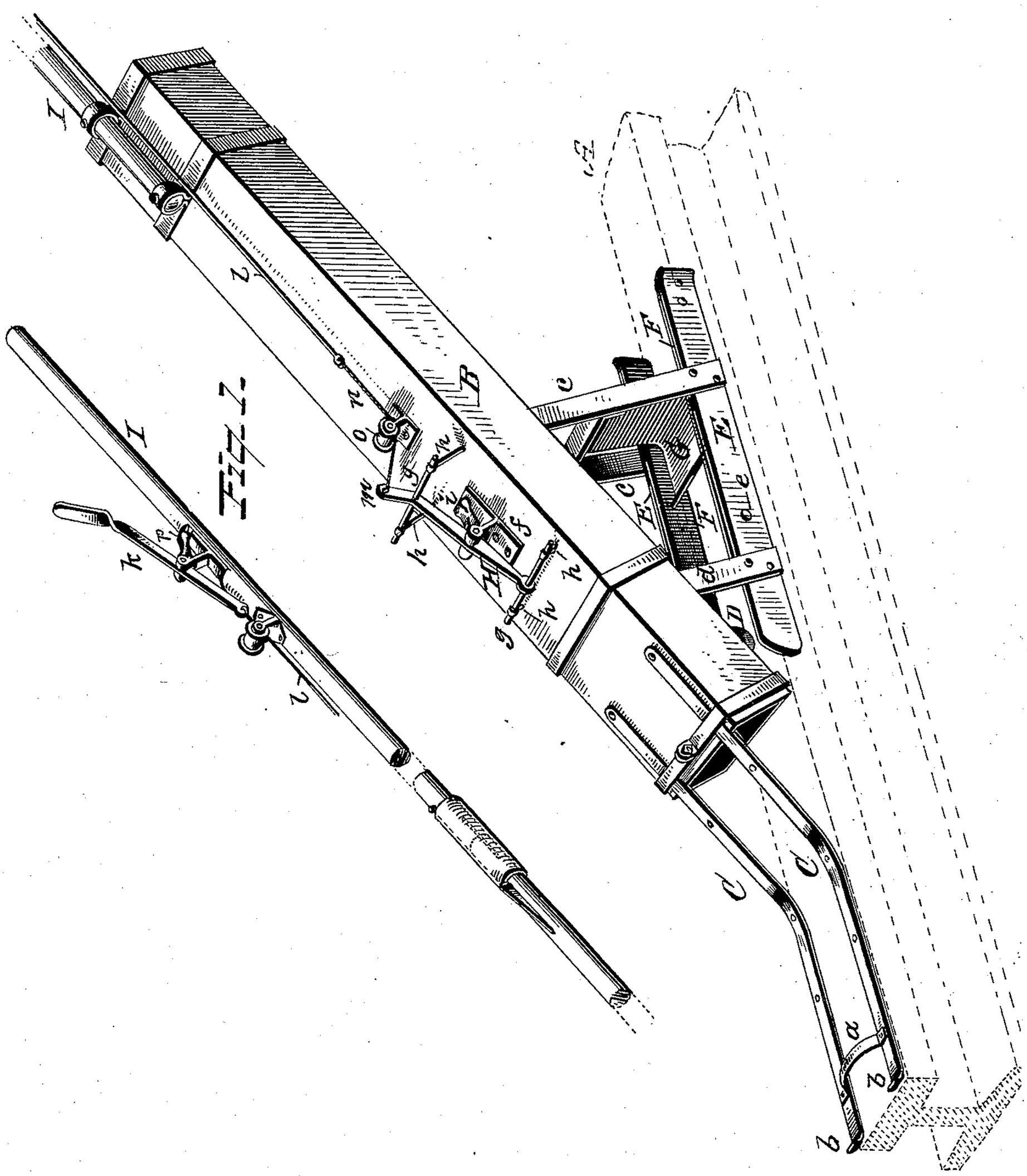
(No Model.) 2 Sheets—Sheet 1.

E. W. GRIFFIN & C. SEILER.

DEVICE FOR PLACING TORPEDOES ON RAILS OF RAILROAD TRACKS.

No. 533,888. Patented Feb. 12, 1895.



Witnesses
C. Williamson.
G. Goddard.

Inventors
Edward W. Griffin.
Charles Seiler.
per Chas. N. Fowler.
Attorney

(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

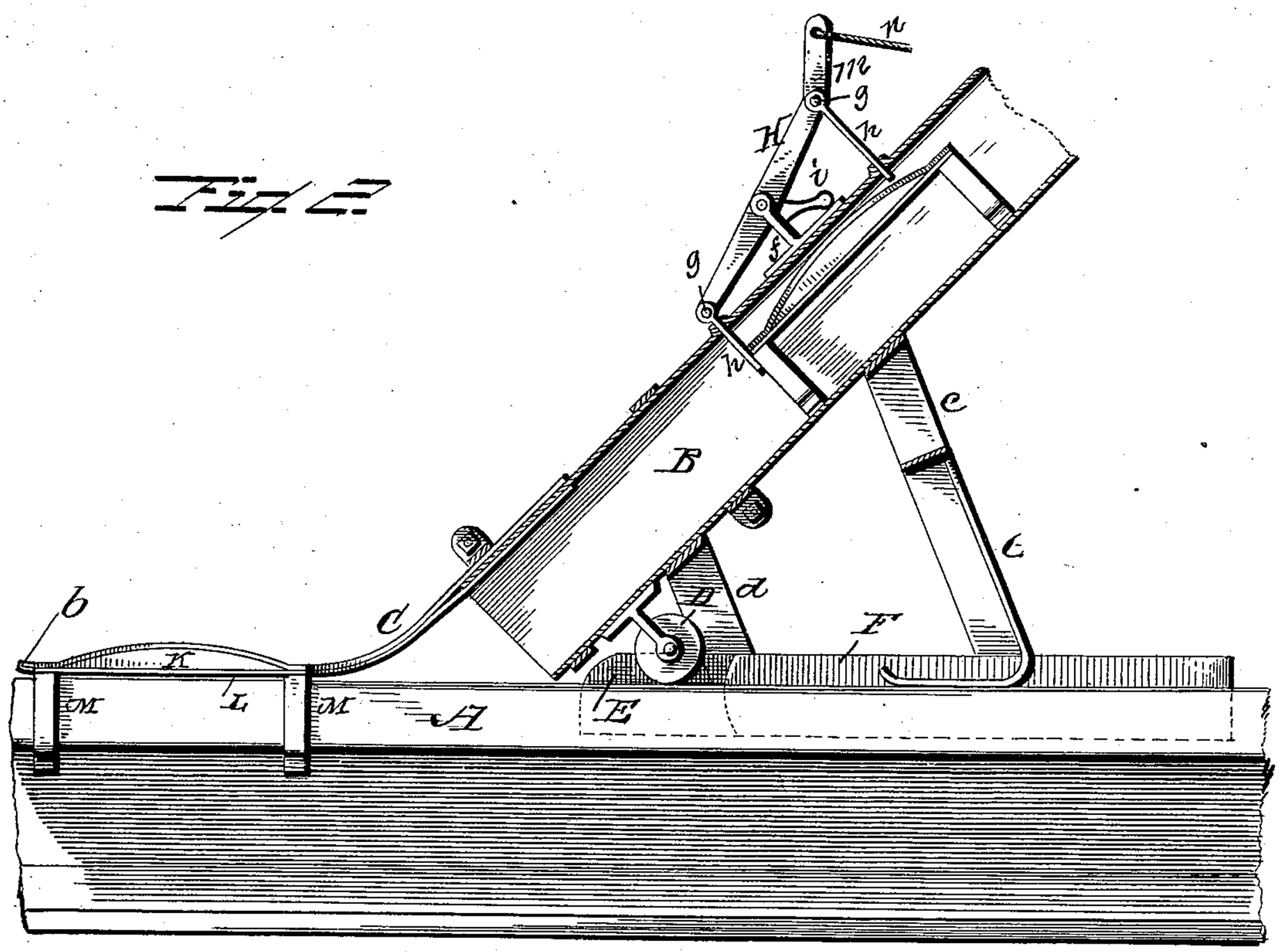


Fig. 3.

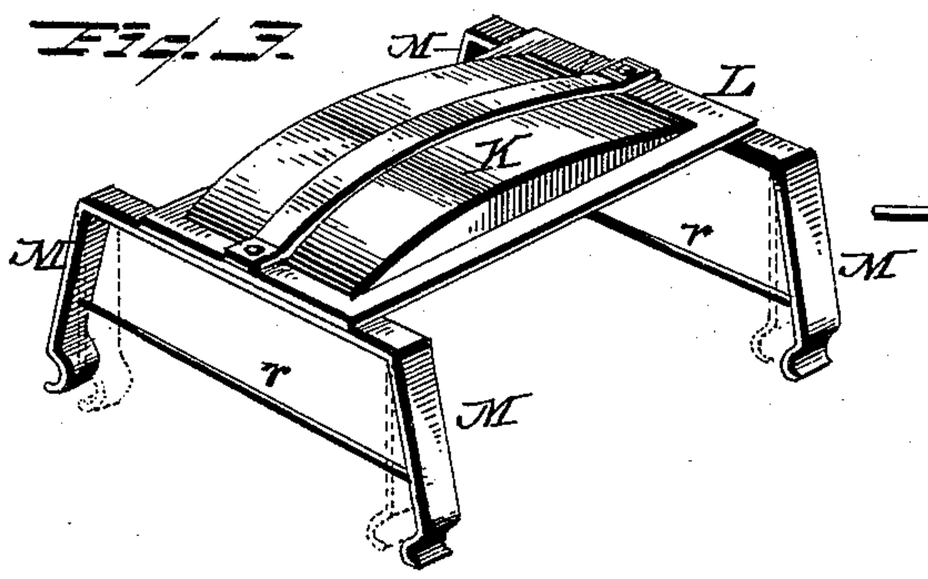
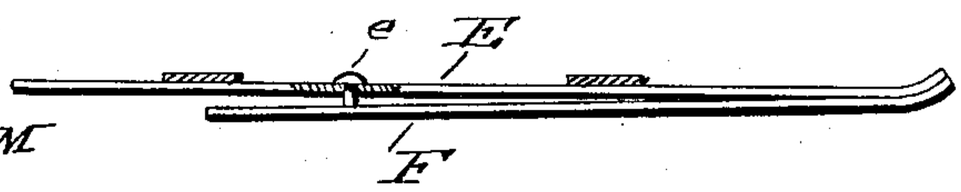


Fig. 4.



Witnesses
C. Williamson
J. Goldberg.

Inventors
Edward W. Griffin.
Charles Seiler.
per Chas. H. Fowler,
Attorney

UNITED STATES PATENT OFFICE.

EDWARD W. GRIFFIN AND CHARLES SEILER, OF SPRINGFIELD, MISSOURI.

DEVICE FOR PLACING TORPEDOES ON RAILS OF RAILROAD-TRACKS.

SPECIFICATION forming part of Letters Patent No. 533,888, dated February 12, 1895.

Application filed November 23, 1894. Serial No. 529,714. (No model.)

To all whom it may concern:

Be it known that we, EDWARD W. GRIFFIN and CHARLES SEILER, citizens of the United States, residing at Springfield, in the county of Green and State of Missouri, have invented certain new and useful Improvements in Devices for Placing Torpedoes on the Rails of Railroad-Tracks; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has for its object to provide a device or machine to be used on the platform of the rear coach or caboose of a moving railroad train whereby a torpedo may be readily placed or deposited upon the track while the train is in motion for the purpose of signaling or flagging the following train and thereby prevent said train from following too close in the rear of the train ahead of it, or in case of trains breaking in two, breaking down of the cars, or any accident that might necessitate flagging the following trains.

The invention consists in a device constructed substantially as shown in the drawings and hereinafter described and claimed.

Figure 1 of the drawings represents a perspective view of our improved device showing it in position on the rail, the latter being in dotted lines, also a separate view of the rod and its connections for operating the device; Fig. 2, a sectional elevation of the device showing it in position on the rail, the latter being shown in full lines; Fig. 3, a detail view in perspective of the torpedo and its connections; Fig. 4, a detail view partly in section showing one of the guides which embraces the side of the rail.

In the accompanying drawings A represents a section of a railroad rail of the usual form and is shown for the purpose of illustrating the application of our invention thereto.

The device for depositing the torpedo upon the rail consists in part of a tubular receptacle B of metal or other suitable material and of any desirable size and shape to contain one or more torpedoes. It is considered preferable however that the receptacle be flat sided or square and of metal, but this is not essential to the perfect operation of the device and consequently we do not wish to be confined thereto. Through this tubular receptacle the torpedo passes to the rail and is deposited thereon in a manner hereinafter described.

To the lower or discharge end of the receptacle are connected two spring arms C to press the torpedo onto the rail, the outer ends of the arms being connected by a transverse brace *a* to prevent them from spreading apart, and the ends of the arms are turned up as shown at *b* so as to prevent the ends from catching on the rail. Upon the under side of the receptacle B and near its lower end, is a roller D which bears upon the rail and retains the device at proper elevation and to allow it to pass along the rail without dragging.

To the under side of the receptacle B are connected braces *c d*, two in number extending down to come in position upon each side of the rail, and to each pair of these braces is attached a suitable guide E. These guides are constructed of metal and upon their inner side have spring bearing plates F, which plates are connected at one end to the guides and their free ends having a guide-pin *e* extending through a hole in the guides E.

The guides E extend down and embrace the sides of the rail and the bearing-plates F press against the sides thereof to keep the device in position on the track.

Between the braces *c* is a spring support G which is connected thereto in any suitable manner, and the object thereof is to assist the roller D in holding the device in position, and it being constructed of spring metal will enable it to yield to any slight obstructions on the rail.

To the upper and outer side of the tubular receptacle B is connected a bracket *f* to which is pivoted a lever H. This lever has connected to its ends transverse rods *g* and to the ends of these rods are pins *h* which extend down through holes in the receptacle, as shown in Fig. 2 of the drawings. A spring *i* bears against the under side of the lever H to keep the front end thereof normally depressed and the pins upon the rod upon that end of the lever also depressed, so that the ends of the pins will project into the receptacle B a sufficient distance to hold the torpedo suspended in said receptacle. This pivoted lever with its transverse rods and pins ex-

tending into the tubular receptacle provides a holding and releasing mechanism for the torpedo that is both simple in construction and easy of operation. In order to operate this holding and releasing mechanism, a suitable rod I is provided of any desirable length and is connected at one end to the receptacle B. This rod may be constructed in section to render it more convenient for packing and transportation, and is provided with a pivoted trigger *k* to which is connected a wire *l*, and said wire in turn connects with the curved shank *m* of the lever H by means of a cord or other flexible connection *n* which extends under a guide-pulley *o* upon the upper side of the tubular receptacle.

In Fig. 2 of the drawings, the torpedo is shown as held suspended within the tubular receptacle B ready to be deposited upon the rail A, the front one of the pins *h* supporting the torpedo. Now when it is desired to release the torpedo, the trigger *k* is depressed by the finger or hand and through its connections with the lever H, the rear end thereof is depressed and the front end elevated which will raise the front pins *h* and release the torpedo, and when pressure is removed from the trigger a spring *p* will bring it back to its normal position, when the next torpedo will slide into position as shown in Fig. 2.

Any special or desirable form of holding and releasing mechanism may be employed and any suitable means used for operating it, as found best adapted to the purpose.

If desired a chain may be used in place of the wire *l* and the flexible connection *n* be dispensed with, and if preferred suitable strengthening bands may be secured around the tubular receptacle to increase its durability.

The torpedo is shown at K and L is the frame therefor which may be of any suitable shape and constructed of metal, this frame simply supporting and holding the torpedo. The frame L has four spring arms M which embrace the sides of the rail, as shown in Fig. 2, the spring arms being temporarily held at proper distances apart by the braces *r*. These braces keep the arms apart so that they will not strike the top of rail when leaving the receptacle B, and by weight of torpedo and velocity of the train will cause the braces to release themselves which will allow the spring arms M to embrace the sides of the rail.

Having now fully described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A device for depositing torpedoes on the rails of railroad tracks, consisting of a tubular or hollow receptacle for the torpedoes, a holding and releasing mechanism therefor, means for operating it, a supporting roller upon the under side of the receptacle, and guides to embrace the sides of the rail, substantially as and for the purpose set forth.

2. A device for depositing torpedoes on the rails of railroad tracks, consisting of a suitable receptacle for the torpedoes, a holding and releasing mechanism, means for operating it, and guides having spring bearing plates to press against the sides of the rail, substantially as and for the purpose specified.

3. A device for depositing torpedoes on the rails of railroad tracks, consisting of a suitable receptacle for the torpedoes, a holding and releasing device consisting of a pivoted lever having transverse rods with pins, which pins extend into the receptacle, and means for operating the holding and releasing mechanism, consisting of a spring actuating trigger, a rod, and intermediate connections between the trigger and pivoted lever, substantially as and for the purpose specified.

4. A device for depositing torpedoes on the rails of railroad tracks, consisting of a suitable receptacle for the torpedoes, a holding and releasing mechanism, means for operating it, spring arms upon the lower end of the receptacle, a supporting roller upon the under side of the receptacle, and guides to embrace the sides of the rail provided with spring bearing plates, substantially as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

EDWARD W. GRIFFIN.
CHARLES SEILER.

Witnesses:
E. B. GRUBB,
E. M. HENDRICK.