

J. E. CHASE & J. S. McCREARY.

DELIVERING DEVICE.

APPLICATION FILED AUG. 3, 1905.

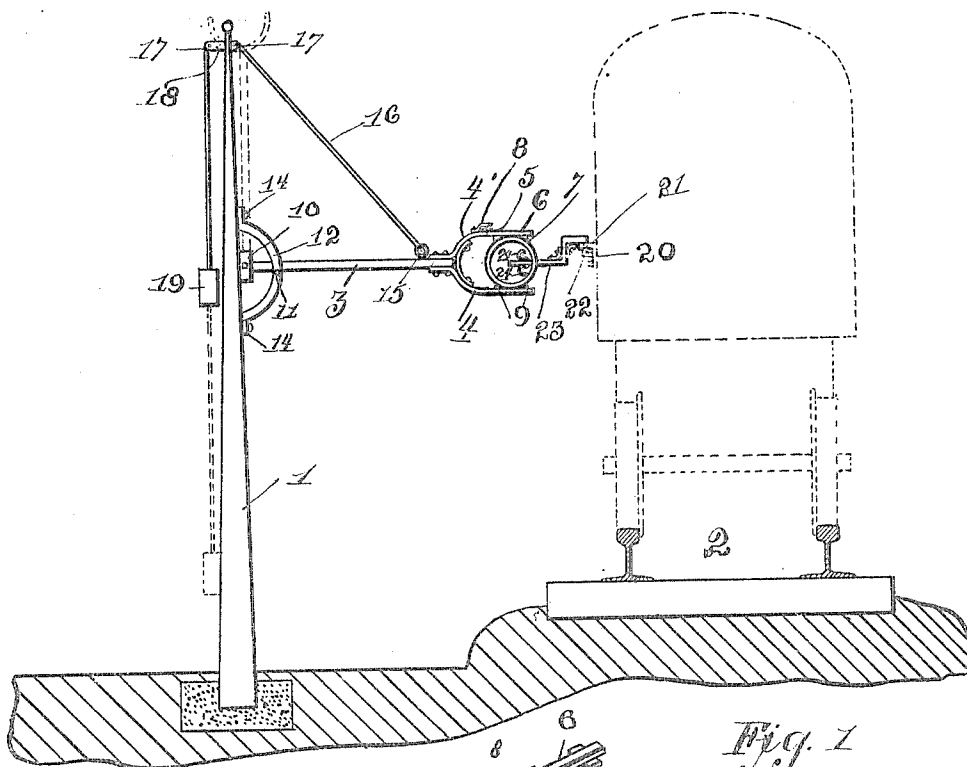


Fig. 1

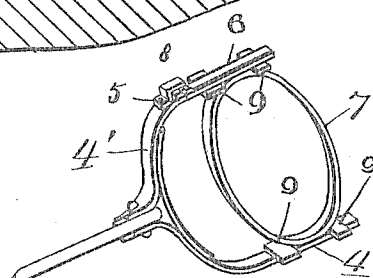


Fig. 2.

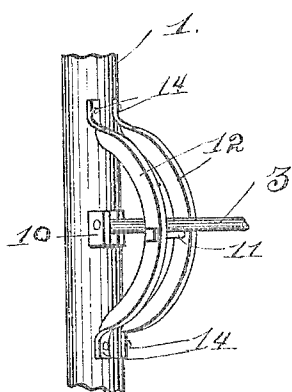


Fig. 3

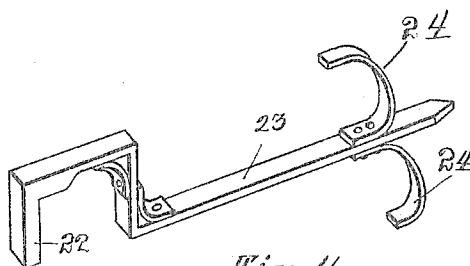


Fig. 4

Witnesses:
C. A. Rudolph.
R. H. Butler.

Inventors:
J. E. Chase & J. S. McCreary.
By H. E. West & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

JOSEPH E. CHASE AND JOHN S. McCREARY, OF CANAL DOVER, OHIO.

DELIVERING DEVICE.

No. 804,582.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed August 3, 1905. Serial No. 272,555.

To all whom it may concern:

Be it known that we, JOSEPH E. CHASE and JOHN S. McCREARY, citizens of the United States of America, residing at Canal Dover, in the county of Tuscarawas and State of Ohio, have invented certain new and useful Improvements in Delivering Devices, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in delivery devices; and the invention relates more particularly to a device employed for delivering train orders and messages to a moving train.

Our invention aims to provide positive and reliable means for temporarily retaining a train order or message in close proximity to the tracks of the railway, whereby a train traveling upon a track may receive the order or message without stopping or retarding the speed of the train. In this connection we intend to use our improved device in connection with the conventional form of "delivery-hook" commonly used in connection with railroad tracks. To this end we have constructed a novel device adapted to temporarily hold a delivery-hook in close proximity to the track upon which a train is traveling, and we have employed novel means for removing the delivery-arm of the device away from the tracks when it is not being used.

The construction entering into our improved device will be hereinafter more fully described and then specifically pointed out in the claims, and, referring to the drawings accompanying this application, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a side elevation of our improved device, illustrating a train in dotted lines about to receive an order or message from the device. Fig. 2 is a detail perspective view of the outer end of the delivery-arm. Fig. 3 is a fragmentary perspective view of a post or standard to which the delivery-arm is pivoted, and Fig. 4 is a detail perspective view of a receiving-arm carried by a train.

To put our invention into practice, we erect a standard or post 1 adjacent to the track 2 of a railway, and this post or standard may be constructed of any desired material, as wood or iron, and is located a proper distance away from the track, so as to not interfere with the passage of a train upon the track.

At a suitable point upon the standard or

post 1 we pivotally mount a delivery-arm 3, the outer end of which is provided with curved arms 4 and 4', the arm 4' being shorter than the arm 4, and to this short arm is hinged, as at 5, a bar 6, which together with the arms 4 and 4' form a yoke adapted to hold a delivery-hook 7. Adjacent to the hinge 5 we provide the arm 4' with a plate 8, adapted to overlie a portion of the hinge and prevent the bar 6 from folding back upon the arm 4' when the delivery-arm 3 is in a vertical position, as will be presently described. The bar 6 and the outer end of the arm 4 are provided with cleats 9 9, these cleats being adapted to engage the delivery-hook 7, and when the delivery-arm is in a horizontal position, as illustrated in Fig. 1 of the drawings, the weight of the bar 6 is adapted to normally hold the delivery-hook 7 in a vertical position upon the arm 4.

The delivery-arm 3, which is pivotally mounted, as at 10, upon the post or standard 1, is supported in a horizontal position by a pin or bolt 11, which passes through segment-shaped bars 12 12, mounted upon each side of the delivery-arm 3 and secured to the post or standard 1, as at 14 14. The outer end of the delivery-arm 3 is provided with an eyelet 15, to which is connected a cable or cord 16, that passes upwardly over pulleys 17 17, journaled in a bracket 18, carried by the upper end of the standard or post 1. The end of the cable or cord 16 is provided with a conventional form of weight 19, which is adapted to assist in elevating the delivery-arm 3 to a vertical position, as shown in dotted lines in Fig. 1 of the drawings.

The locomotives which travel upon the track 2 are provided with brackets 20, one of which is illustrated in connection with the locomotive shown in dotted lines in Fig. 1. This bracket is provided with a rectangular opening 21, in which is adapted to fit the rectangular depending end 22 of an outwardly-extending receiving-arm 23. The outer end of this arm is provided with substantially U-shaped diametrically-opposed hooks 24 24, which are adapted to prevent the delivery-hook 7 from becoming detached from the receiving-arm 23 after the arm has received the hook.

Operation: A despatcher or person wishing to transmit a message to the engineer or any person upon a moving train secures the message or despatch to the delivery-hook 7 in a conventional manner and then places the hook

in position upon the delivery-arm 3, as shown in Fig. 1 of the drawings. Where the delivery-arm is not of a sufficient height to be easily reached, the pin or bolt 11 can be easily withdrawn and the outer end of the delivery-arm lowered to permit of the proper placing of the delivery-hook, after which the arm 3 can be elevated and the pin or bolt 11 again placed within the segment-shaped bars 12 12 to hold it in a horizontal position. The engineer or trainman observing that a message is to be received places the receiving-arm 23 in the bracket 20, and as the train passes the delivery-arm the delivery-hook 7 is caught upon the receiving-arm, the hooks 24 24 preventing the hook 7 from becoming disengaged by any rebounding that might occur after it has once been caught by the receiving-arm 23. The trainman receiving the message immediately removes the receiving-arm from the bracket, and this arm may be stowed away until it is to be again used for a similar purpose. After the message has been received by the moving train the person who has sent the message pulls downwardly upon the weight 19, which elevates the delivery-arm 3 to a vertical position, preventing the delivery-arm 3 from injuring or obstructing any projections that may be carried by a train passing thereby.

We do not care to confine ourselves to the location of the brackets 20 upon the train, nor do we care to limit ourselves to the material from which our improved delivery device is made.

It will be observed that the frictional contact of the bar 6 and the arm 4 with the delivery-hook 7 is sufficient to retain the hook in position until it is caught by the receiving-arm of the moving train, at which time it can be easily disengaged from the delivery-arm without injuring the delivery device. When the delivery-arm 3 is moved into a vertical position, the plate 8 prevents the bar 6 from falling back upon the arm 4', consequently retaining the bar 6 in a position to receive the delivery-hook 7 when the delivery-arm is in a horizontal position.

It is thought from the foregoing that the construction, operation, and advantage of the herein-described delivery device will be apparent without further description, and various changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit of the

invention or sacrificing any of the advantages thereof.

What we claim, and desire to secure by Letters Patent, is—

1. In a device of the type described, the combination with a track and a train, of a standard located adjacent to said track, a delivery-arm pivotally connected to said standard, arms carried by said delivery-arm, a bar hinged to one of said arms and adapted to retain a delivery-hook upon the other of said arms, a bracket carried by said train, a receiving-arm detachably connected to said bracket and adapted to engage the delivery-hook, hooks carried by the outer end of said receiving-arm, means to normally hold said delivery-arm in a horizontal position, means to elevate said delivery-arm to a vertical position, in respect to the track, substantially as described.

2. In a device of the type described, the combination with a track and a train, of a standard mounted adjacent to said track, a delivery-arm pivotally connected to said standard, arms carried by said delivery-arm, a bar hinged to one of said arms, and adapted to hold a delivery-hook upon the other of said arms, a bracket carried by said train, a receiving-arm detachably connected to said bracket and adapted to receive said hook, means to elevate said delivery-arm, and means to normally hold said arm in a horizontal position, substantially as described.

3. In a device of the type described, the combination, with a track and a train, of a standard erected adjacent to said track, a delivery-arm pivotally connected to said standard, arms carried by said delivery-arm and adapted to support a delivery-hook, a receiving-arm carried by said train and adapted to engage the delivery-hook, means to normally hold said delivery-arm in a horizontal position, and a weight connected to said delivery-arm by a flexible connection passing over a support on said standard to elevate said delivery-arm, substantially as described.

In testimony whereof we affix our signatures in the presence of two witnesses.

JOSEPH E. CHASE.
JOHN S. McCREARY.

Witnesses:

VIC. WERTZ,
MAUDE S. HOSTETTER.