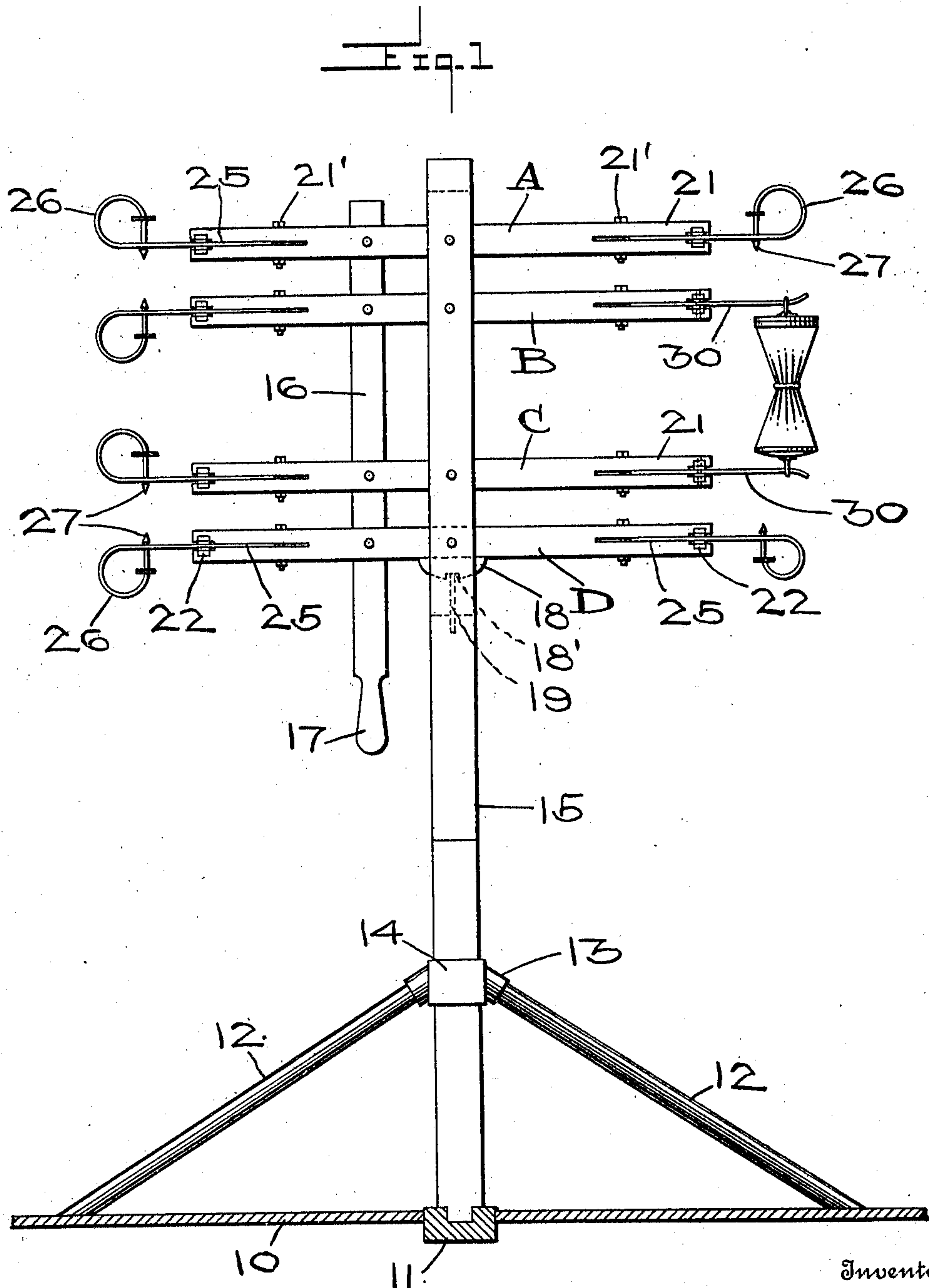


H. A. McKIDDY.
 TRAIN ORDER DELIVERING MECHANISM.
 APPLICATION FILED NOV. 15, 1909.

953,153.

Patented Mar. 29, 1910.

3 SHEETS—SHEET 1.



Witnesses
Ed. R. Lushy
M. L. Lorr.

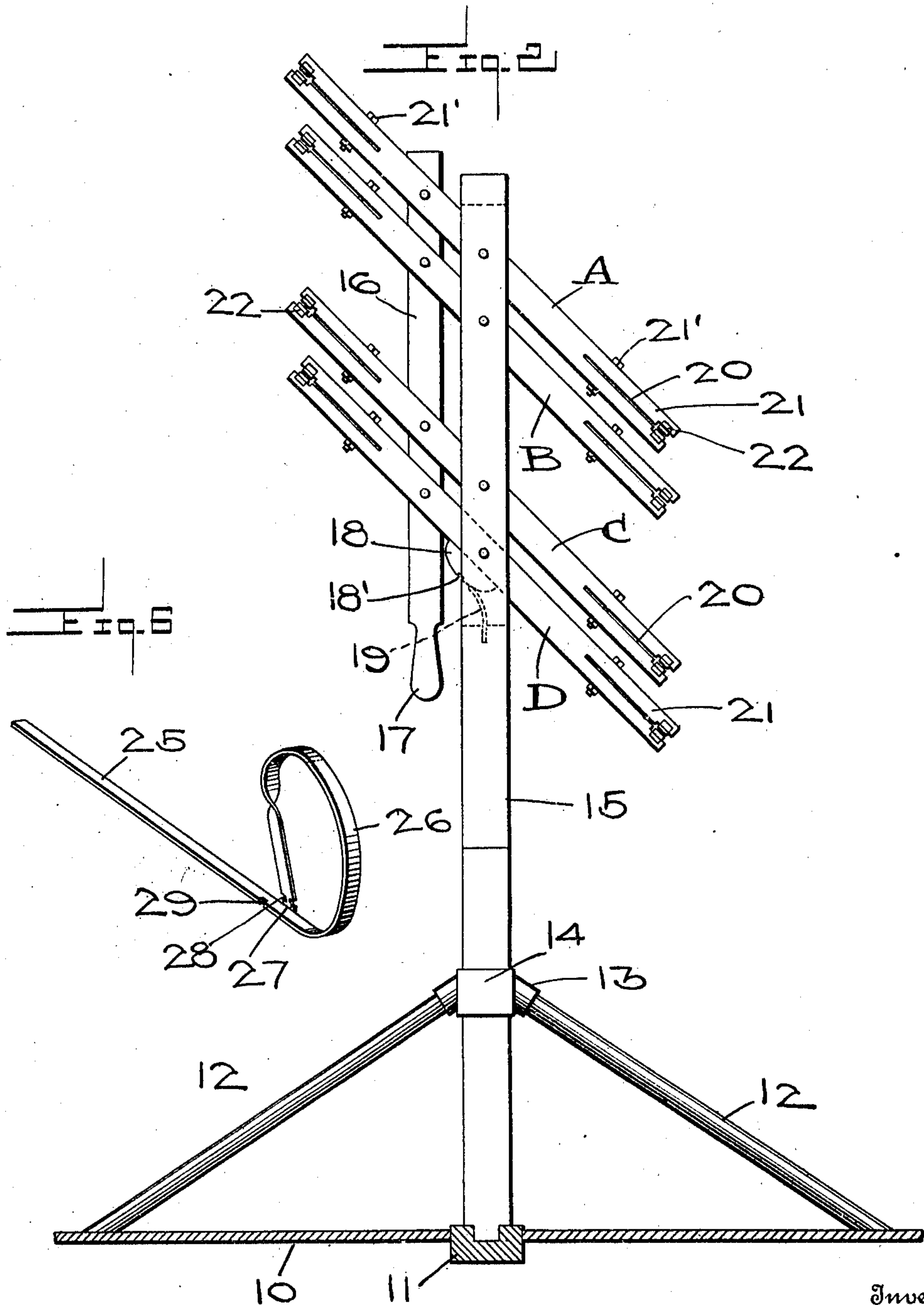
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3 SHEETS—SHEET 2.



Inventor
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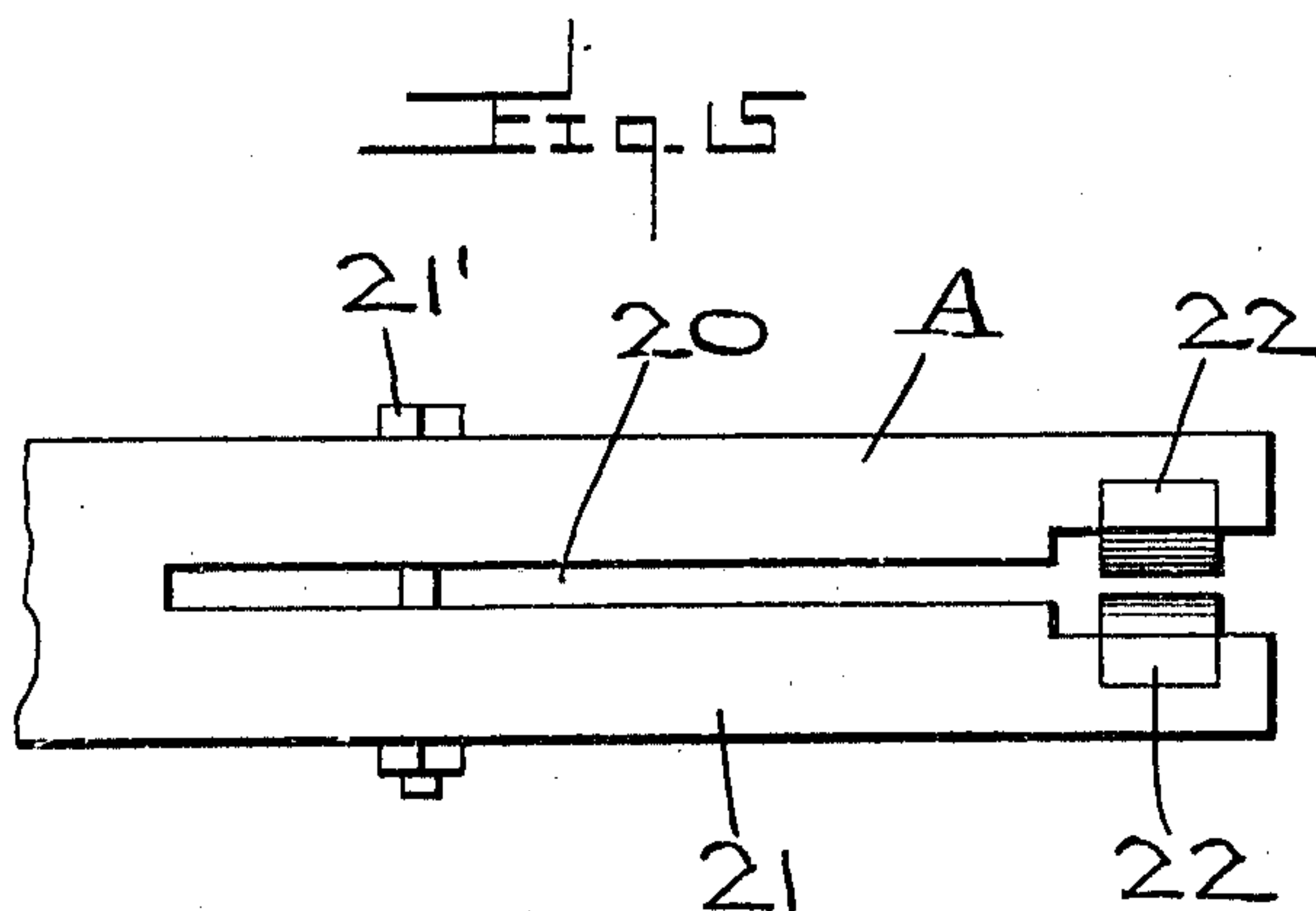
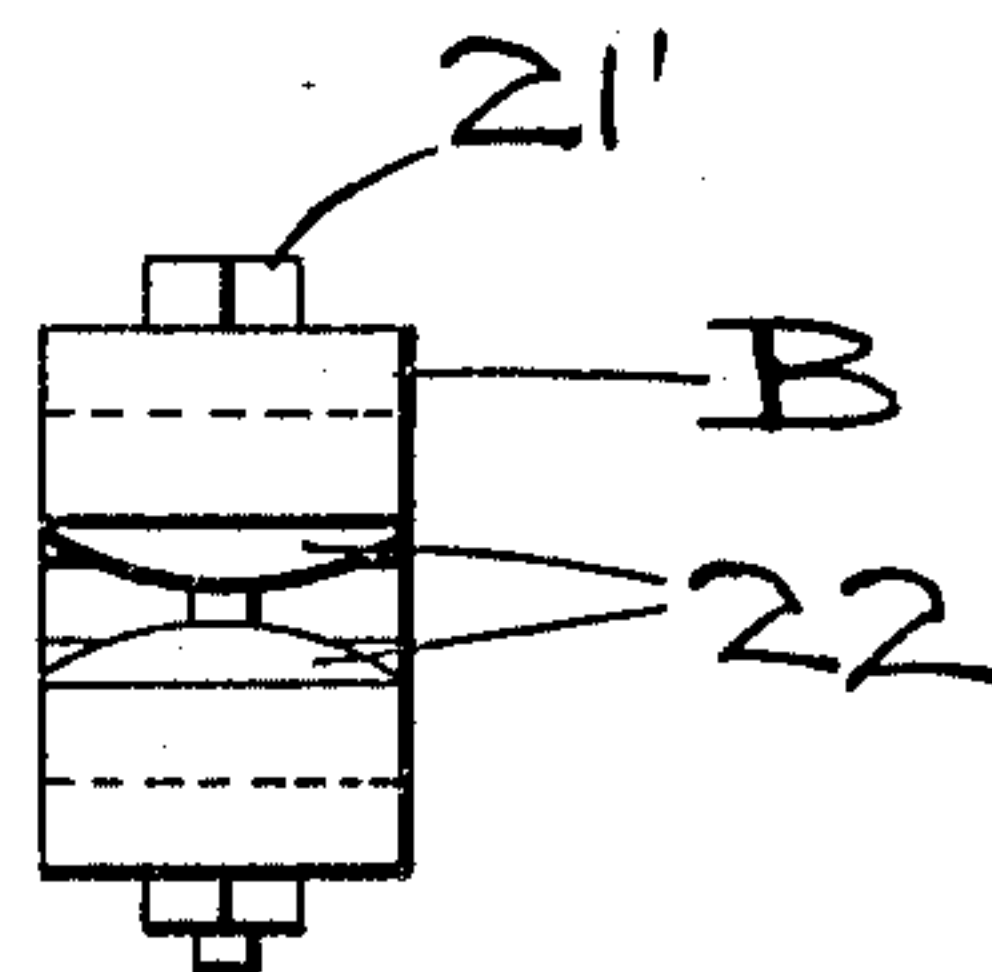
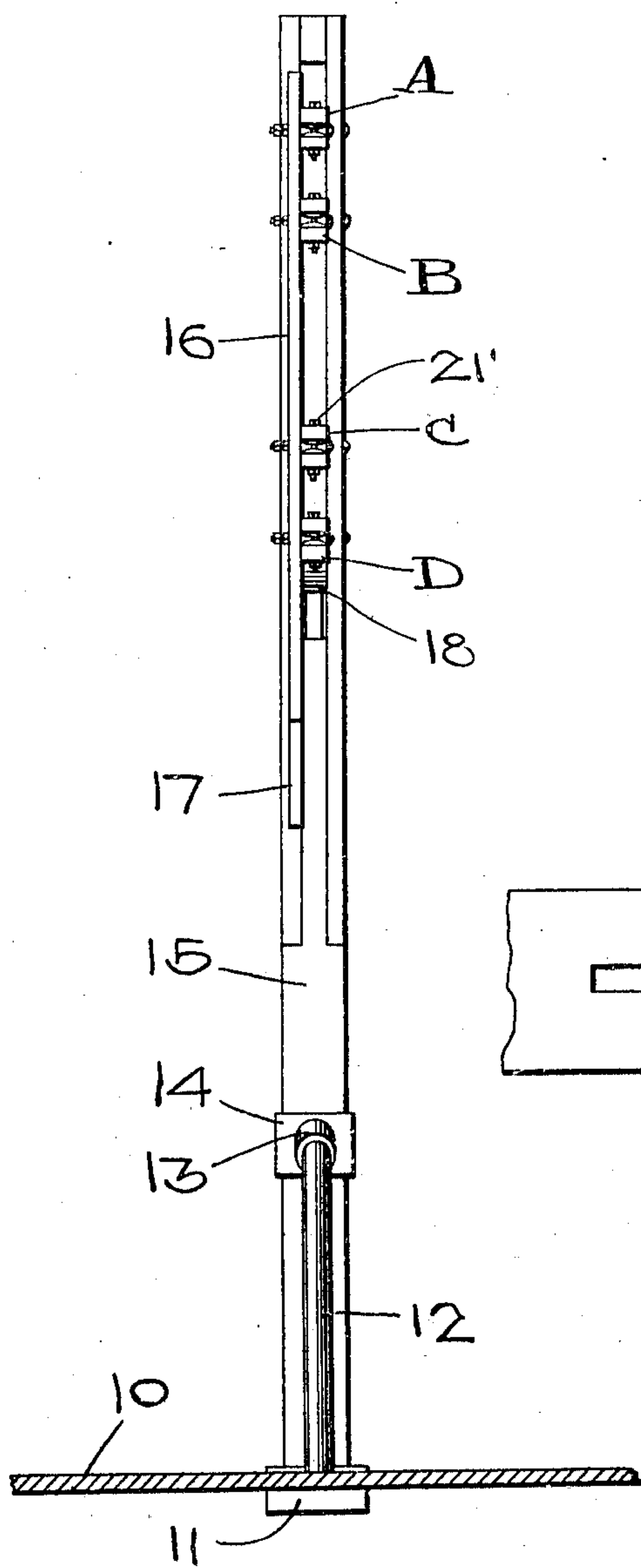
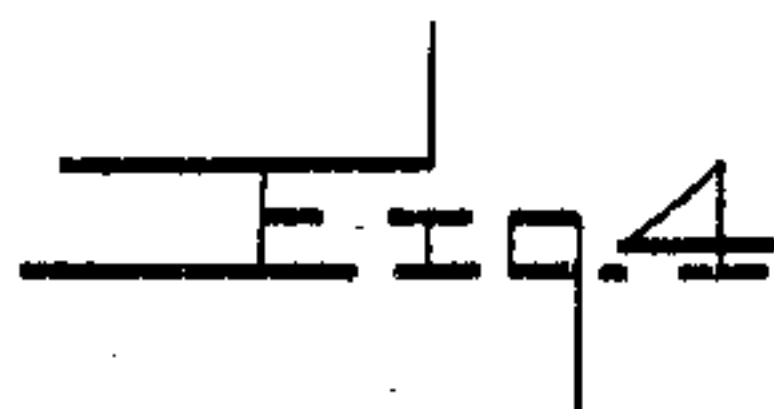
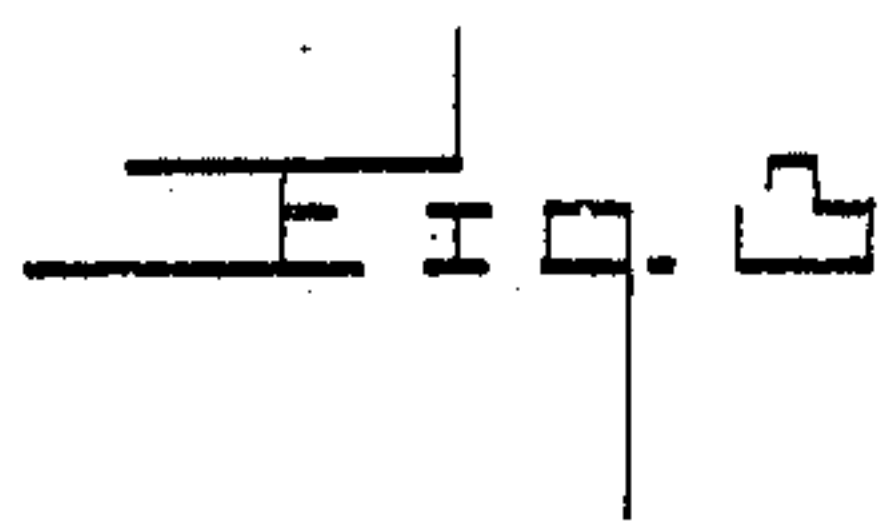
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3 SHEETS—SHEET 3.



Witnesses

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UNITED STATES PATENT OFFICE.

HORACE A. McKIDDY, OF EAGLE GORGE, WASHINGTON.

TRAIN-ORDER-DELIVERING MECHANISM.

953,153.

Specification of Letters Patent. Patented Mar. 29, 1910.

Application filed November 15, 1909. Serial No. 528,217.

To all whom it may concern:

Be it known that I, HORACE A. McKIDDY, a citizen of the United States, residing at Eagle Gorge, in the county of King and State of Washington, have invented certain new and useful Improvements in Train-Order-Delivering Mechanism, of which the following is a specification.

This invention relates to means for delivering train orders, and has for its object to provide such a device adapted both for the delivery of train orders or mail sacks, or both.

An important object is to provide a novel holding means for train order hooks.

Another object is to provide a novel form of hook.

A further object is to provide a simple construction of mast and pivoted arms for carrying the train orders.

Another object is to provide a novel means for retaining the device in operative position.

An important object is to provide a device having centrally pivoted arms the ends of which may be used for delivering operation.

Other objects and advantages will be apparent from the following description, and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like characters of reference indicate similar parts in the several views,

Figure 1 is a side view of the device in delivering position between the double track line, one side carrying a mail sack and train orders, and the other carrying train orders for a double train, Fig. 2 is a similar view with the device in setting position, Fig. 3 is a front view, Fig. 4 is a detail end view of one of the delivering arms, Fig. 5 is a detail fragmentary side view thereof, Fig. 6 is a detail perspective view of one of the delivering rings.

Referring to the drawings, there is shown a base platform 10, having a central socket portion 11 and carrying inclined brace members 12 having their upper ends secured in the oppositely extending sleeve socket portion 13 of the annular bearing strip 14, as shown. Extending vertically in the bear-

ing, there is a mast 15 suitably tenoned at its lower end and engaged in the socket 11 for revoluble movement, and at its upper end carrying four vertically spaced centrally pivoted arms A, B, C, D, all lying in a common plane. Commonly secured to the arms, outwardly of their pivot points, there is a link member 16 having a downwardly extending handle portion 17, arranged to be grasped by an operator for oscillation of the arms simultaneously in upward or downward direction. The lower arm D carries on its under side a segmental block 18 having an arcuate lower edge provided with a central notch 18' located centrally thereof, and carried by the mast, there is a vertically extending leaf spring, the upper free end of which is adapted to lie normally in the notch 18' to hold the arms in horizontal position.

The arms A, B, C, D, comprise simply rectilinear beams of wood having their outer ends ripped for a considerable distance inwardly from each end to provide a horizontal slot 20, resilient jaws 21 being formed above and below as shown. Carried on the inner faces of these jaws 21, at their extremities there are clip blocks 22, having adjacent transversely arcuate faces arranged for coengagement with the stem of an order hook subsequently to be described. Adjacent the inner ends of the slits or slots 20, headed bolts 21' are engaged vertically through the arms and have suitable nuts engaged therewith to reinforce the arm against liability of splitting, though it will be understood that the arms may be wrapped as is customary in similar cases, or any other suitable means used for preventing splitting of the arms. Resiliently engaged between the blocks 22, there is the extremity of a stem 25 of an order ring 26, comprising a strip of metal having its outer end portion bent inwardly in slightly helical form, and provided with a barbed head 27 having the reduced neck 28. The spring member is provided with a notch 29 in one side adjacent the beginning of the curved portion, and the device is bent in such a way that the extremity tends to press inwardly toward the notch, holding the neck portion 28 securely therein and preventing casual unbending of the device after the engagement of orders thereon.

In use, for the delivery of train orders, the agent or other operator shifts the barbed

point of the ring to the side of the shank opposite the notch, when it will be apparent that the device will lie as shown in Fig. 8 with the extremity adjacent the barb spaced from the shank so that orders may be engaged thereon. After engagement of orders thereon in the usual manner, the head is adjusted in the notch and the handle 17 is operated to lower the extremities of the arms at which the order is to be delivered, and the extremity of the shank then pressed laterally between the blocks 22 until held centrally therebetween by the resilient clamping engagement of the arms 21. The transverse curvature of the blocks allows this manipulation with ease. After positioning of the ring, the device is returned to normal position, the spring 19 retaining it there.

The reason for providing the plurality of arms is in order that separate orders may be delivered to the engineer and conductor upon a train respectively, the orders for the engineer being placed in the upper arm and removed by him as the train passes, and the orders for the conductor being placed in the lower arm and similarly removed. In the event that a double train is to receive instructions, the conductors and engineers of the trains may receive their orders separately, the engineer of the first train receiving orders by means of the upper arm and the conductor on the same train receiving his orders from the next to the lower arm and the operators of the second train receiving their orders from the next below those above mentioned.

For the delivery of mail, a plurality of resilient rod members 30 are provided, the extremities of which are divergent and adapted for engagement through the opposite rings of a mail bag as shown in Fig. 1. In order to prevent the members from becoming lost by the rapid movement of the mail bag when engaged it may be found desirable to secure the rods against detachment from the arms, and as indicated in dotted lines in Fig. 1, suitable lugs may be provided on the inner faces of the blocks 22 for engagement in perforations at the inner extremities whereby they will be held pivotally against detachment from the arms, the mail bag slipping easily outward therefrom in its passage away from the arms.

Any suitable means desirable may be utilized for holding the mast 15 against rotation, which means is not shown.

What is claimed is:

1. A device of the class described comprising in combination a mast, laterally pro-

jecting arms pivoted thereupon, a link member pivotally connected between the arms to retain them in constant parallel relation, means for holding the arms normally in horizontal position, said arms being horizontally slit a spaced distance inwardly from their outer extremities and an order holder resiliently clamped in the slits.

2. In a device of the class described, the combination with a mast member, of laterally projecting vertically spaced pivoted arms, a link member pivotally connected between the arms, said arms being horizontally slit a spaced distance inwardly from their outer ends and to the extremity, clamping blocks carried upon opposite sides of the slits and having transversely convex opposed faces, and an order carrying member resiliently clamped between the blocks.

3. In a device of the class described, the combination with a delivering device including a resilient clamp member, of an order holder comprising a strip of sheet material having a shank portion at one end, the opposite end being bent helically with its end portion intersecting its inner portion and under resilient tension to press thereagainst and beyond, a neck portion formed adjacent said extremity and a notch formed in the side of the intermediate portion for the reception of the neck portion against casual unbending of the device.

4. In a device of the class described, the combination with a mast member, of a plurality of centrally pivoted vertically spaced arms extending oppositely from the mast, a link member commonly pivoted to the arms, means for holding the arms adjustably in horizontal position, said arms having their opposite ends provided with clamp means, and order holding members detachably engaged therewith.

5. A device of the class described comprising in combination, a revoluble mast, a plurality of vertically spaced centrally pivoted arms carried thereby in a common plane and extending equally on opposite sides of the mast, a link member commonly pivoted with the arms to hold them in constant spaced relation, means for holding the arms normally in horizontal position, clamp portions at the extremities of the arms and delivering holding members detachably engaged with the clamping means.

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

HORACE A. McKIDDY.

Witnesses:

JAS. F. PAYNE,
W. H. GRAY.