher, said carrier comprising the ring or hoop H having rearwardly-extending arms, a despatch-box carried between the arms, and a holder M carrying at one end the socket N in which the despatch-box is adapted to be received, substantially
 95 as and for the purpose described.

8. In a train-order-delivering mechanism, the combination with the catcher attachable to a car, of a message-holder detachably se-
 100 cured thereon, and a despatch-carrier comprising a despatch-receiving device constituting the carrier proper, and a support therefor; said support being constructed to engage over, and be retained by, the catcher, and during its engagement with said catcher to
 105 dislodge the message-holder therefrom.

9. In a train-order-delivering mechanism, the combination with a catcher attachable to a car, of a despatch-carrier adapted to be re-
 110 ceived upon the catcher, comprising a substantially ring-shaped device having a pocket or receptacle attached thereto and adapted to be received within a holder, and the holder constructed to receive the receptacle.

In testimony whereof I affix my signature 115 in presence of two witnesses.

LOUIS WAGNER.

Witnesses:

FRANK T. DORE,
 OTTO WAGNER.