No. 750,713. PATENTED JAN. 26, 1904.

F. G. SHIMP & J. C. GRIFFIN.

RAILROAD TORPEDO PLACER.

APPLICATION FILED MAY 16, 1903. RENEWED JAN. 4, 1904.

NO MODEL.

Fig. 1.

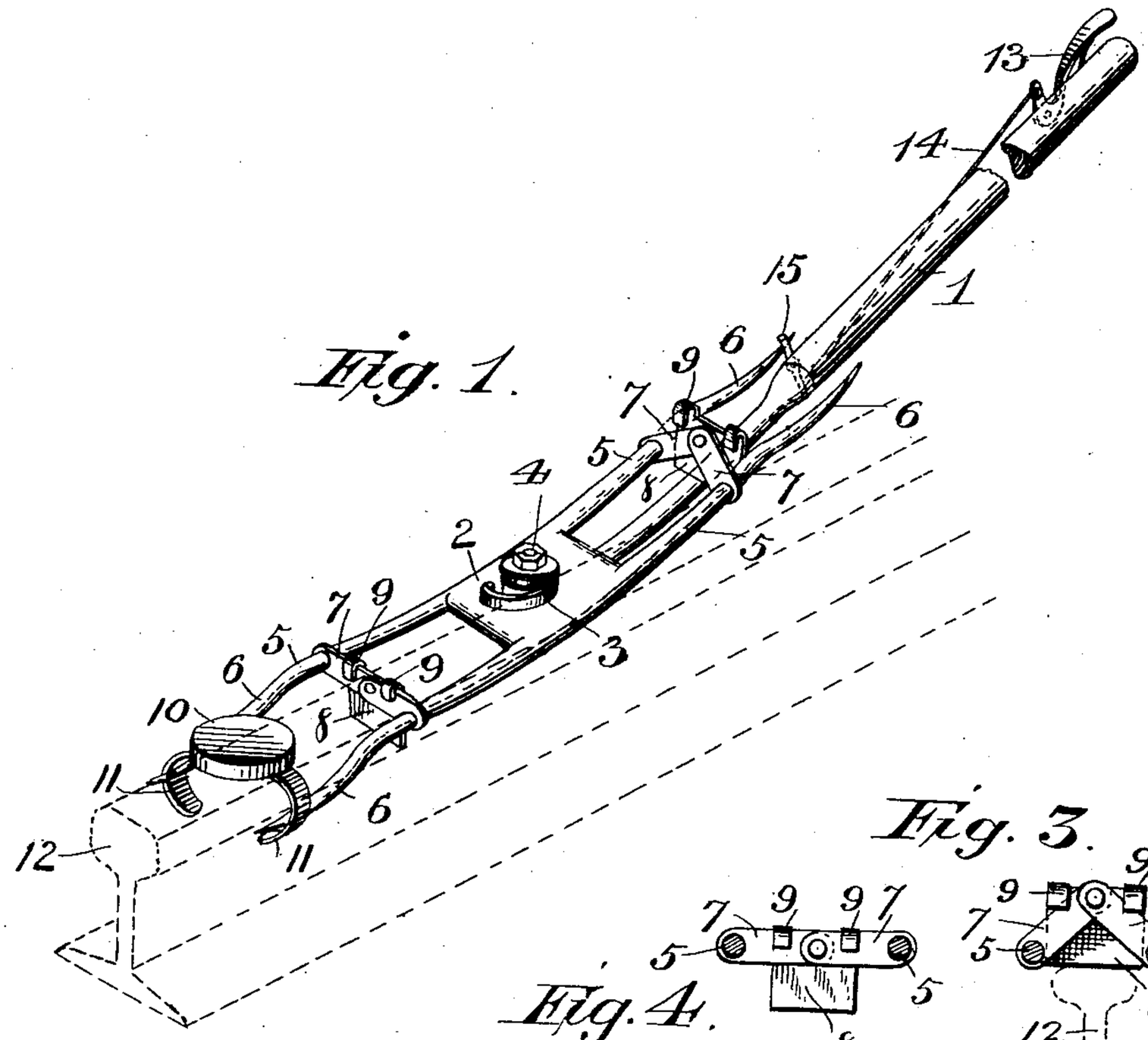


Fig. 3.

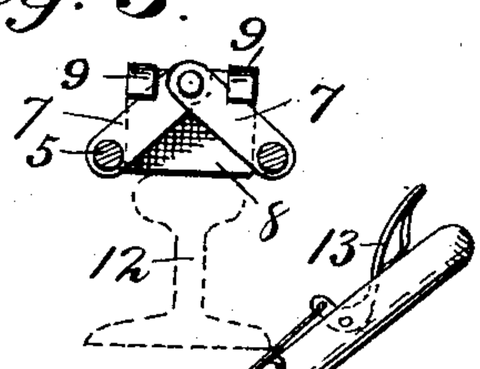
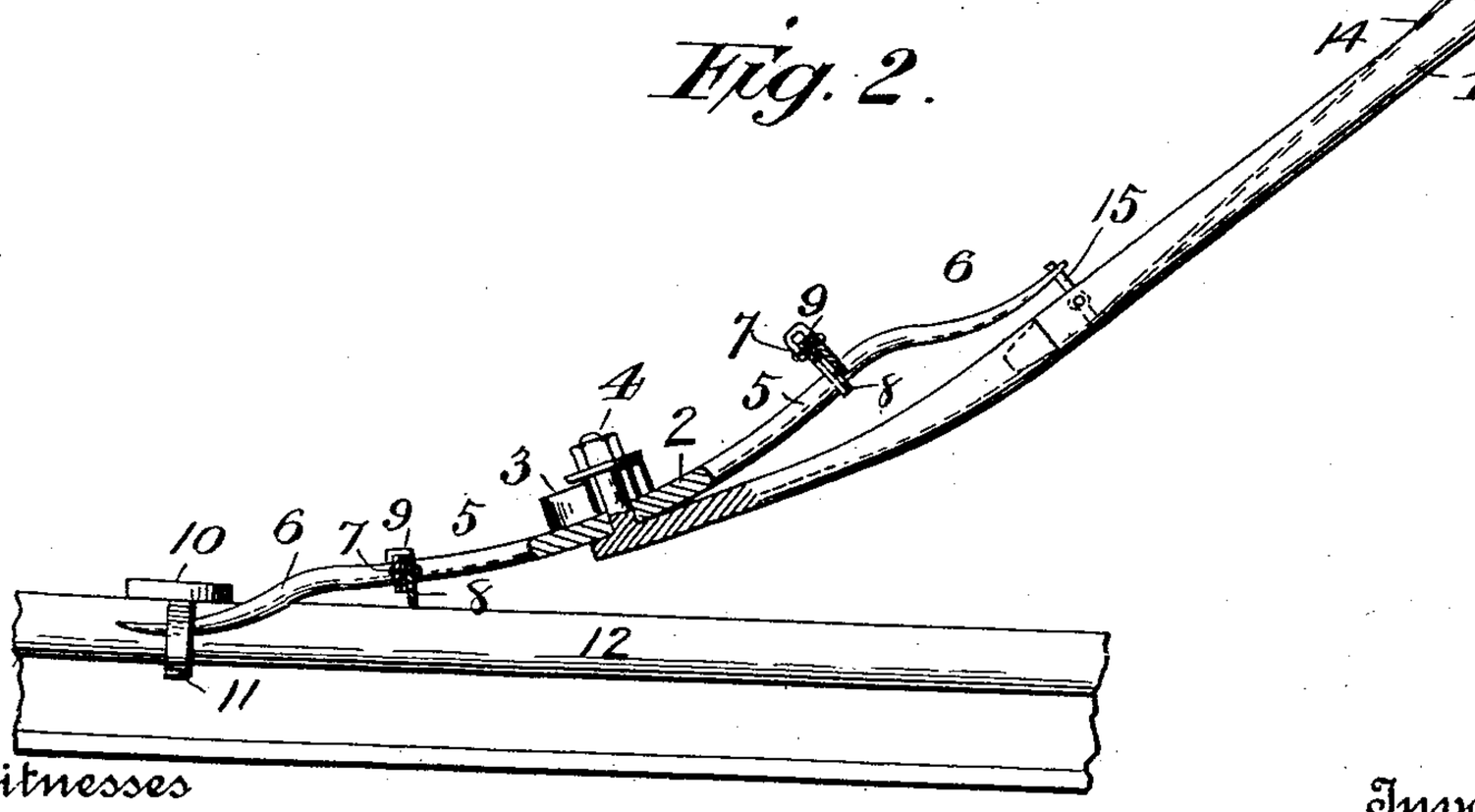


Fig. 4.

Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

FRANK G. SHIMP AND JAMES C. GRIFFIN, OF PATOKA, ILLINOIS.

RAILROAD TORPEDO-PLACER.

SPECIFICATION forming part of Letters Patent No. 750,713, dated January 26, 1904.

Application filed May 16, 1903. Renewed January 4, 1904. Serial No. 187,735. (No model.)

To all whom it may concern:

Be it known that we, FRANK G. SHIMP and JAMES C. GRIFFIN, citizens of the United States, residing at Patoka, in the county of Marion and State of Illinois, have invented certain new and useful Improvements in Railroad Torpedo-Placers; and we do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention has relation to railroad torpedo-placers; and it consists in the novel construction and arrangement of its parts, as hereinafter shown and described.

The object of the invention is to provide a device adapted to be operated from moving trains whereby one or more topedoes may be placed on the rail.

The device consists of a bar upon which is mounted a revolving head having spring-forked ends adapted to carry torpedoes. A means is provided for holding the spring-forks apart while the torpedo is located thereon, and by bringing said means in contact with the rail the said spring-forks come together and liberate the torpedo which is clipped on the head of the rail. The said head is then revolved, and a second set of spring-forks carrying a torpedo is brought into position to be operated, as above described.

In the accompanying drawings, Figure 1 is a perspective view of the device. Fig. 2 is a side elevation, partly in sections. Fig. 3 is a transverse sectional view showing the spring-forks brought together; and Fig. 4 is a transverse sectional view of the device, showing the spring-forks spread apart.

The device consists of the bar 1, upon the lower end of which is journaled a revolving head 2. The coil-spring 3 is attached at one end to the head 2 and attached at its other end to the pin 4, upon which the said head is journaled. The head is provided with a series of pairs of spring-forks 5, said forks being pointed at their outer ends and downwardly curved, as at the portion 6. The links 7 are pivoted together at their inner ends and at their outer ends are pivoted to the forks 5. The plate 8 is pivoted at its upper edge to the pivot connecting the inner ends of the links 7, said plate having at its upper edge the flanges 9, which are adapted to extend over and come in contact with the upper edges of the links 7 when the parts are in the positions as shown in Fig. 4. It will be observed that when the links 7 7 are in alinement with each other the forks 5, constituting a pair, are spread apart, as indicated in Fig. 4, and that when the links 7 7 are forced up in the position as shown in Fig. 3 the said forks come together.

The torpedo 10 is provided with a spring-clip 11, the ends of which are adapted to pass under the head of the rail 12, thereby holding the torpedo 10 on the upper surface of the rail. The torpedo is applied to the forks 5 in the manner as shown in Fig. 1, and each set of forks may carry a torpedo. The handle of the bar 1 is provided with a lever 13, to one end of which is pivoted a rod 14, the other end of said rod being pivoted to the catch 15, which in turn is pivoted to the said bar 1 in the path of the forks 5.

The operation of the device is as follows: Torpedoes having been placed upon the forks, the operator stands on the rear platform of the rear car and holds the device over the rail. Then by permitting the device to fall the lower edge of the plate 8 comes in contact with the rail, and at the same time the ends of the forks 5 pass down on each side of the rail. When the plate 8 strikes the rail, the links 7 are forced up in the position as shown in Fig. 3, and the forks 5 come together against the sides of the head of the rail, and the ends of the clip 11 of the torpedo pass under the head of the rail, and thus the torpedo 10 is secured to the rail, and the pointed ends of the forks 5 slip out from under the clip 11. If it is desired to place a second torpedo, the operator presses the lever 13, which draws the rod 14 and causes the catch 15 to swing down out of the path of the forks 5, and the coil-spring 3, the tension of which has previously been increased by revolving the head 2 in the opposite direction, causes the said head 2 to revolve. The operator then releases the pressure on the lever

13, and the catch 15 passes up in the path of the forks 5, and consequently when the forks from which the torpedo has just been liberated come in contact with the said catch the revolution of the head 2 is interrupted, and the set of the forks carrying the second torpedo is in proper position to be operated as above described.

The torpedoes are used for signaling the train that follows. One is a signal to stop, and two is a signal to slow up or exercise caution.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. A torpedo-placer consisting of a handle, a revolving head located thereon, and adapted to carry torpedoes.

2. A torpedo-placer consisting of a handle, a revolving head located thereon, and adapted to carry torpedoes, and a means for liberating the torpedoes successively.

3. A torpedo-placer consisting of a handle, a revolving head located thereon, and adapted to carry torpedoes, and a spring connection between said handle and said head.

4. A torpedo-placer consisting of a handle, a revolving head located thereon, and adapted to carry torpedoes, and a means for interrupting the revolution of said head.

5. A torpedo-placer consisting of a head, suitably-mounted spring-forks attached to said head and adapted to carry torpedoes, and a means for holding said forks apart.

6. A torpedo-placer consisting of a head suitably mounted, spring-forks attached to said head and adapted to carry torpedoes, a means for holding said forks apart and a means for operating the last said means.

7. A torpedo-placer consisting of a revolving head suitably mounted, spring-forks attached thereto and adapted to carry torpedoes.

8. A torpedo-placer consisting of a head suitably mounted, spring-forks attached thereto and adapted to carry torpedoes, said forks having their ends pointed and bent downwardly.

9. A torpedo-placer consisting of a head suitably mounted, spring-forks attached thereto and adapted to carry torpedoes, links pivoted together at their inner ends and at their outer ends to opposite forks.

10. A torpedo-placer consisting of a head suitably mounted, spring-forks attached thereto, and adapted to carry torpedoes, links pivoted together at their inner ends and at their outer ends to said forks, a plate pivoted to the pivotal points of said links.

11. A torpedo-placer consisting of a head suitably mounted, spring-forks attached to said head and adapted to carry torpedoes, links pivoted together at their inner ends and at their outer ends pivoted to said forks, a plate pivoted to the pivotal point of said links and having at its upper edge flanges adapted to pass over said links.

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

FRANK G. SHIMP.
JAMES C. GRIFFIN.

Witnesses:
ALBERT CRUSE,
THOMAS TOWLER.