

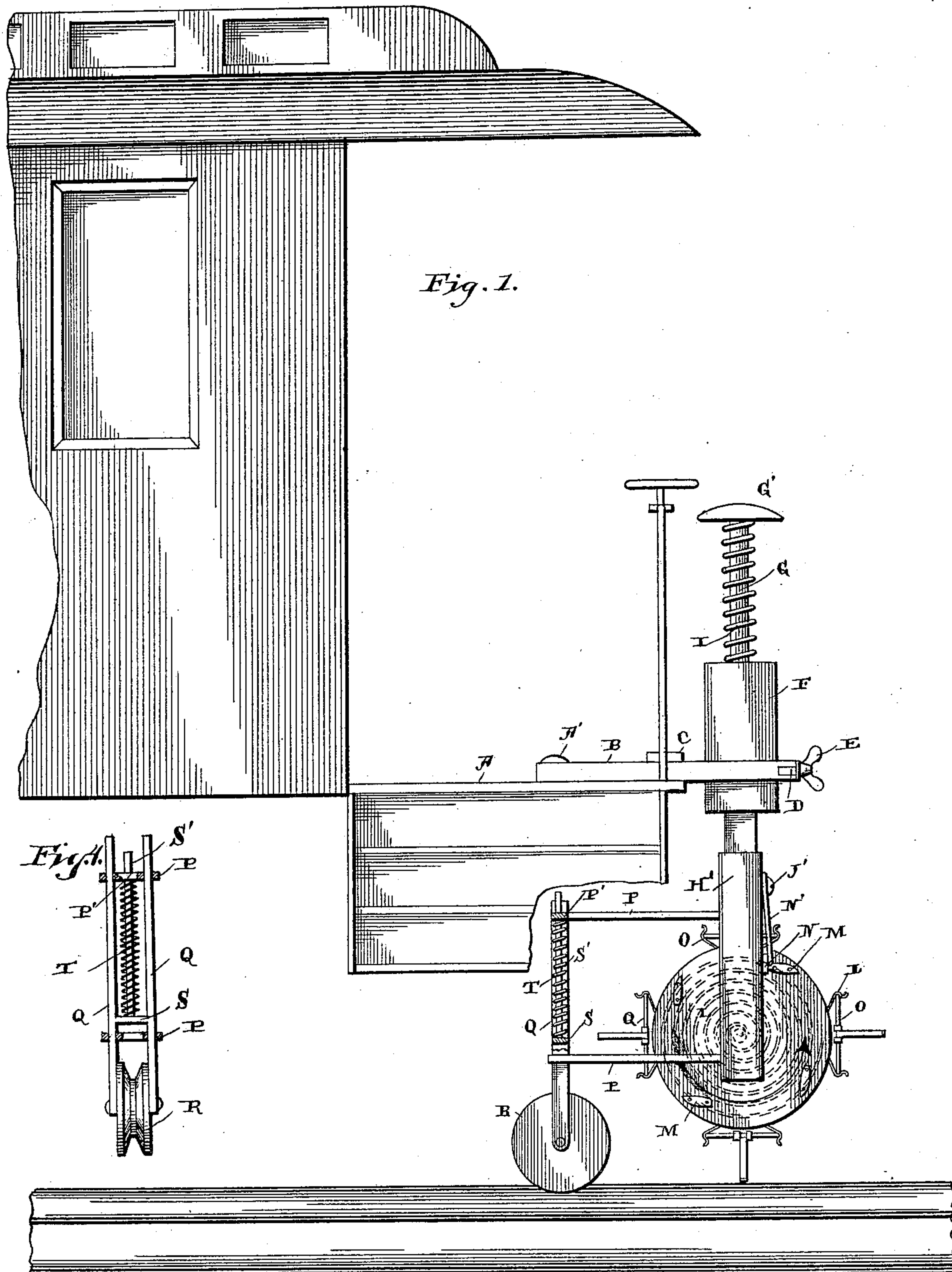
(No Model.)

2 Sheets—Sheet 1.

L. SENNETT.
TORPEDO PLACER.

No. 471,984.

Patented Mar. 29, 1892.



WITNESSES.

Geo. Frech.
Col. A. Fitzgerald

INVENTOR.

Leonard Sennett
per
Lehmann Patterson & Nestle
Atty.

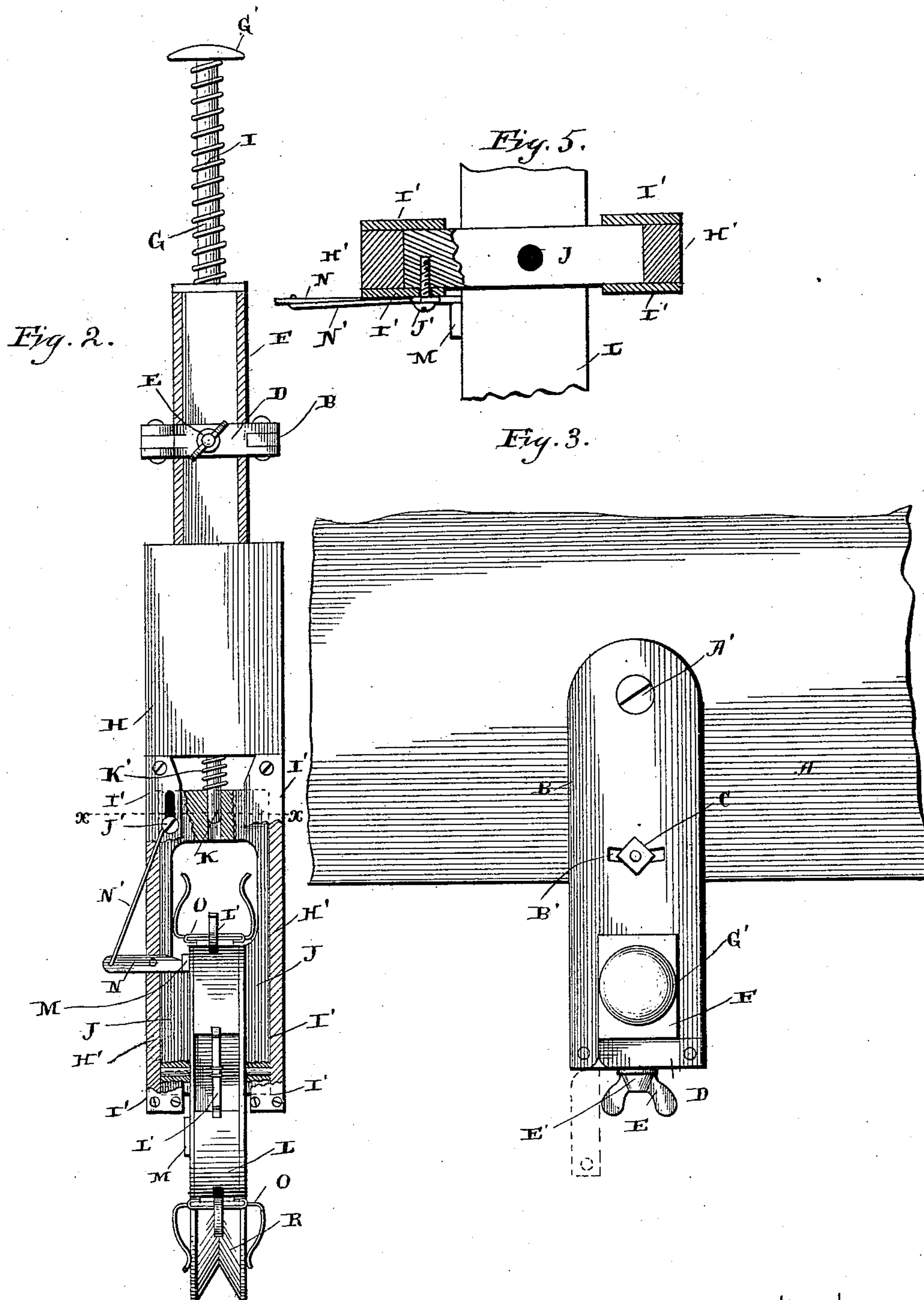
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TORPEDO PLACER.

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WITNESSES

Geo. C. French.

Robt. A. Fitzgerald

INVENTOR-

Leonidas Sennett
per
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att'y.

UNITED STATES PATENT OFFICE.

LEONIDAS SENNETT, OF RUSSELL, KENTUCKY, ASSIGNOR OF ONE-HALF TO
GEORGE P. CLANCY AND THOMAS O'NEILL DEMARO, OF SAME PLACE.

TORPEDO-PLACER.

SPECIFICATION forming part of Letters Patent No. 471,984, dated March 29, 1892.

Application filed January 25, 1892. Serial No. 419,180. (No model.)

To all whom it may concern:

Be it known that I, LEONIDAS SENNETT, of Russell, in the county of Greenup and State of Kentucky, have invented certain new and useful Improvements in Torpedo-Placers; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in torpedo-placers; and it consists in certain novel features of construction and in the combination and arrangement of parts, which will be fully described hereinafter, and more particularly referred to in the claims.

The object of my invention is to construct a machine which will automatically place torpedoes upon the track while the train is in motion.

Referring to the accompanying drawings, Figure 1 is a side elevation of my improved machine. Fig. 2 is a front view of the same, shown partly in section. Fig. 3 is a plan view. Fig. 4 is a detail view of the guide-wheel and supporting-frame therefor, shown partly in section. Fig. 5 is a horizontal sectional view on the line X X of Fig. 3.

A represents the rear platform of a car, to which is pivoted at A' the outwardly-projecting arm B, having slot B', through which extends the set-bolt C, by means of which the said arm is adjusted laterally on the platform. The extended end of the arm B is forked and the outer ends of the forks are connected by the pivoted bar D, which is adapted to swing outward, as shown in dotted lines in Fig. 3. Extending inward through this pivoted bar is the set-screw E.

F represents a casing, which fits the forked end of the arm B and which is adjusted vertically therein by means of the screw E, as will be understood. Adapted to move vertically in this casing is the rod G, to the lower end of which is secured the depending forked frame H. The rod G and frame H are held normally in a raised position by the spiral spring I, interposed between the top of the casing F and the head G' of the rod G.

Formed upon the inner sides of the forks

H' of the frame H are the vertical guideways I', and adapted to move vertically therein is the forked frame J, carrying stop J', which projects through a slot in the guideway I', and by this means the movement of the said frame is limited.

Extending downward from the body of the frame H is the rod K, which passes through an opening in the top of the frame J, and placed around this rod is the spiral spring K', which holds the frame J normally away from the body of the frame H, or, in other words, extended downward.

Journaled in the lower ends of the sliding frame J is the spring-actuated wheel L, to the periphery of which are secured the torpedo-holding clasps L'. When free to revolve, the spring within the wheel causes it to revolve in the direction of the arrow.

Placed upon one side of the wheel L are the stops M, which are engaged by the inwardly-projecting end of the lever N, which is pivoted between its ends to the fork H', as shown in Fig. 2. The outer end of this lever is connected to the stop J' by means of the rod N', so that when the frame H is depressed and the wheel L brought in contact with the rail it will push upward the frame J, thus drawing upward the rod N' and releasing the lever N from the stop M, with which it is in engagement. The wheel thus released is thrown around by the spring within, and a torpedo O, held by the clasp L', is deposited on the track. The hold which the said clasp has on the torpedo is a very slight one, so that when the spring-arms of the torpedo are pushed downward around the track they secure a sufficient hold to detach the torpedo from the clasp. Any number of clasps may be placed on the periphery of the wheel that may be desired, and for every push on the rod G the lever N is released from the engaging stop M and a torpedo deposited on the rail.

Extending outward from the frame H are the arms P, and adapted to move vertically in the outer ends thereof are the vertical arms Q, in the lower ends of which is journaled the flanged wheel R. The arms Q are connected immediately above the periphery of the wheel by the cross-piece S, and extend-

ing upward therefrom is the vertical rod S', the upper end of which passes through the cross-piece P', connecting the outer ends of the arms P. Surrounding this rod, between
 5 the cross-pieces S and P', is the coiled spring T, which limits the vertical movement of the wheel R and enables the said wheel to exert a pressure upon the rail when in engagement therewith.

10 The wheel above described normally extends somewhat below the wheel L, so that when the frame H is pushed downward for the purpose of placing a torpedo the flanged wheel will meet the rail first, and, being
 15 flanged inward toward the center, the wheel will be guided directly over the center of the rail, and as the said flanged wheel and the torpedo-placing wheel are in line it will be seen that the last-named wheel is brought squarely
 20 over the track before the torpedo is deposited. This feature is of great advantage, as the track is often irregular and the whole device is liable to be thrown out of adjustment on the car-platform by the swaying and jarring
 25 of the train.

When the train man desires to deposit a torpedo, he presses downward on the rod G, operating the mechanism, as above described, releasing the spring-actuated wheel and plac-
 30 ing a torpedo at the desired point upon the track. The stops M on the wheel L are set at such an angle that when the force of the spring in the wheel is spent the wheel may be revolved in the reverse direction without
 35 coming in contact with the lever N, thus winding up the spring; but as soon as this operation is completed and the wheel released it will, in moving in the opposite direction, be stopped by the stops M, engaging
 40 the lever N.

Having thus described my invention, I claim—

1. The combination, with a support and a vertically - moving spring - actuated frame
 45 mounted therein, of a slide mounted in the lower end of the said frame, a spring-actuated wheel journaled in the slide, and mechanism for locking the wheel with the frame when the said slide is in its normal position, but
 50 which releases the said wheel when the slide is pushed upward, substantially as shown and described.

2. The combination, with a support and a vertically-moving spring-actuated frame sup-

ported thereby, of a slide mounted in the 55 lower end of the frame, a spring-actuated torpedo-placing wheel journaled in the lower end of the slide, stops on the side of the wheel, a lever pivoted to the side of the frame which engages the said stops, and a connection be- 60 tween the upper end of the slide and the said lever, substantially as shown and described.

3. The combination, with a laterally-adjustable forked support, and a removable bar which connects the ends of the said fork, of 65 a torpedo-placing mechanism made adjustable in the said support, substantially as shown and described.

4. The combination, with a support and a vertically-adjustable casing secured thereto, 70 of a vertically-moving spring-actuated frame secured to the said casing and formed with a forked lower end, guideways formed on the inner sides of the said forks, a spring-actuated slide adapted to move in said guides, a 75 torpedo-placing wheel journaled in the lower end of the said slide, stops secured to the side of the wheel, a lever pivoted to the fork of the frame and adapted to engage the said stops, and a connection between the free end 80 of said lever and the upper end of the said slide, substantially as shown and described.

5. The combination, with the forked frame having a slotted guideway, of a spring-actuated slide moving in said forked end, a stop 85 secured to the upper end of the said slide and protruding through the said slot, a lever pivoted between its ends to the frame, a spring-actuated wheel journaled in the lower end of the slide, stops secured to the side of the 90 wheel, which are engaged by the said lever, and a connection between the said lever and the stop on the slide, substantially as shown and described.

6. The combination, with a torpedo-placing 95 mechanism and a supporting-frame therefor, of arms extending rearward from the frame, a vertically-moving spring-actuated frame at the outer ends of said arms, and a flanged wheel journaled in the lower end of the said 100 frame, substantially as shown and described.

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

LEONIDAS SENNETT.

Witnesses:

DAVID HUDSON,
 ANDREW A. WILLIAMS.