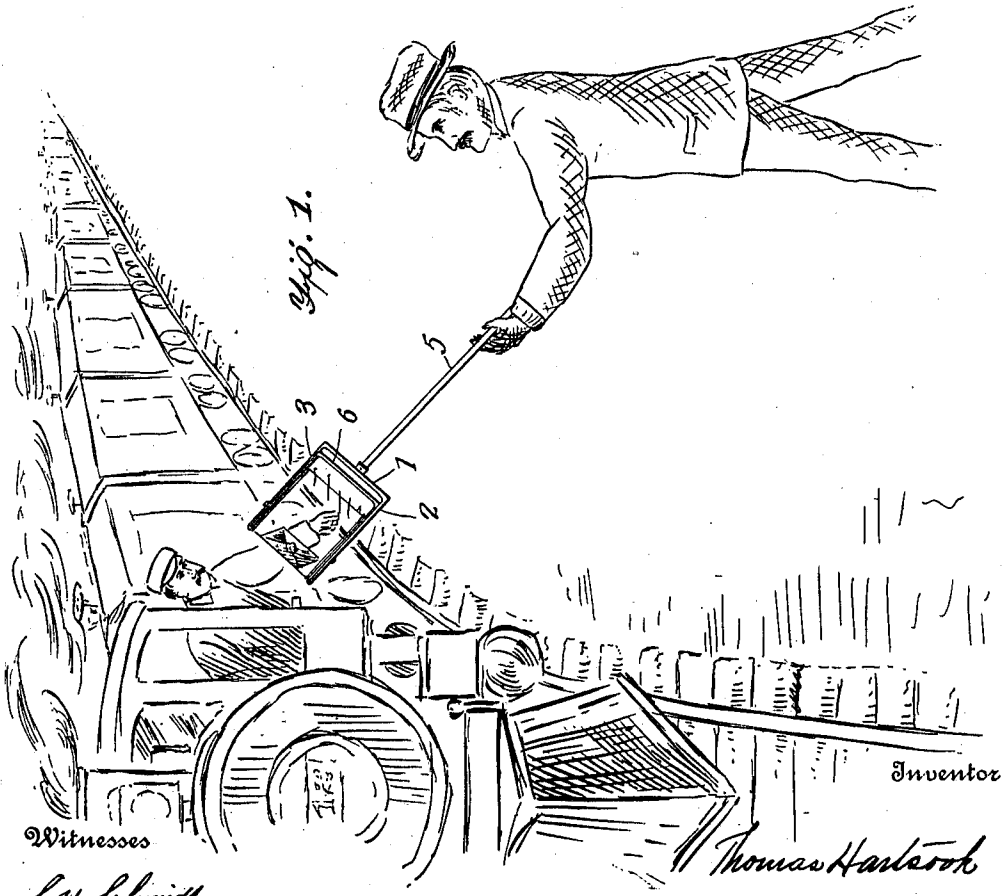
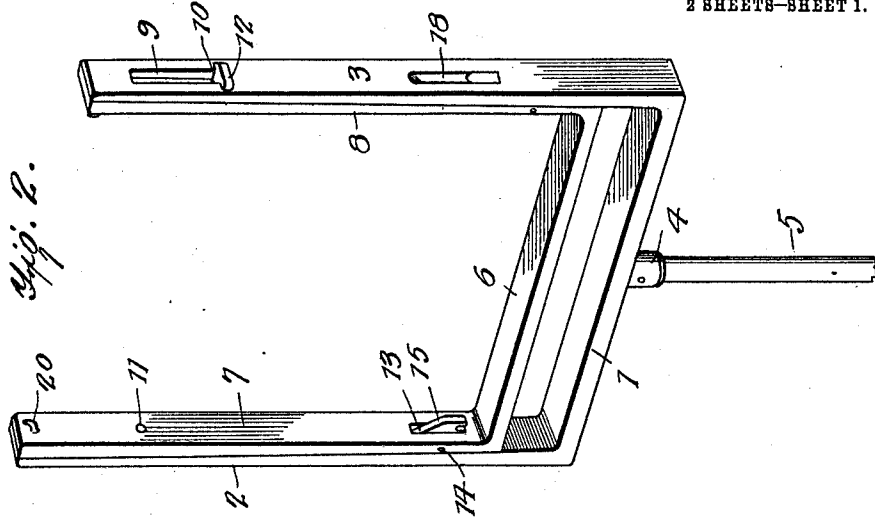


T. HARTSOOK.
 TRAIN ORDER OR MESSAGE DELIVERING DEVICE.
 APPLICATION FILED FEB. 2, 1911.

1,004,022.

Patented Sept. 26, 1911.
 2 SHEETS—SHEET 1.



Witnesses

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Fig. 4.

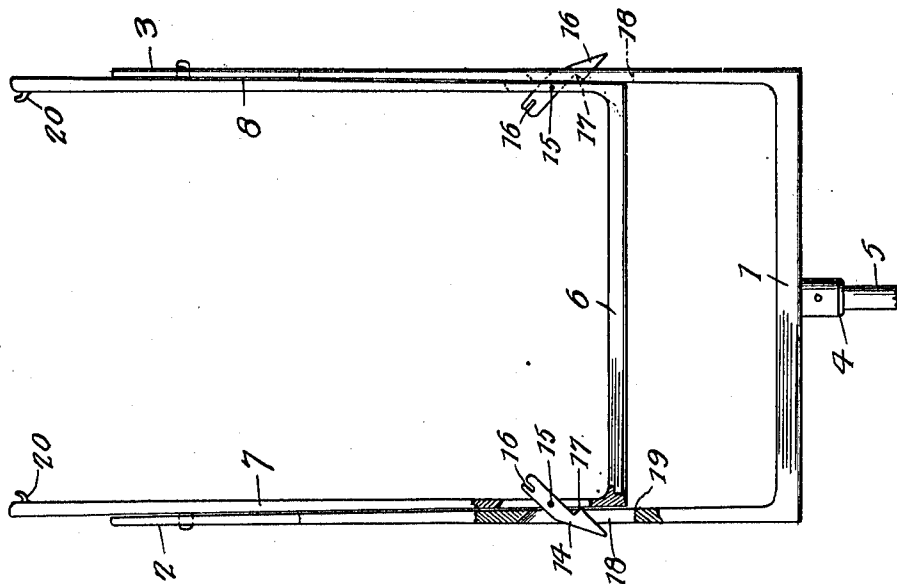


Fig. 3.

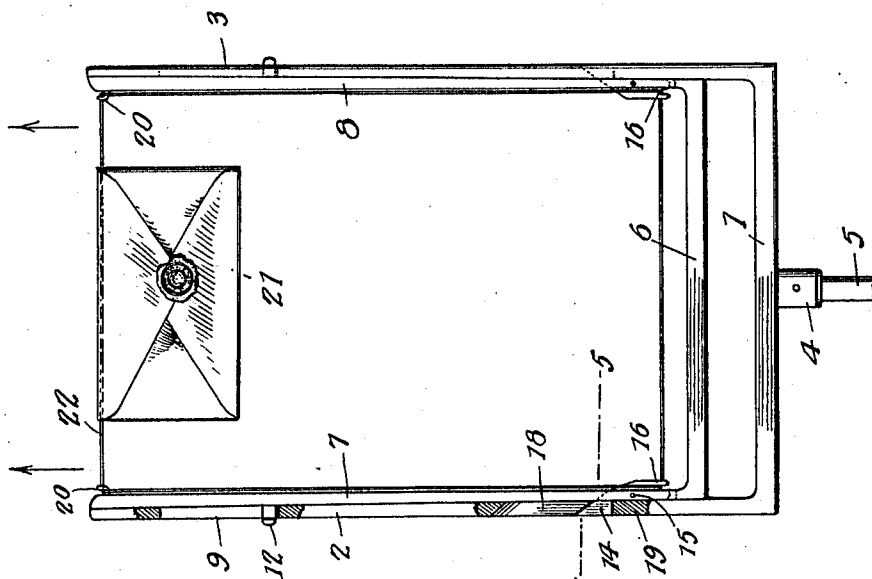
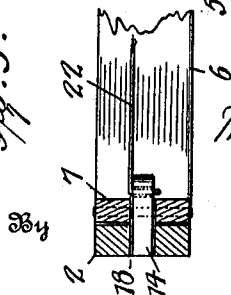


Fig. 5.



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THOMAS HARTSOOK, OF LOGANSFORT, INDIANA.

TRAIN ORDER OR MESSAGE DELIVERING DEVICE.

1,004,022.

Specification of Letters Patent. Patented Sept. 26, 1911.

Application filed February 2, 1911. Serial No. 606,257.

To all whom it may concern:

Be it known that I, THOMAS HARTSOOK, citizen of the United States, residing at Logansport, in the county of Cass and State of Indiana, have invented certain new and useful Improvements in Train Order or Message Delivering Devices, of which the following is a specification.

This invention relates to certain new and useful improvements in devices for delivering train orders to passing trains. Heretofore various means have been provided for such purpose, but so far as I am aware they have been too expensive for practical use, or they have been of such a nature that the whole device has been necessarily carried away by the engineer or fireman, supposedly to be returned, but more often lost.

The present invention has for its objects among others to provide a simple and cheap, yet efficient and durable device for this purpose, which does not have to be taken away, but which remains in the hands of the station agent or other person, or in place upon any other means by which it may be supported. The train order and the cord to which it is attached are all that have to be taken up by the person on the train. The device remains for further and repeated use.

The device is of such a nature that it costs but little to manufacture, is composed of but few parts, those cheap of manufacture, readily assembled and not liable to get out of order.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the numerals of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view showing the manner of use of the invention. Fig. 2 is a perspective view of the device. Fig. 3 is a side view showing the cord in place. Fig. 4 is a side view showing the cord and train order released. Fig. 5 is a cross section on the line 5—5 of Fig. 3.

Like numerals of reference indicate like parts throughout the several views.

Referring to the drawings, 1 designates a frame of any suitable material, wood or metal, having the two substantially parallel side portions 2 and 3 joined by the transverse member, to which latter is affixed a

socket or the like 4 for the reception of a handle 5, by which the device may be manipulated.

6 is a slidable member within the frame 1 having the substantially parallel side members 7 and 8 joined by the transverse member, as seen clearly in Fig. 2. The inner member 6 is slidably mounted within the outer member 1 and is guided in its movements therein in any suitable manner. In the present instance, the side members 2 and 3 of the frame 1 are provided with the longitudinal slots 9 in which work the members 10 secured at their inner ends, as at 11, in any suitable manner, to the inner faces of the side members 7 and 8, the outer ends being preferably headed or enlarged, as seen at 12, so as to limit the movement and prevent separation of the parts.

The side members 2 and 3 are wedge-shaped, as seen in Fig. 2, and the side members 7 and 8 of the inner member 6 are oppositely tapered, as seen in said view, so that as the parts are drawn into position in which they are seen in Figs. 2 and 3 and locked, the wedging of the parts serves to aid in holding them in such position. Furthermore, by means of this tapered construction, the inner frame moves more readily when pulled outward, as will be hereinafter described.

The side members of the inner frame 6 are slotted, as at 13, and within the side wall of these slots are pivoted, as at 14, catches 15, the inner ends of which latter are provided with the longitudinal slots 16 and the outer ends with the hooked members 17, as seen best in Fig. 4. These hooked members project through longitudinal slots 18 in the side members 2 and 3, as shown, and when the two frames are in the position in which they are shown in Figs. 2 and 3, the square shoulders of these hooked members engage against the end walls 19 of the slots 18, as seen in Fig. 3, the slots 16 in the other ends of the pivoted members lying parallel with and in close proximity to the inner faces of the side members 7 and 8 of the inner frame, as seen in Fig. 3. The other ends of the side members 7 and 8 are provided with the inwardly projecting hooks or members 20, the free ends of which extend substantially parallel with the members 7 and 8 and toward the adjacent ends thereof.

The mode of use will be apparent from Fig. 1 wherein the device is shown as being

held by the handle 5 in the hands of the station agent with the frames in the position in which they are seen in Figs. 2 and 3, the said frames being in position so as to be within the convenient reach of the engineer or fireman in the cab of the locomotive. The train order inclosed within an envelop 21 and sealed in the usual way is held upon a cord 22 fixed thereto in any way, as, for instance, by being passed under the sealing flap and extending lengthwise of the envelop. The cord then extending laterally from both ends of the envelop is passed over the hooked members 20, the cord being united and portions thereof engaged in the slots 16 of the pivoted members, as seen best in Fig. 3. In this position, the envelop with the train order is held distended between the frames. As the train approaches the engineer or fireman extends his hand out of the cab and into the space between the side parallel portions of the cord. As the train moves on, the hand or arm of the person in the cab engaging the forward or adjacent cross portion of the cord, pulls thereon, whereby the inner frame is moved into the position in which it is seen in Fig. 4, the cord slipping off of the hooks 20 and out of the slots 16, the cord encircling the arm of the person on the cab and being retained by him. The device is retained by the station agent and another train order affixed thereon ready for delivery to the next approaching train. By this means, it will be seen that the device is retained by the station agent and that it is only the cord with the envelop containing the train order that is taken away by the person on the locomotive. But slight pressure is necessary upon the transverse portion of the cord 22 in order to move the inner frame and disengage the cord from the hooks 20 and the slots 16 of the pivoted members.

Modifications in details may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

What is claimed as new is:—

1. A train order delivery device comprising two frames one slidably mounted within the other, means to prevent separation of said frames, and means thereon for holding a train order and allowing of the ready removal of the order only.

2. A train order delivery device comprising two frames one slidably mounted within the other, and means thereon for holding a train order and allowing of its ready removal, the side members of said frames being oppositely wedge shaped.

3. A device for the purpose described, comprising a frame with side members, a

frame slidably mounted therein and pivoted members on the one frame working through slots in the adjacent members of the other frame.

4. A device for the purpose described, comprising a frame with side members, a frame slidably mounted therein and pivoted members on the one frame working through slots in the adjacent members of the other frame and provided at one end with longitudinal slots.

5. A device for the purpose described, comprising a frame with side members, a frame slidably mounted therein and pivoted members on the one frame working through slots in the adjacent members of the other frame and provided at one end with longitudinal slots and at the other with hooked members.

6. A device for the purpose described, comprising a frame with side members, a frame slidably mounted therein, pivoted members on the one frame working through slots in the adjacent members of the other frame, and cord engaging members on the outer ends of the side members of the sliding frame.

7. A device for the purpose described, comprising a frame with side members, a frame slidably mounted therein and pivoted members on the one frame working through slots in the adjacent members of the other frame and provided at one end with longitudinal slots, and cord engaging members on the outer ends of the side members of the sliding frame.

8. A device for the purpose described, comprising a frame with side members, a frame slidably mounted therein, pivoted members on the one frame working through slots in the adjacent members of the other frame and provided at one end with longitudinal slots and at the other end with hooked members, and cord engaging members on the outer ends of the side members of the sliding frame.

9. A train order delivery device comprising two frames one slidably mounted with relation to the other and held against separation, and coöperating means thereon for holding a cord and allowing of the ready removal therefrom of the order only.

10. A train order delivery device comprising two frames, one slidably mounted with relation to the other, coöperating means thereon for holding a cord and allowing of its ready removal therefrom, and guiding means for the movable frame.

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