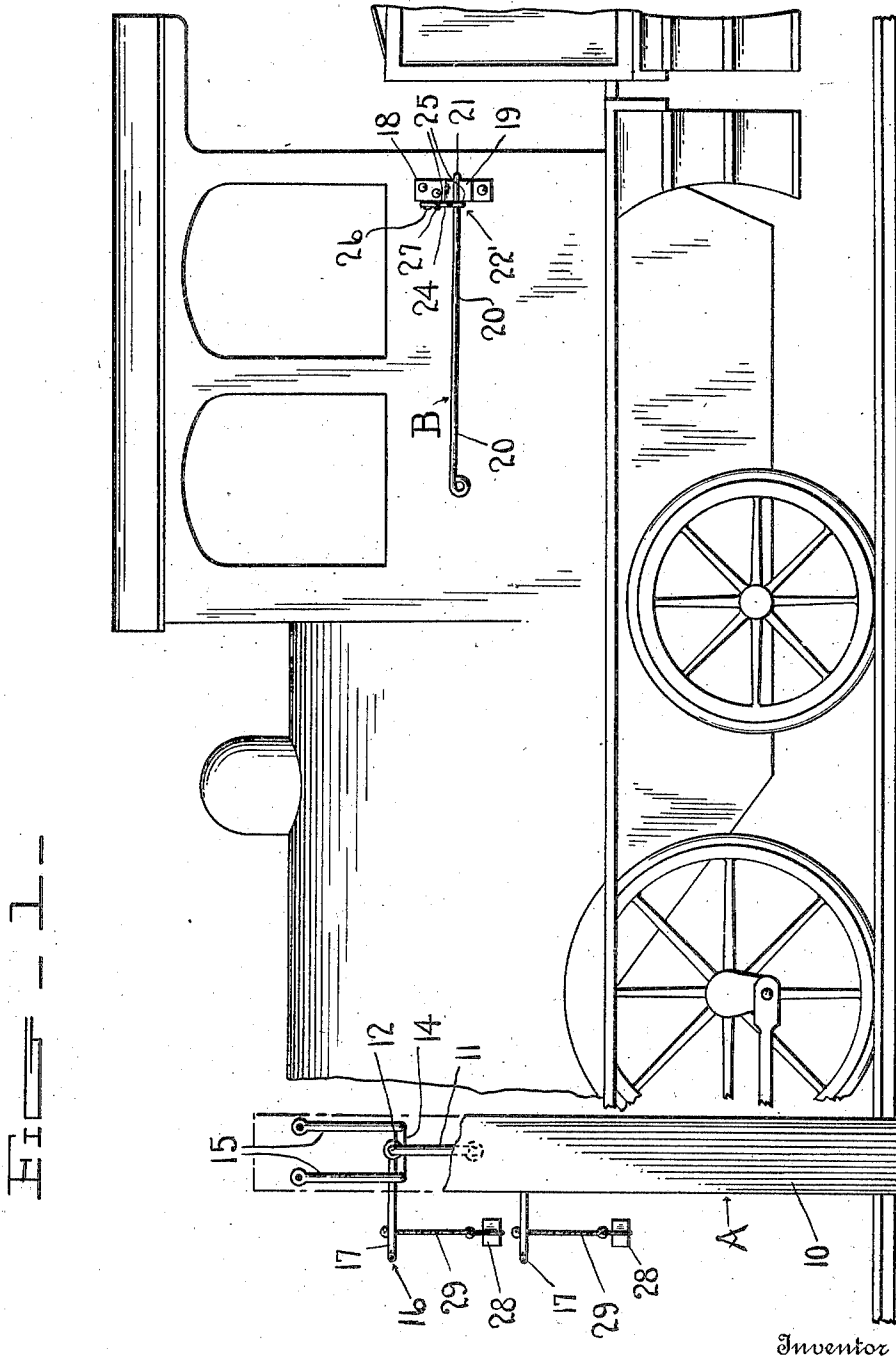


947,999.

L. C. SCHWEPPE.
TRAIN ORDER CATCHER.
APPLICATION FILED JULY 14, 1909.

Patented Feb. 1, 1910.

2 SHEETS—SHEET 1.



Witnesses

L. B. James
L. N. Gillis

Louis C. Schweppe

By

[Signature] *[Signature]*

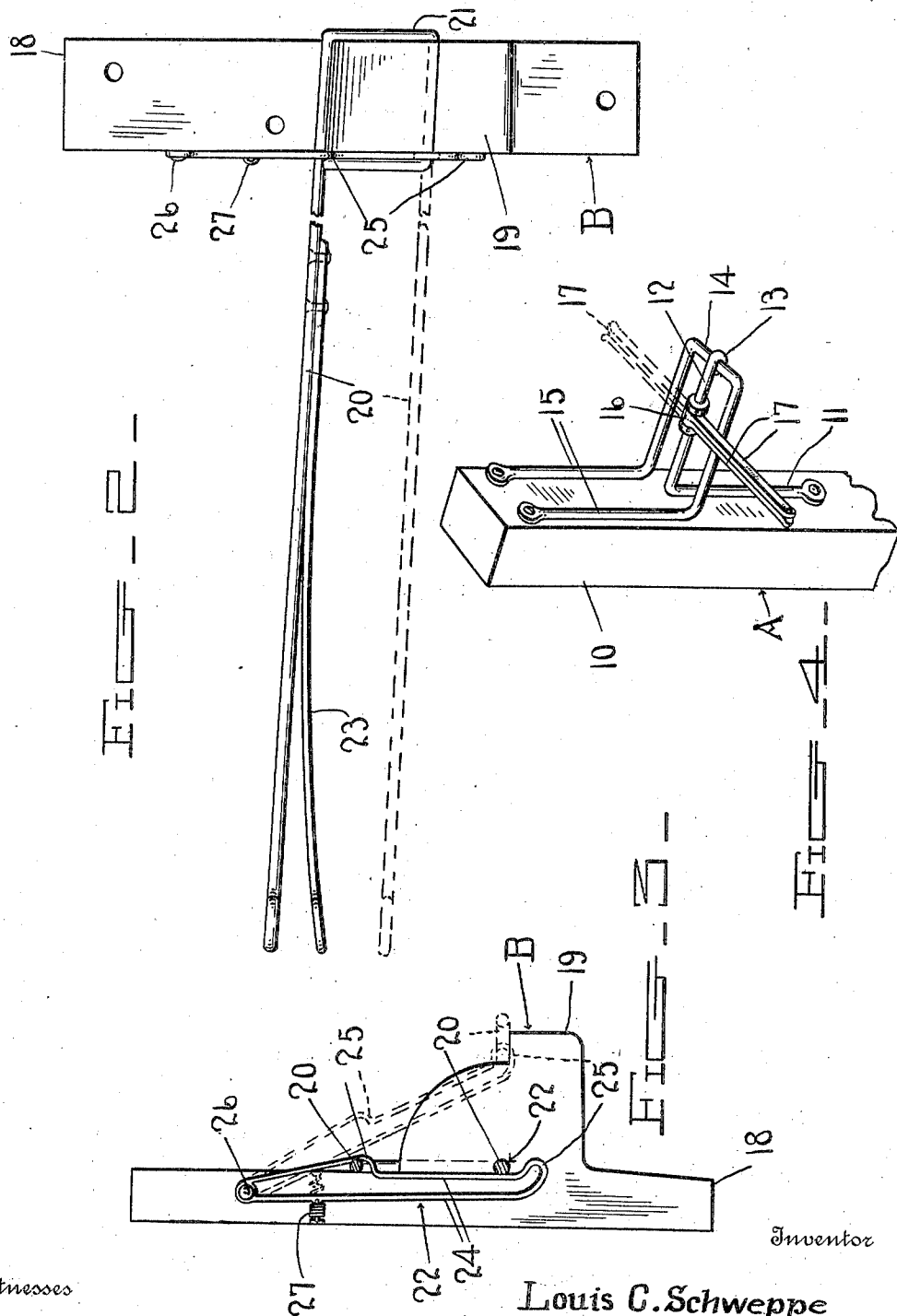
Attorneys

L. C. SCHWEPPE.
 TRAIN ORDER CATCHER.
 APPLICATION FILED JULY 14, 1909.

947,999.

Patented Feb. 1, 1910.

2 SHEETS—SHEET 2.



Witnesses
 L. B. James
 L. N. Giles

Louis C. Schweppe

By *Charles Dandee*

Attorney's

UNITED STATES PATENT OFFICE.

LOUIS C. SCHWEPPE, OF SPOKANE, WASHINGTON.

TRAIN-ORDER CATCHER.

947,999.

Specification of Letters Patent.

Patented Feb. 1, 1910.

Application filed July 14, 1909. Serial No. 507,560.

To all whom it may concern:

Be it known that I, LOUIS C. SCHWEPPE, a citizen of the United States, residing at Spokane, in the county of Spokane, State of Washington, 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 appertains to make and use the same.

This invention relates to devices for delivering objects to a moving train and catching them thereon.

The invention more especially relates to a device for delivering train orders to a moving train such as is commonly called a train order catcher.

One object of the invention is to improve the general construction of devices of this character.

A second object of the invention is to provide an improved device of this character wherein the ordinary type of hoops commonly used in such devices will be rendered unnecessary.

A third object of the invention is to so simplify the device that the number of parts may be greatly reduced.

With the above and other objects in view the invention consists in general of an improved means for holding a train order adjacent the path of a moving train together with an improved train supported catcher.

The invention further consists in certain novel details of construction and combinations of parts, hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claims.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and:—Figure 1 is a side elevation of the device as applied to a locomotive and cab together with a view of the delivery post adjacent the track. Fig. 2 is an enlarged detail showing the device in full lines raised to inoperative position and in dotted lines in the operative position. Fig. 3 is an end view thereof showing the arrangement of the latch. Fig. 4 is a perspective view of the delivery post showing the delivery arm in one position in full lines and in another position in dotted lines.

This invention, in common with others of its class, consists of two general parts the delivery mechanism designated in general by

the letter A and the catching device designated in general by the letter B. The delivery mechanism is supported on a post indicated by the numeral 10 and comprises an upright bar 11 having a lateral extension 12 terminating at its outer end in an eye 13, said lateral extension being preferably formed integrally on the bar 11. The eye 13 is formed on the under side of the lateral extension and through this eye passes the loop 14 of a stop member which is provided with upwardly extending arms 15 securely bolted to the post 10. The loop 14 is preferably U shaped and is so arranged that the plane of its upper surface lies below the horizontal plane passing through the lower surface of the member 12. Upon the member 12 is rotatably mounted an arm 16 provided at its outer end with resilient clamping fingers 17. It will be observed from an inspection of Fig. 1 that there are two of these delivery members mounted on the post, one being well above the other. The object of this will be understood when the catching apparatus is explained.

Upon the engine and caboose are mounted two separate catching devices each comprising a bracket 18 securely bolted to a support and provided with a lateral extension 19. Mounted to revolve on the bracket 18 is a stiff catching arm 20 one end of which is rebent as at 21 to pass through an aperture 22 formed through the bracket and constituting the pivotal point of the revolving arm. Secured to this stiff arm 20 on the inside thereof when in operative position is a resilient arm 23 having its free end in spaced relation to the free end of the arm 20.

At 22 is shown a latch comprising a pair of spaced sides 24 the upper one of which is provided with notches 25 having slanting ends and which is pivotally attached to the bracket 18 as at 26. A spring 27 serves to hold this latch so that it normally engages the arm 20 in one of the notches 25, the arm passing between the members 24 for this purpose.

In the application of this device it will be observed that the catcher on the locomotive cab is positioned above the catcher on the caboose and that when it is desired to catch a train order such as that indicated by the numeral 28 and which is suspended from a suitable cord 29 between the delivery fingers, the arm 20 is swung into operative position on both the engine cab and the caboose.

The arm on the engine cab then engages the cord 29 as the train passes the post and pulls the cord from between the delivery fingers, the cord jamming securely between the resilient arm and the stiff arm. The same thing takes place when the caboose passes the delivery post with the exception that the catching apparatus on the cab removes the higher train order while the apparatus on the caboose removes that swung from the lower delivery member. When this is done the arms may be swung into inoperative position and the train orders removed. There has thus been provided a simple and efficient device of the character described and for the purpose specified.

It is obvious that minor changes may be made in the form and construction of this invention without departing from the material principles thereof. It is not therefore desired to confine the invention to the exact form herein shown and described, but it is wished to include all such as properly come within the scope of invention.

It will be obvious that when a single track is employed the engine and the caboose should be equipped with one of these train catchers on each side while where a double track is employed this is not necessary, but one side of the engine and caboose being so equipped.

Having thus described the invention, what is claimed as new, is:—

1. In a train order catcher, a pair of resilient clasping fingers held adjacent the path of a train and pivoted to swing in a vertical plane and position in opposite directions, a stop member arranged to limit the movement of said fingers, and means on said train to seize and hold an article clasped by the fingers and remove it therefrom.

2. In a train order catcher, a pair of resilient clasping fingers having their proximate sides in vertical planes held adjacent the path of a train and pivoted to swing in a vertical plane and position in opposite directions, a stop member arranged to limit the movement of said fingers, and means on said train to seize and hold an article clasped by the fingers and remove it therefrom.

3. In a train order catcher, a horizontal arm arranged adjacent the path of a train, a pair of resilient clasping fingers having their proximate sides in vertical planes and pivotally mounted on said arm to position in opposite directions, a stop member arranged to limit the movement of said fingers, and means on said train to seize and hold an article clasped by the fingers and remove it therefrom.

4. In a train order catcher, a horizontal arm arranged adjacent the path of a train, a pair of resilient clasping fingers having their proximate sides in vertical planes and pivoted on said arm to swing in a vertical

plane and position in opposite directions, a combined brace and stop member arranged to support the free end of said arm and limit the movement of said fingers, and means on said train to seize and hold an article clasped by the fingers and remove it therefrom.

5. In a train order catcher, a rigid train supported arm, and a resilient arm secured to the inner side thereof with its free end in spaced relation to the free end of the rigid arm; in combination with means adjacent the path of a train to releasably hold a train order.

6. In a train order catcher, a rigid train supported arm, and a resilient arm secured thereto, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative position; in combination with means adjacent the path of a train to releasably hold a train order.

7. In a train order catcher, a rigid train supported arm, and a resilient arm secured to the inner side thereof with its free end in spaced relation to the free end of the rigid arm, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative position; in combination with means adjacent the path of a train to releasably hold a train order.

8. In a train order catcher, a rigid train supported arm, and a resilient arm secured thereto, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative position and means to releasably hold said arms in said positions; in combination with means adjacent the path of a train to releasably hold a train order.

9. In a train order catcher, a rigid train supported arm, and a resilient arm secured thereto, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative position and means to releasably hold said arms in said position said means comprising a latch provided with a pair of spaced notches having beveled edges and a spring normally forcing said latch against the rigid arm.

10. In a train order catcher, a rigid train supported arm, and a resilient arm secured to the inner side thereof with its free end in spaced relation to the free end of the rigid arm, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative position, and means to hold said arms in said position; in combination with means adjacent the path of a train to releasably hold a train order.

11. In a train order catcher, a rigid train supported arm, and a resilient arm secured to the inner side thereof with its free end

in spaced relation to the free end of the rigid arm, said arms being arranged to lie in a horizontal plane in operative position and swing to a vertical plane in inoperative
5 position, and means to hold said arm in said position, said means comprising a latch provided with a pair of spaced notches each of which is adapted to engage the rigid arm when in one of said positions, and a spring
10 normally holding said latch in contact with

said arm; in combination with means adjacent the path of the train to releasably hold a train order.

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

LOUIS C. SCHWEPPE.

Witnesses:

WILLIAM MAY,
E. L. RODECAPE.