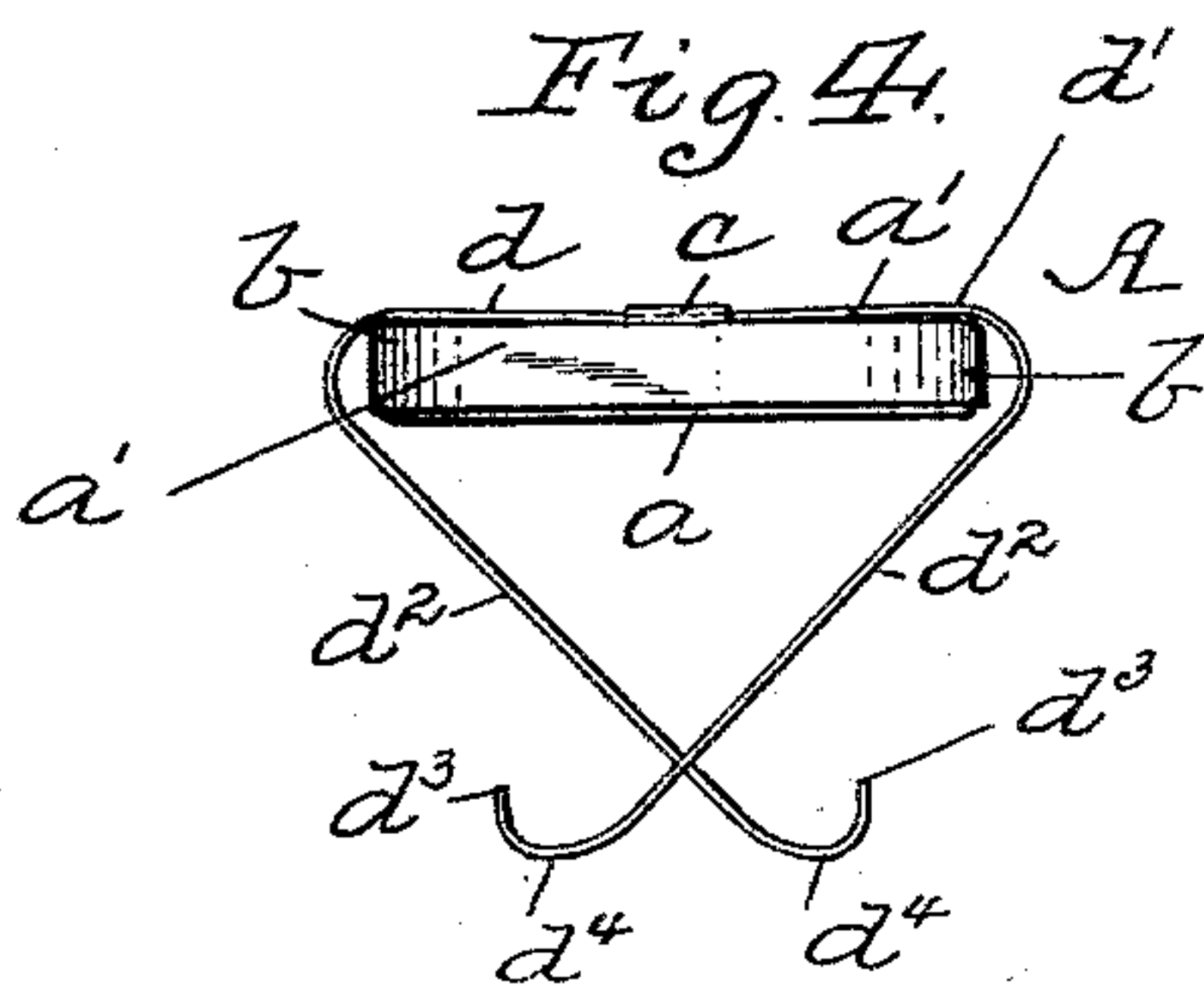
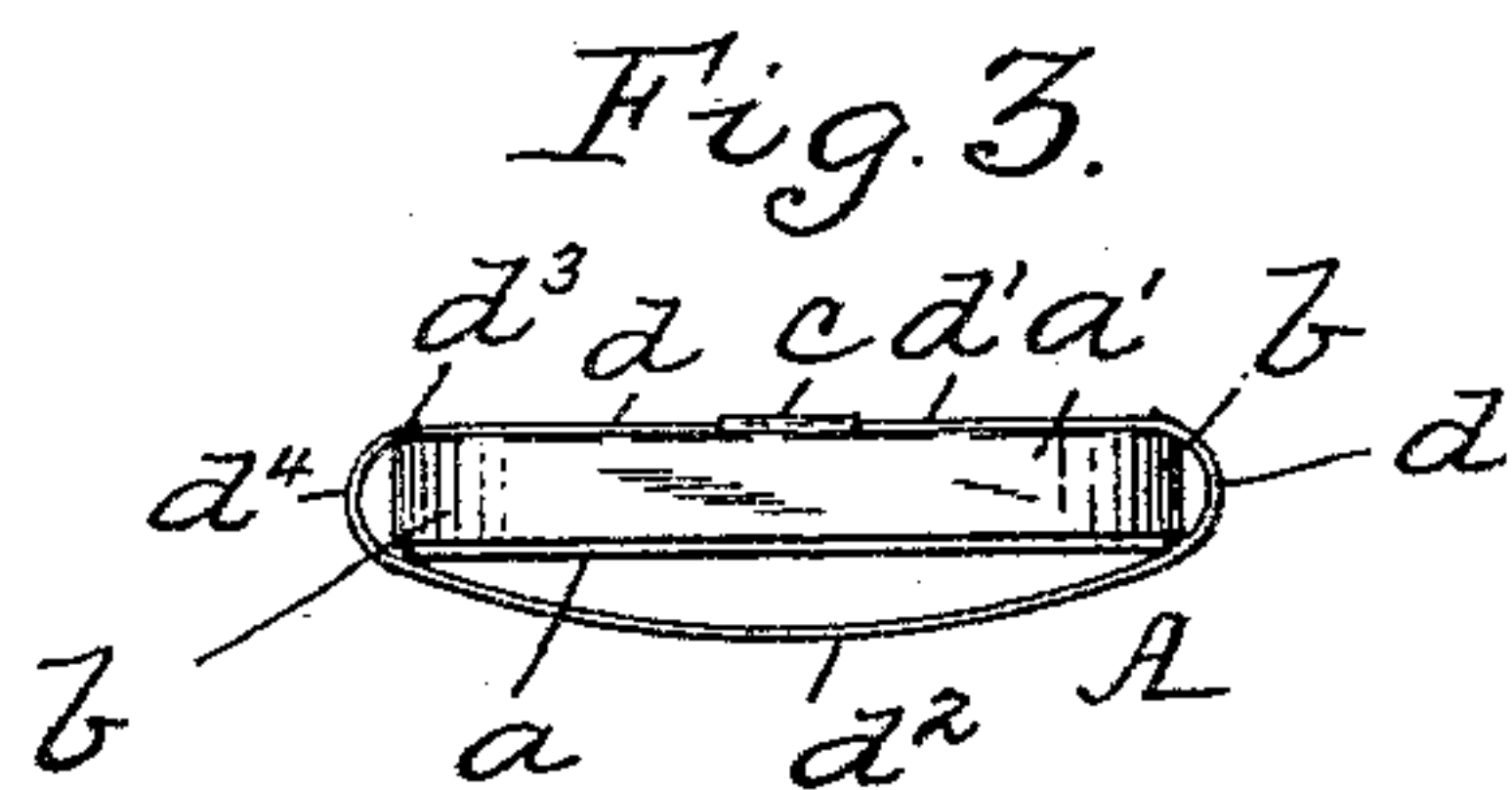
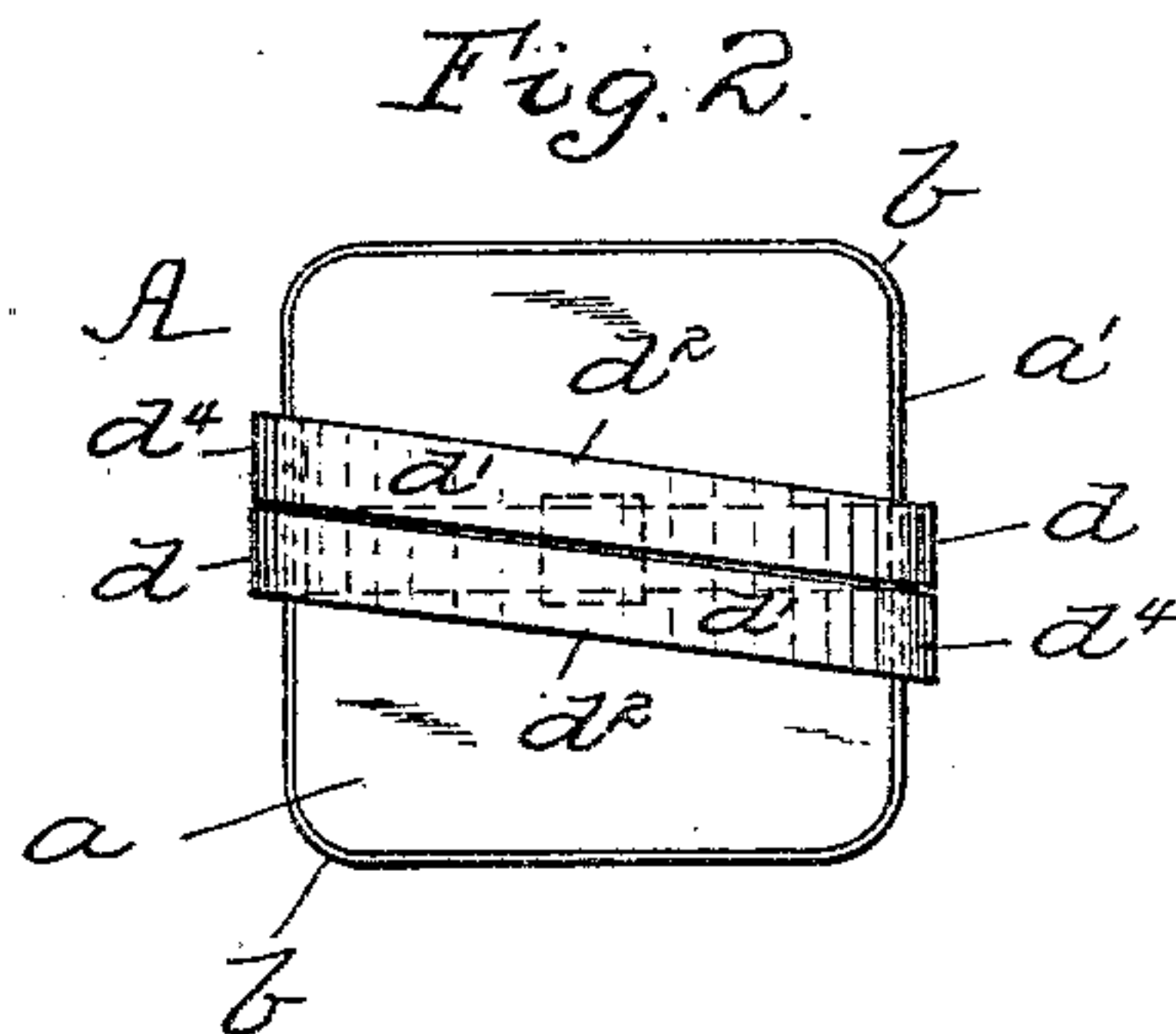
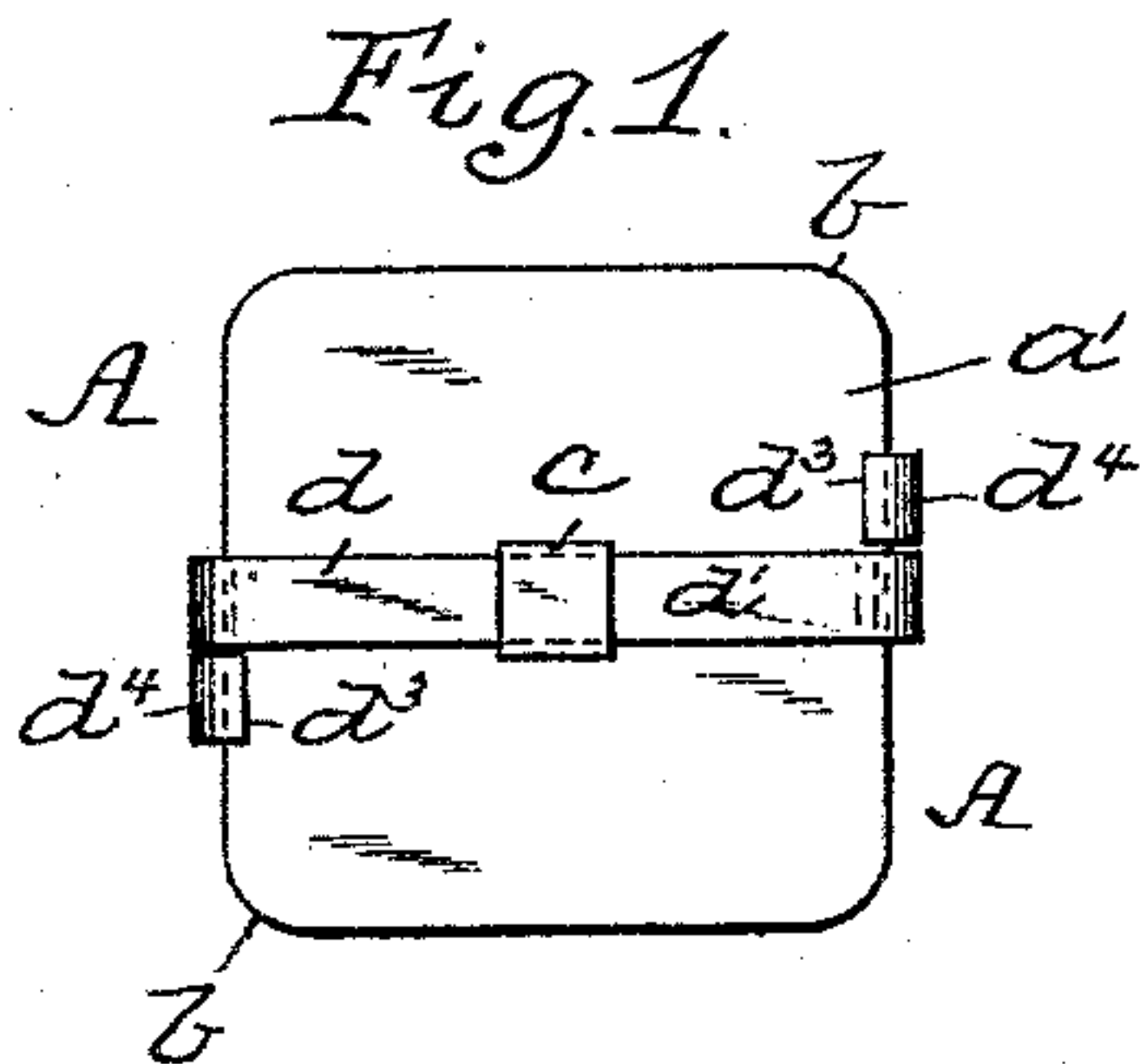


(No Model.)

J. H. BEVINGTON.  
RAILROAD TORPEDO.

No. 597,256.

Patented Jan. 11, 1898.



Witnesses:  
H. Wright.  
A. Blakeley

Inventor:  
James H. Bevington.  
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Attorney.



# UNITED STATES PATENT OFFICE.

JAMES H. BEVINGTON, OF AKRON, OHIO, ASSIGNOR TO THE GRANITE RAILWAY TORPEDO COMPANY, OF PITTSBURG, PENNSYLVANIA.

## RAILROAD-TORPEDO.

SPECIFICATION forming part of Letters Patent No. 597,256, dated January 11, 1898.

Application filed November 10, 1897. Serial No. 657,996. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES H. BEVINGTON, a citizen of the United States, residing at Akron, in the county of Summit and State of Ohio, have invented a new and useful Improvement in Railroad-Torpedoes; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to an improvement in railway-torpedoes.

The object of my invention is to provide a railway-torpedo which can be easily and quickly attached to the rail and one which can be provided with such a form of spring-arms as to enable the same to be folded up for convenience in packing, &c.

My invention consists, generally stated, in the novel arrangement, construction, and combination of parts, as hereinafter more specifically set forth and described, and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use the same, I will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a top view of a railway-torpedo, showing my invention applied thereto and in position for packing. Fig. 2 is a bottom view of the same. Fig. 3 is a side view thereof, and Fig. 4 is a like view showing the spring-arms released from engagement with the box or case of the torpedo.

Like letters herein indicate like parts in each of the figures of the drawings.

A represents the torpedo, which is preferably formed of a square box or case *a* and provided with the rounded corners *b*. Secured to the top *a'* of the case *a* by means of a strip of metal *c* is the steel spring *d*, which is formed of a flat and thin piece of metal *d'* and of the proper resiliency for attaching to the rail and case *a*. The metal strip *c* is preferably reinforced out of the top *a'* of the case *a*, but it is evident that any other means of securing the spring *d* to the case *a* may be employed—such as a rivet, bolt, &c. The flat metal

piece *d* is bent down, so as to form the spring-arms *d<sup>2</sup>*, and their ends *d<sup>3</sup>* are bent inwardly to form the hooks *d<sup>4</sup>*, which serve to attach the spring-arms *d<sup>2</sup>* to the top *a'* of the case *a*, when desired, for packing, shipping, or convenience in handling, as shown in Figs. 1, 2, and 3.

When it is desired to use my improved torpedo, the hooks *d<sup>4</sup>* on the spring-arms *d<sup>2</sup>* are freed from engagement with the top *a'* of the box or case *a*, so bringing the spring *d* to the position shown in Fig. 4, when the torpedo A can be placed in any suitable form of an adjuster and secured to the rail in any suitable manner.

It will thus be seen that my improved torpedo can be easily and cheaply manufactured and will permit the use of spring-arms for attaching the torpedo to the rail, which heretofore were considered objectionable on account of their being in the way in packing, shipping, and handling.

By my device the torpedoes can be easily and conveniently handled and packed for shipment without increasing the cost of manufacture or application to the rail and presents a neat and compact torpedo when folded up.

Various modifications in the construction and design of the various parts of my invention may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

Having fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In railway-torpedoes, the combination with the case, of a spring secured to said case, and means on the ends of said spring for attaching the same to the case, substantially as and for the purposes set forth.

2. In railway-torpedoes, the combination with the case, of a spring secured to said case, and hooks on the ends of said spring for attaching the same to the case, substantially as and for the purposes set forth.

3. In railway-torpedoes, the combination with the case, of a spring secured to said case,

said spring having bent ends for attaching the same to the case, substantially as and for the purposes set forth.

4. In railway-torpedoes, the combination  
5 of the case  $a$ , flat metal spring  $d$  secured to the case  $a$  and provided with spring-arms  $d^2$ , and inwardly-bent ends  $d^3$  on said spring-arms  $d^2$  to form hooks  $d^4$  for attaching the spring-

arms  $d^2$  to the case  $a$ , substantially as described. 10

In testimony whereof I, the said JAMES H. BEVINGTON, have hereunto set my hand.

JAMES H. BEVINGTON.

Witnesses:

WM. H. BOWN,

J. N. COOKE.