

No. 836,936.

PATENTED NOV. 27, 1906.

C. S. MAYNARD.
TEMPORARY TELEGRAPH STATION.
APPLICATION FILED SEPT. 24, 1906.

Fig. 1.

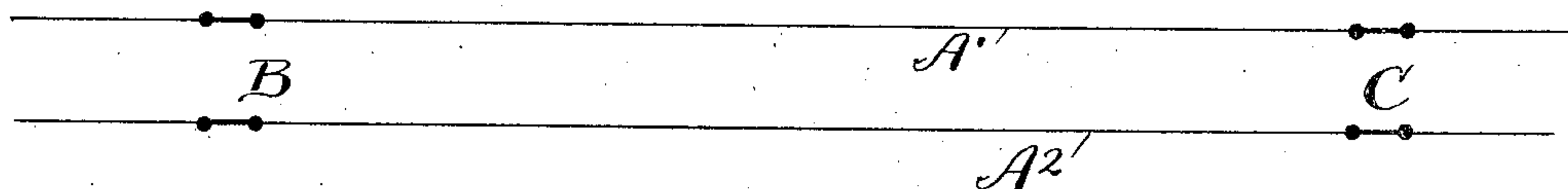


Fig. 2.

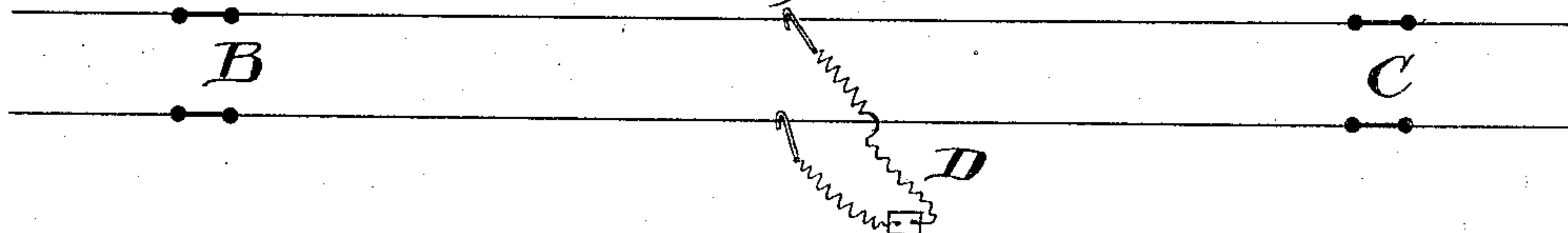


Fig. 3.

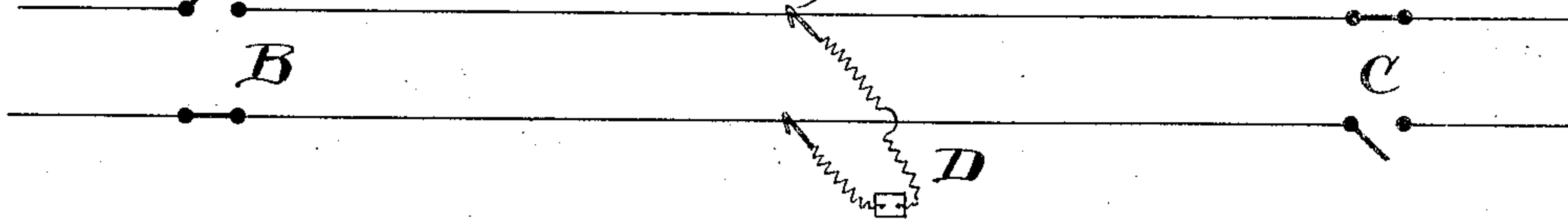


Fig. 4.

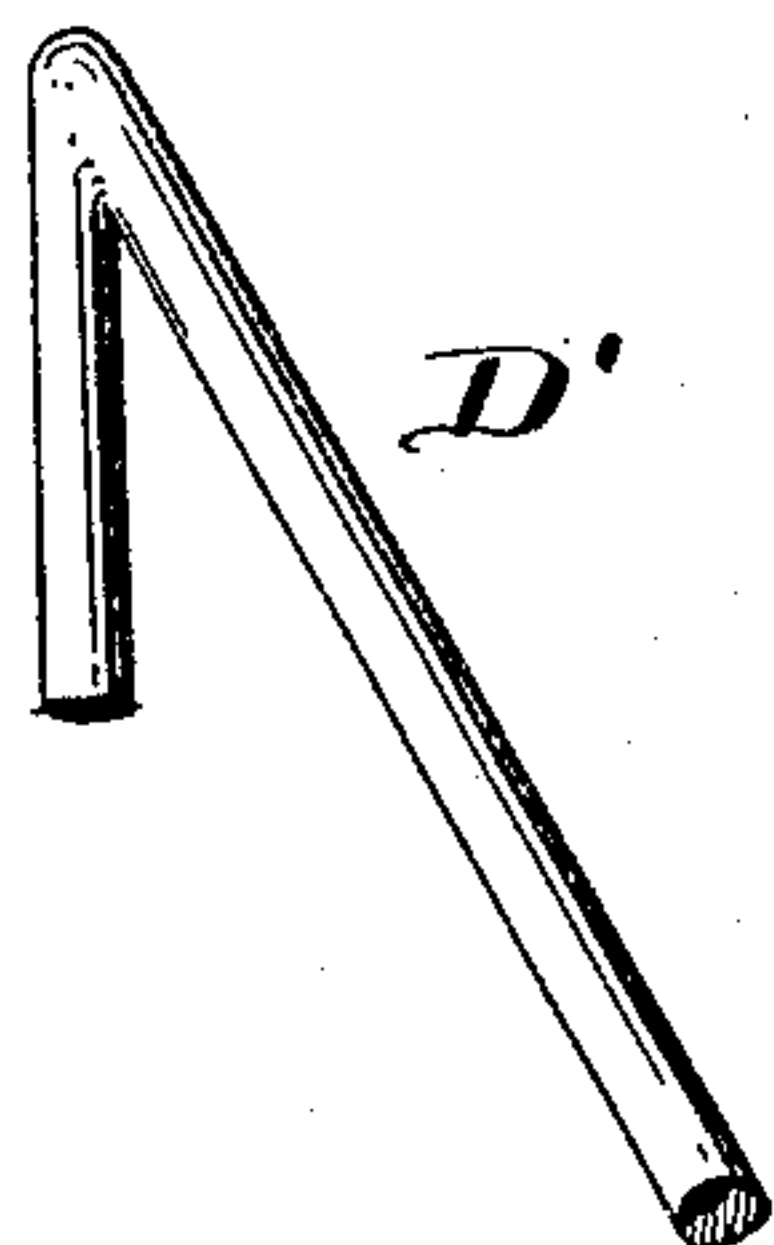
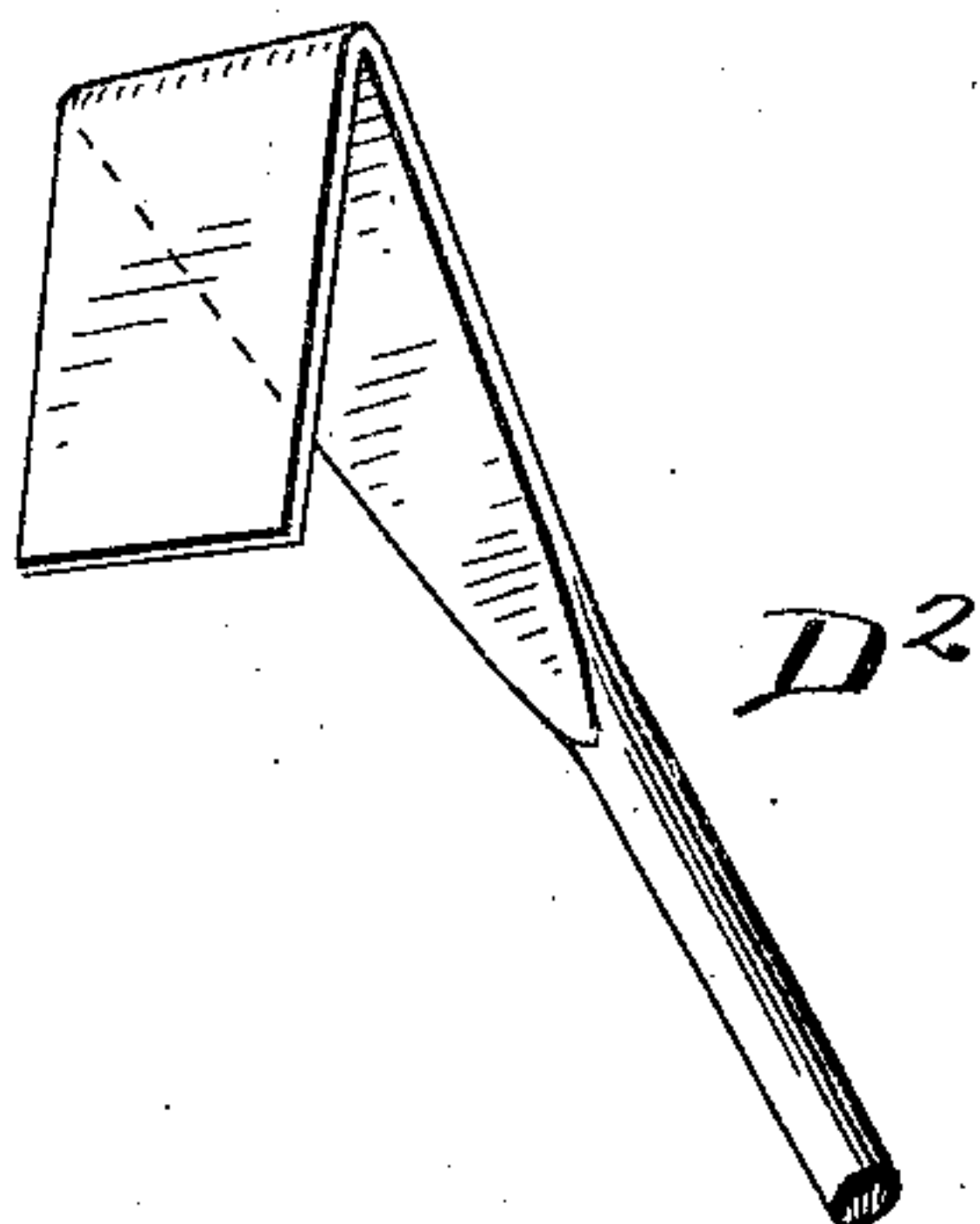


Fig. 5.



Witnesses.
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CHARLES S. MAYNARD, OF CHARDON, OHIO, ASSIGNOR OF ONE-FOURTH TO JOHN MAYNARD AND ONE-FOURTH TO W. B. TREAT, OF CLEVELAND, OHIO.

TEMPORARY TELEGRAPH-STATION.

No. 836,936.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed September 24, 1906. Serial No. 335,910.

To all whom it may concern:

Be it known that I, CHARLES S. MAYNARD, a citizen of the United States, residing at Chardon, in the county of Geauga and State of Ohio, have invented a certain new and useful Improvement in Temporary Telegraph-Stations, of which the following is a full, clear, and exact description.

The object of the present invention is to provide an arrangement for a temporary telegraph-station on a main line without permanent connections therewith and without cutting and splicing or otherwise injuring the line-wires.

The arrangement is particularly applicable to those emergency cases arising from wrecks or washouts along railroads at points remote from the stations or signal-towers; but it may, of course, be utilized wherever it is desired to temporarily connect instruments to the established lines.

It is essential in the event of a wreck or other accident along a railroad for the fact to be reported to the train-despatcher and communication established with the general offices as soon as possible, and the only method at present followed for establishing such communication with the permanent offices is to have a lineman cut one of the telegraph-wires and splice in connections with the local instrument. Now this arrangement is distinctly objectionable for many obvious reasons. In the first place, it may be desired to establish a connection at a point some distance from a telegraph-pole where the lineman cannot cut the main wire. Again, such an arrangement requires the presence on the ground of a lineman to cut the wire and make the connections. Further, the railroads and telegraph companies dislike very much to cut their wires along the line (especially copper circuits) on account of permanent repairs, which must be made after the temporary connection is discontinued. The arrangement just recited, however, is the only one heretofore known and the railroads and telegraph companies have been forced to put up with the attendant disadvantages.

My novel arrangement for a temporary station is absolutely free from each one of the disadvantages just recited and has many ad-

vantages obvious to those familiar with such work, not the least of which is the ability to establish communication almost the instant the operator is on the ground.

Referring to the accompanying drawings, Figure 1 is a diagram illustrating the condition of two main line-wires before the temporary station is established. Fig. 2 is a diagram illustrating the first step of establishing the temporary station. Fig. 3 is a diagram illustrating the second step of establishing the temporary station. Fig. 4 is a detail view of one end of the cross-connection by which to establish the temporary telegraph-connection, and Fig. 5 is a modification of the form shown in Fig. 4.

Referring to Fig. 1, the two line-wires A' and A² are parallel to each other along the line, but are not connected with each other, and consequently are absolutely independent.

In the event that it is desired to establish temporary connection anywhere between the two permanent stations it is merely necessary to establish a cross D between these two wires, an instrument being located in the cross, of course. This cross may be established in any number of ways without cutting or in any other manner affecting the physical condition of the line-wires. Preferably, however, I employ a brass spring-hook D', such as illustrated in Fig. 4, which may be flattened, as shown in Fig. 5, to obtain greater contact-surface. I provide each one of the wires leading from the instrument with one of these brass spring-hooks and place each of the hooks over a line-wire, which may easily be done with a pole from the ground. As soon as this cross-connection between the two line-wires is established the fact that there is a cross somewhere along the line will be immediately indicated to the operators in the permanent stations B and C, as well as in the train-despatcher's office, and the wire-chief will immediately proceed to locate the cross in the usual manner and instruct the permanent office on one side of the cross to leave one of the wires open and the permanent office on the other side of the cross to leave the other wire open, and communication between the two permanent stations will be established through the cross and through the temporary instrument in the

cross. It is obvious that the temporary station is now established in a through circuit. This arrangement for a temporary station merely involves temporarily throwing out of
5 service one wire between the two stations on either side of the temporary station, and when the temporary office is disestablished all that is necessary is to remove the connections of the cross and no repairs of any kind
10 will be required, as the physical condition of the line-wires will remain intact. It will be plain that this arrangement can be had at any point along the line, either at a pole or in between poles, as it is merely necessary to
15 throw the hooked ends of the cross over the line-wires, which may be accomplished from the ground.

By providing the various telegraph-offices with the simple contrivance for making the
20 connection, in case of wrecks an operator can be sent from the nearest office and communication established at the scene of the wreck far in advance of the arrival of the wrecking-crew.

Having thus described my invention, I 25 claim—

1. A temporary telegraph-station between two established stations comprising a cross-connection containing an instrument between two line-wires, one line-wire being 30 open in one of said established stations, the other line-wire being open in the other of said established stations.

2. The method of establishing connection for a temporary telegraph-station between 35 two established stations consisting in making a temporary cross-connection containing an instrument between two line-wires and opening one line-wire in one of said established stations and the other line-wire in the other 40 of said established stations.

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

CHARLES S. MAYNARD.

Witnesses

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