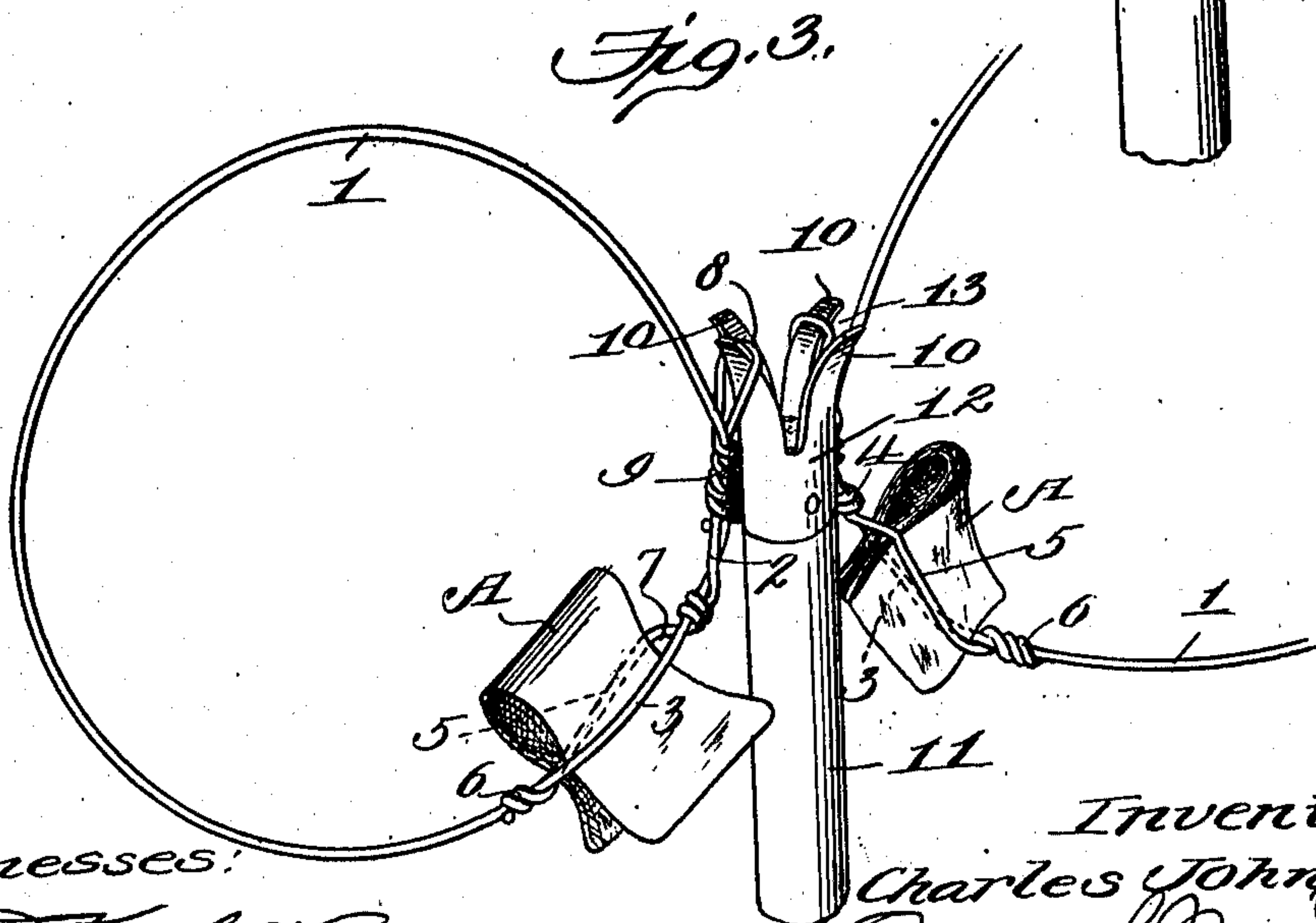
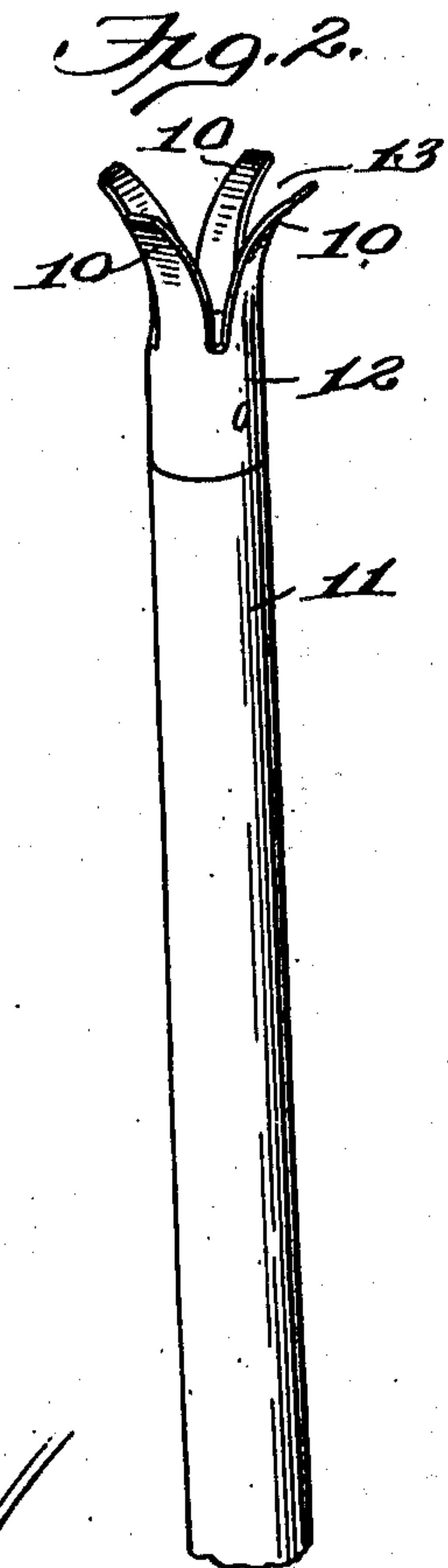
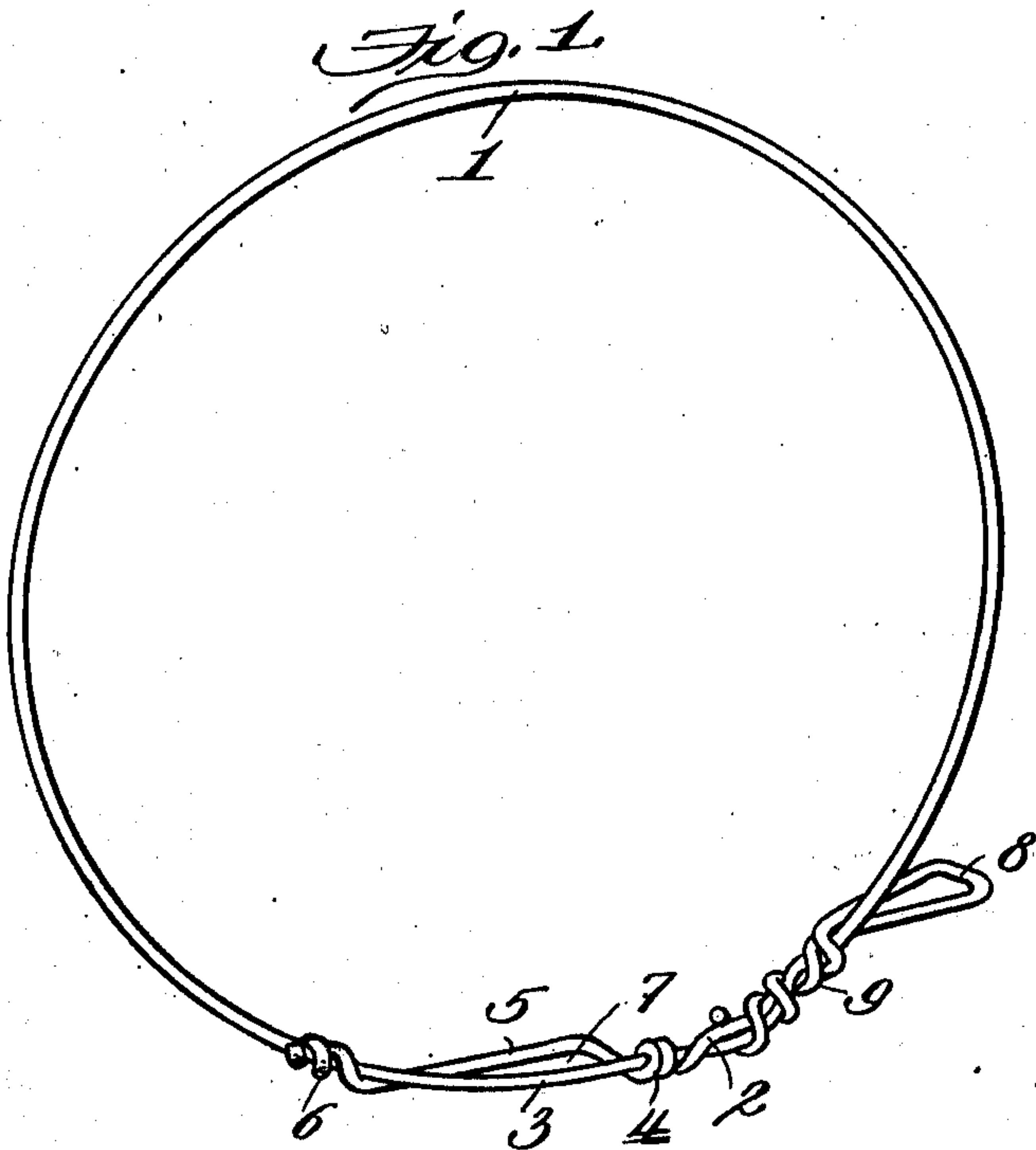


C. JOHNSON.
 TRAIN ORDER HOLDER.
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Patented Sept. 20, 1910.

970,831.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES JOHNSON, OF BOZEMAN, MONTANA.

TRAIN-ORDER HOLDER.

970,831.

Specification of Letters Patent. Patented Sept. 20, 1910.

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To all whom it may concern:

Be it known that I, CHARLES JOHNSON, a citizen of the United States, residing at Bozeman, in the county of Gallatin and State of Montana, have invented new and useful Improvements in Train-Order Holders, of which the following is a specification.

This invention relates to improvements in train order holders and its object is to provide a device of exceedingly simple construction which may be readily suspended from a supporting staff.

In the use of train order holders heretofore, it has been customary to transfer the holder from hand to hand. At the present time the railroads use engines of greatly increased size and wherein the cab is so high that it is not practical to adopt this hand to hand method of transferring the train order holders. In order that these may be efficiently transferred, a staff or equivalent device is necessary. It is essential that train order holders should be of the simplest construction possible and that their cost should be very trivial.

The present invention accordingly proposes a train order holder made of a single piece of wire and so constructed as to have the order engaging device and the staff engaging device an integral part thereof and resulting from particular conformations of the wire.

An embodiment of the invention is illustrated in the accompanying drawings, wherein—

Figure 1 is an elevation of an improved train order holder; Fig. 2 is an elevation of the staff; and Fig. 3 is a view showing a pair of holders assembled upon the staff.

Similar characters of reference designate corresponding parts throughout the several views.

The train order holder is, as usual, of annular outline and of such diametrical dimension that the engineer may readily insert his arm therethrough and remove the said holder from the staff without stopping or reducing the speed of the train.

The device is made of a single section of wire, as 1, which is bent into annular form and which has its ends overlapped and of special construction. One end portion of the wire section 1 which is designated generally by the numeral 2, is bent upon the other end portion of the section 1, which is designated generally by the numeral 3. The

end portion 2 is formed with a coil, as 4, through which the end portion 3 extends and beyond the coil with an extension, as 5, which, at its extremity, is coiled as at 6, about the end portion 3. The extension 5 is so shaped as to coact with the adjacent end portion 3 in forming a wedge slit, as 7, in which a train order, telegram or the like, as A, is held. The end portion 3 beyond the coil 4 is given a spiral twist about the end portion 2 and is formed with a loop, as 8, one leg of which is bent back upon the end portions 2 and 3 and is coiled several times around said end portions, as indicated at 9. A sufficient number of coils 9 are provided to insure the frictional binding of the end portions 2 and 3 against one another and within the coils, in order that the necessary diametrical dimension of the device may be preserved and in order that there may be no relative displacement of the end portions. The loop 8 projects tangentially from the device and constitutes a hanger, in which function it is engaged over any one of the fingers 10 which are provided at the upper end of a staff, as 11. The fingers 10 are formed on a collar, as 12, which is fitted on the upper end of the staff, and have a flaring relation, clearances, as 13, being provided between said fingers in order that the loop 8 may have such loose fit on a particular finger as will provide for the ready removal of the device from the staff.

From the foregoing description it will be apparent that the construction herein proposed is one of marked simplicity, being made altogether of an integral section of wire and requiring no special or extraneous parts nor any parts which have to be adjusted or moved to render the device operative, nor any fastenings, other than the coils to which reference has been made, nor any special steps in the process of its manufacture other than those incident to bending the wire to the form described. Consequently the device may be produced at trivial expense and in this regard it fulfils one of the most essential requirements.

Having fully described my invention, I claim:

1. A train order holder consisting of a single section of wire bent into annular form and having its end portions arranged in overlapping relation, one end portion being formed at distant points with coils which surround the other end portion and inter-

mediate the coils of an outline to coact with the other end portion and forming a wedge slit, and the other end portion being formed beyond the coils aforesaid with a tangentially disposed loop, a portion of which is bent back upon the said overlapping end portions and is coiled thereabout, in combination with a staff having means for engagement with the loop, the latter constituting a hanger.

2. A train order holder comprising an integral section of wire which is bent into annular form and has its end portions over-

lapping and constructed for interlocking engagement and also to provide train order holding means and a tangentially disposed loop in combination with a staff having means to engage the loop, the latter constituting a hanger.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES JOHNSON.

Witnesses:

S. C. KENYON,

CARLISLE S. KENYON.