

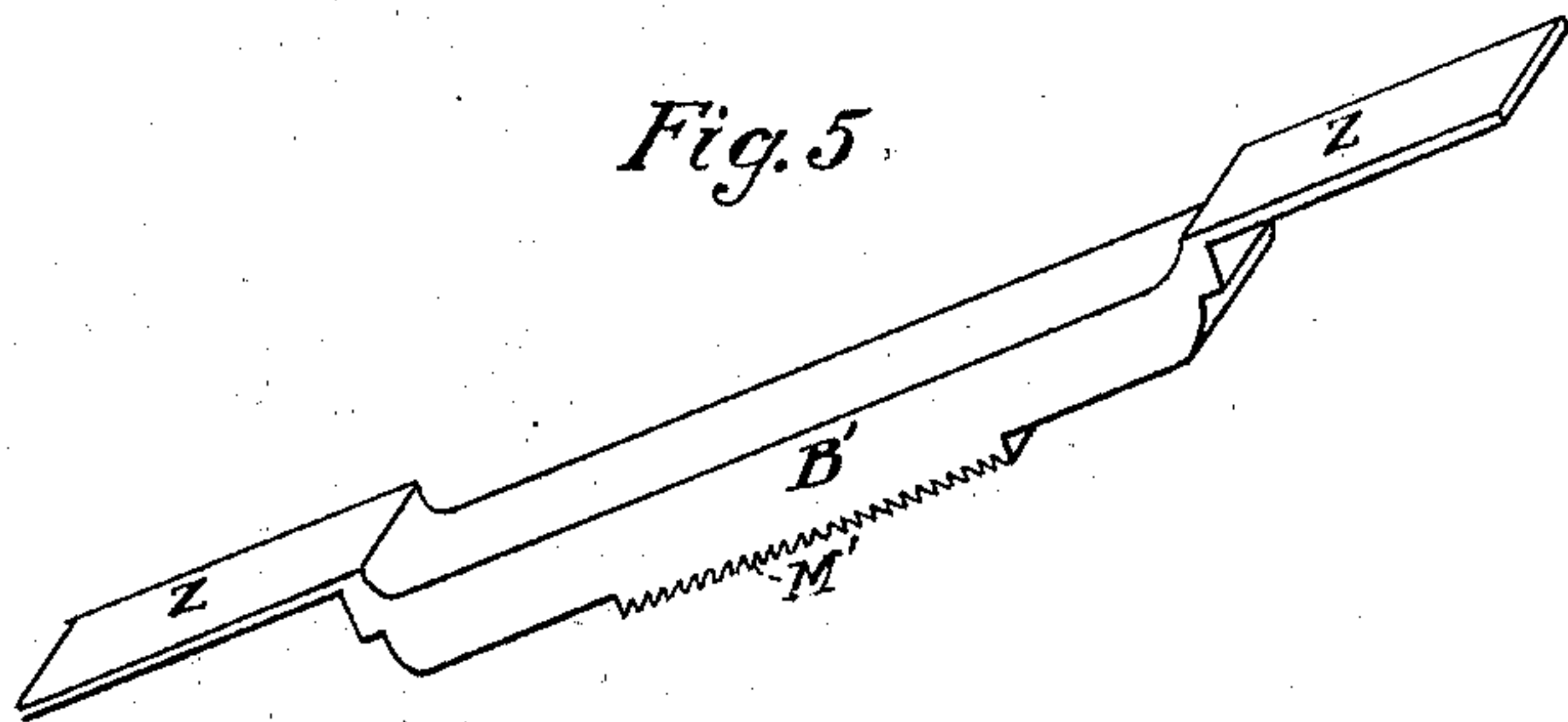
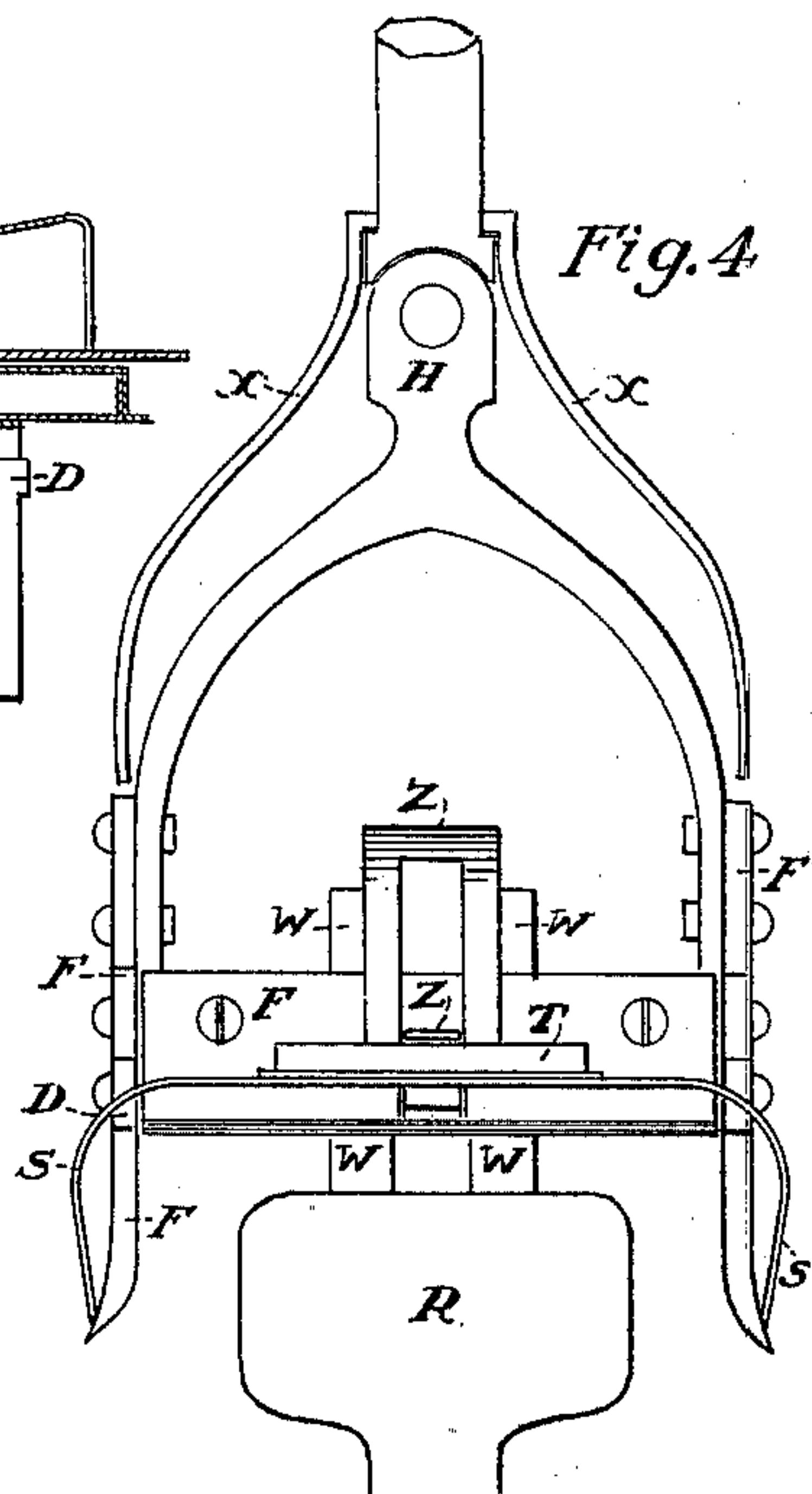
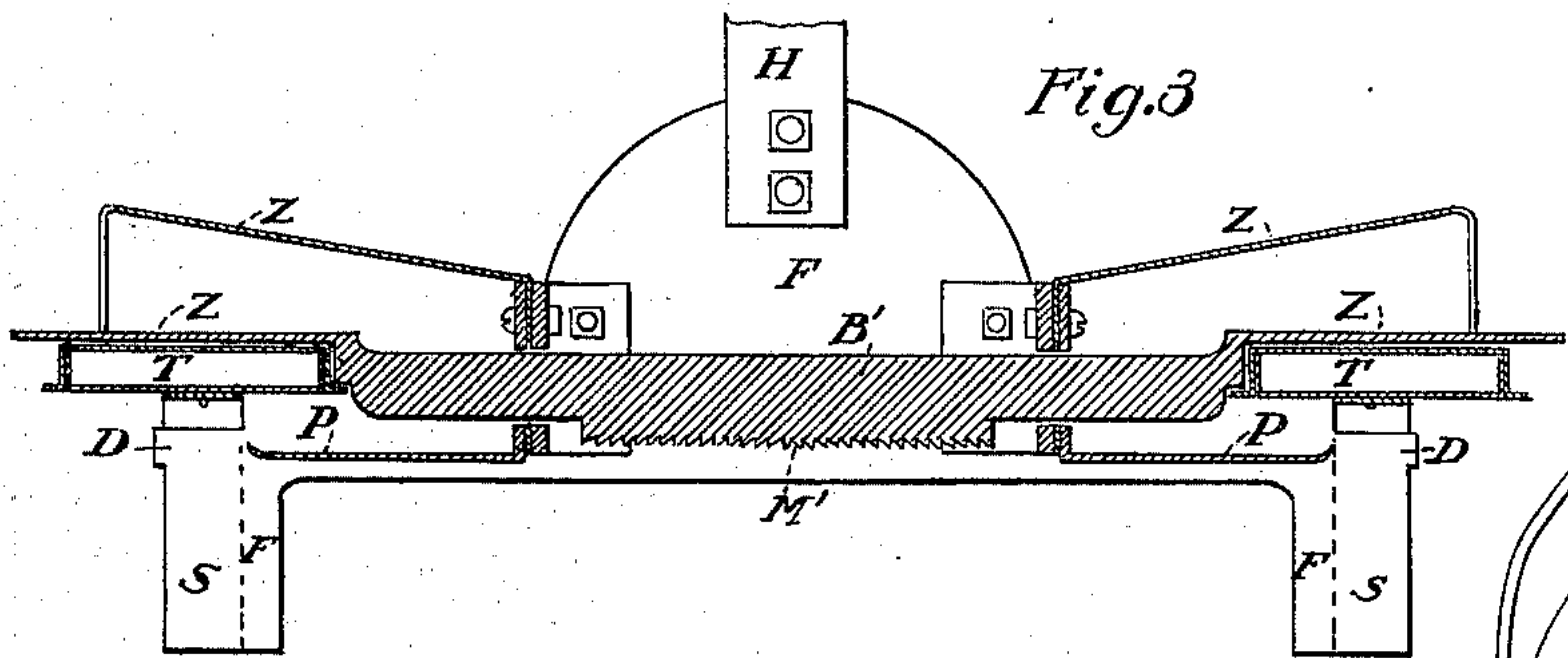
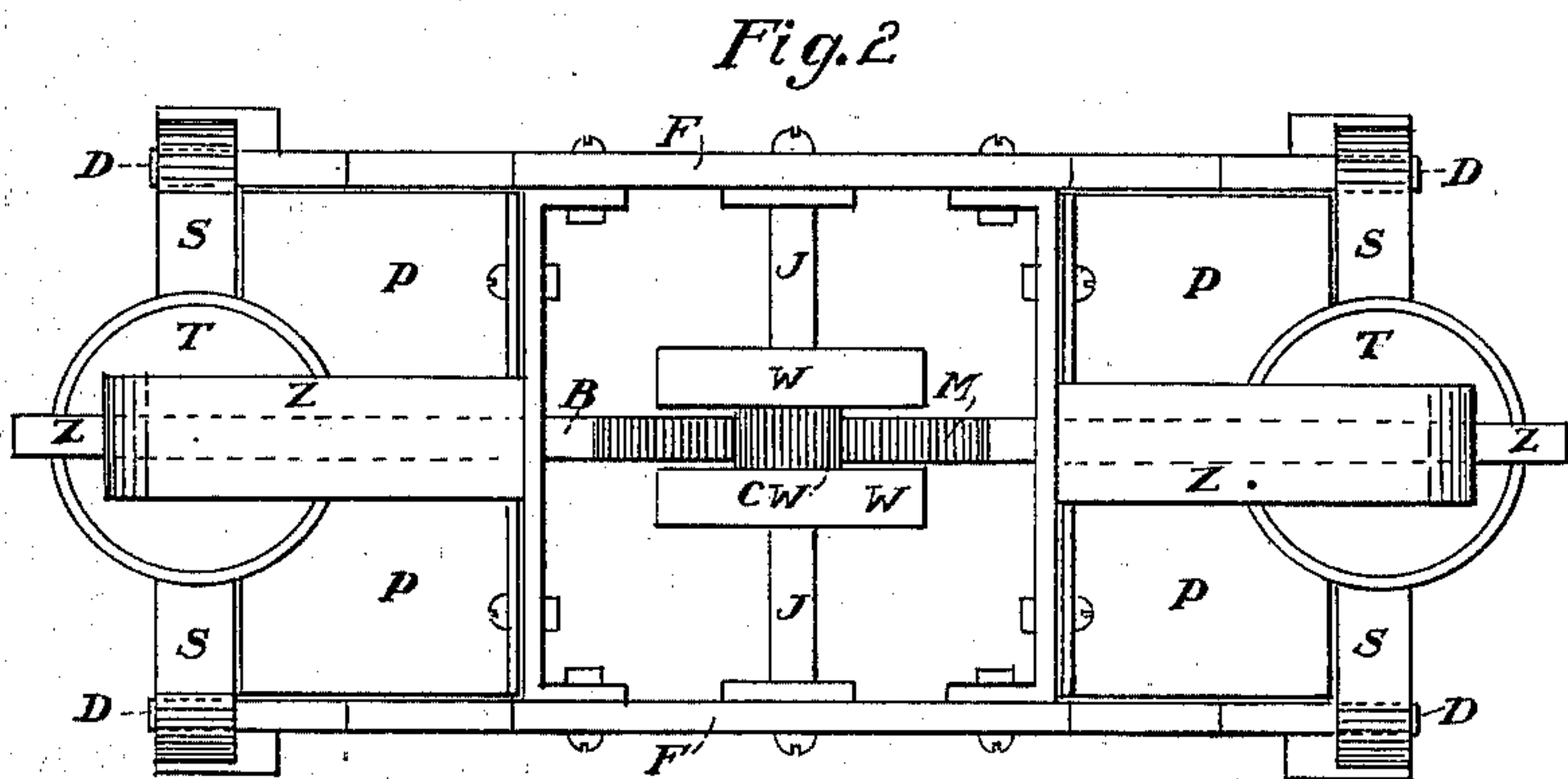
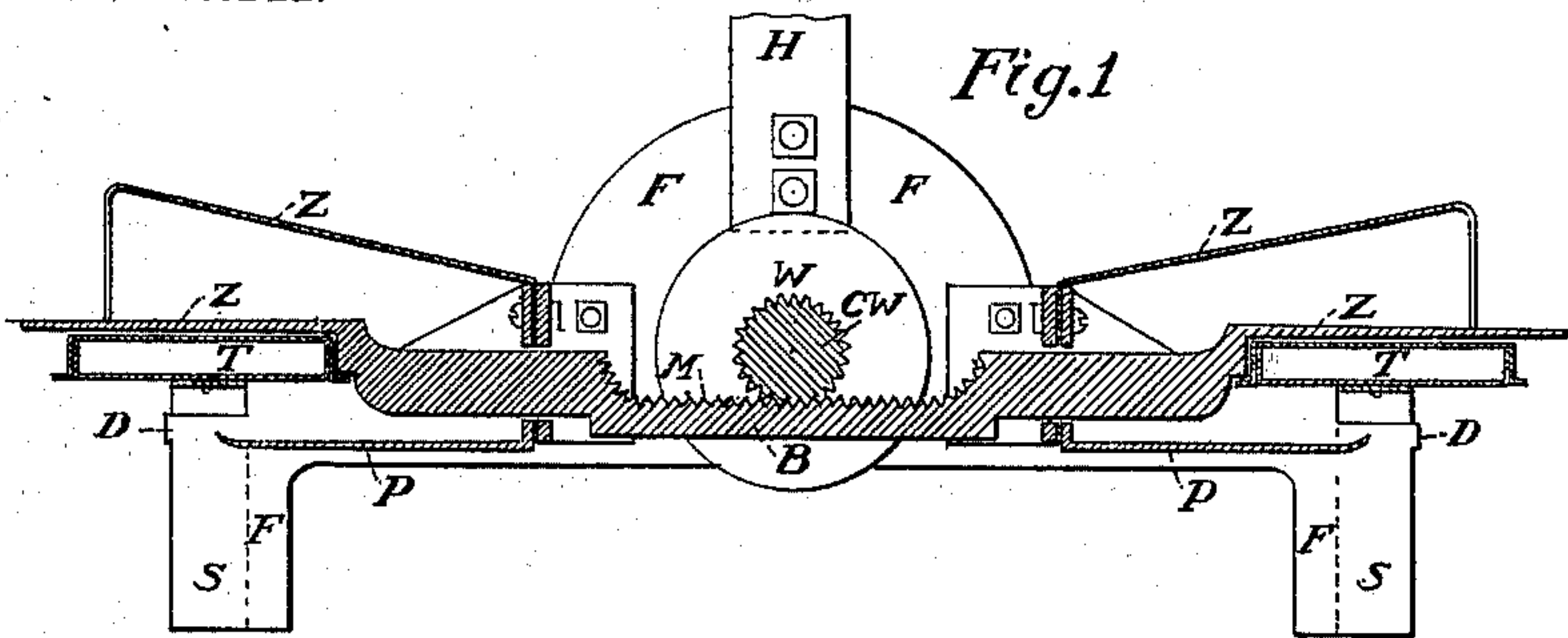
No. 733,086.

PATENTED JULY 7, 1903.

H. SIMCOE.
DANGER SIGNAL TORPEDO PLACING MACHINE.

APPLICATION FILED NOV. 13, 1902.

NO MODEL.



WITNESSES:

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HARRY SIMCOE, OF LOUISVILLE, KENTUCKY.

DANGER-SIGNAL-TORPEDO-PLACING MACHINE.

SPECIFICATION forming part of Letters Patent No. 733,086, dated July 7, 1903.

Application filed November 13, 1902. Serial No. 131,282. (No model.)

To all whom it may concern:

Be it known that I, HARRY SIMCOE, a citizen of the United States, residing on Fourth street, outside of Louisville, Jefferson county, Kentucky, have invented a new and useful Danger-Signal-Torpedo-Placing Machine, of which the following is a specification.

My invention is of that class of torpedo-placers that fixes the torpedo to the rail from the train while the train is moving.

The objects of my invention are, first, to do away with the stopping of the train to adjust the torpedo to the track; second, to save the extra labor and time of having a man run back from the waiting train to fasten the torpedo to the track; third, to avoid the danger of rear-end collisions in the night-time, in fog, or by mistakes of giving or receiving instructions as to passing, coming, waiting, or following trains. I attain these objects by the mechanism illustrated in the accompanying drawings.

Figure I is a longitudinal section of the entire machine with the torpedo in place ready for action to be operated with the wheel as shown. Fig. II is a top view of the machine without the handle with the torpedo in place ready for action. Fig. III is a longitudinal section of the entire machine without the wheels with roughened bar and the torpedo in place ready for action. Fig. IV is an end view of the machine with wheels with the torpedo in place ready for action. Fig. V is a perspective view of the push-bar with the notched surface below.

Similar letters refer to similar parts throughout the several views.

W W are the two thrust-wheels, which turn when they touch the track.

J is the journal upon which the wheels hang.

H is the handle-bar with a joint which allows the frame to swing sidewise across the track.

C W represent the cog-wheel, that gears into the cogs of B.

M is the roughening under B'.

B is the push-bar, which slides lengthwise both ways of the machine.

P is the plate under the torpedo.

F F F represent the frame or shoe, to which the whole is fastened.

S S are the springs attached to the torpedo, by which the torpedo clings to the frame and which fasten the torpedo upon the track when discharged.

D D are the projections of the frame, over which the springs S S of the torpedo hold, awaiting the push of the bar B or B'.

R is the rail.

Z Z are springs which press the torpedo down upon the track.

B' is the bar without the wheels and with a roughened surface.

M' is the roughened under surface of B' to impinge upon the track.

M represents the cogs on the bar B, with the wheels C W.

T is the torpedo in place.

X X are springs attached above the joint of the handle-bar H, that press against the sides of the shoe or frame F F F to hold the frame or shoe steady over the track.

When the wheel W is thrust upon the rail R, the journal J turns with the cog-wheels C W, geared into the cogs M of the bar B. The end of the bar B pushes the torpedo T beyond the grasp of the projections D D, and the springs Z Z push down the torpedo T upon the track. The springs S S grasp the rail R, thus holding the torpedo T firmly in place. Turning the machine half-way around by the handle in the cars another thrust downward impinges the wheels upon the track and discharges a second torpedo. In the same way the bar B' works in the frame or shoe F F without the wheels W W and impinges its roughened surface M' upon the track, producing the same result.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In an apparatus for planting alarm-torpedoes upon a railroad-rail from a moving train, the combination of a frame or shoe, suspended above and fitting over the rail behind the rear wheels of the railway-car, with a reversible bar which pushes from its fastenings a torpedo, attached to the frame or shoe, whenever the apparatus impinges upon the rail at the will of the operator in the car, substantially as described.

2. In an apparatus for placing danger-signal torpedoes upon a railroad-track from a moving train, the combination of a frame or

shoe, capable of being reversed, suspended
above and fitting over the rail behind the
rear wheels of the railway-car, with a rever-
sible push-bar worked with an impinging
5 wheel which touches the track when lowered
from within the car, and pushes from its fas-
tenings the torpedo, attached to the sus-
pended frame by adjustable springs, which
springs, when released from the frame or
10 shoe, immediately clasp the head of the rail,

and hold the torpedo in place, substantially
as described.

In testimony whereof I have signed my
name to this specification in the presence of
the two witnesses subscribing.

HARRY SIMCOE.

In presence of—

JENNIE BRADFORD,
JOHN ADAMS.