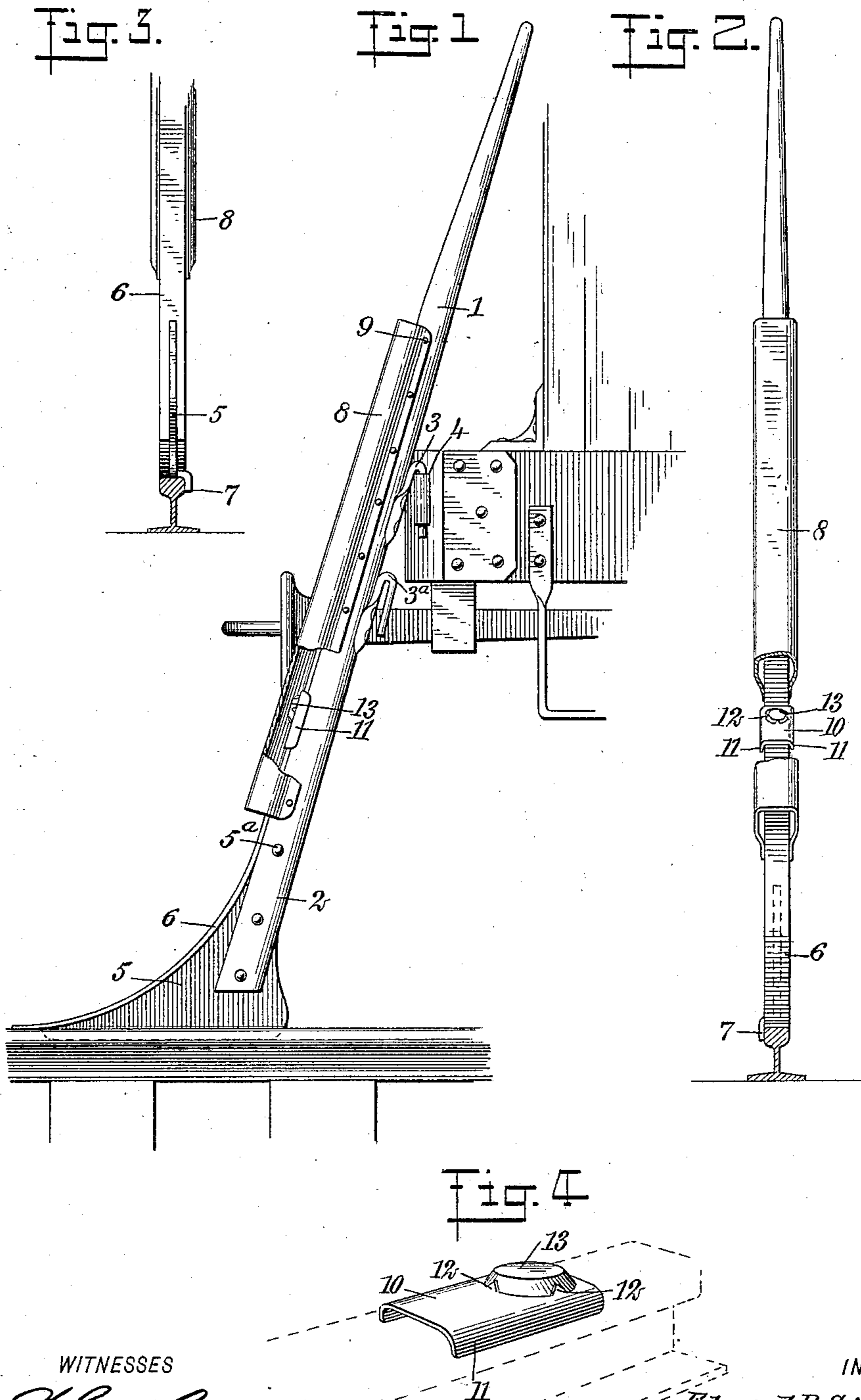


E. P. S. ANDREWS.
TORPEDO PLACER.
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908,192.

Patented Dec. 29, 1908.



WITNESSES
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EDWARD P. S. ANDREWS, OF WEST WINDHAM, NEW HAMPSHIRE.

TORPEDO-PLACER.

No. 908,192.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDWARD P. S. ANDREWS, a citizen of the United States, and a resident of West Windham, in the county of Rockingham and State of New Hampshire, have invented a new and Improved Torpedo-Placer, of which the following is a full, clear, and exact description.

This invention relates to torpedo placers and more particularly such as are adapted for the placing of torpedoes or other detonating signals upon the tracks while trains are in motion, and which include supports adapted to be secured on a car and having shoes for engaging the rails, the supports and the shoes acting as guideways to position the torpedoes on the tracks.

The object of the invention is to provide a device of the class described, simple in construction and inexpensive to manufacture, which can easily be removably attached to a car for the placing of detonating signals upon the tracks.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation, showing an embodiment of the device attached to a car resting upon a rail, and having a part broken away; Fig. 2 is a front elevation of the device having a part broken away; Fig. 3 is a view of the rear of the device; and Fig. 4 is a perspective view of a torpedo and its carrier upon a rail, the latter being shown in dotted outline.

In the specific form shown in the drawings, 1 represents a support constructed of an elongated member having its lower end 2 bifurcated. Arranged upon the support 1 are members which are bent upon themselves to constitute hooks 3 and 3^a respectively, and adapted to be received by a bracket 4 arranged upon a car, as shown most clearly in Fig. 1, the hook 3^a being for the purpose of holding the device in an inoperative position when not in use. Secured by means of bolts or screws 5^a in the bifurcated portion 2 of the support, is a shoe 5 of any suitable material, such as iron, steel or the like. The shoe has its edge rearwardly and downwardly inclined and merging into the rear edge of the support. Secured to this edge is a guideway 6 of substantially the same width as the rail and having its lower end resting upon the rail. The shoe further

has a flange 7 along its lower edge and on one side thereof, which is adapted to rest against the side of the rail to hold the shoe in position against lateral movement. Inclosing the upper portion of the guideway is a sleeve 8 held to the support by screws or bolts 9.

I further provide a torpedo carrier 10 having its side edges downwardly disposed to form flanges 11 for engaging the sides of the rail. The carrier has portions cut and bent back so that lugs or holders 12 are formed, as shown most clearly in Fig. 4. These holders are adapted to secure the torpedo 13, or other detonating signal, in position on the carrier.

In operating the device, the support 1 is positioned at the rear of the car, the hook 3 engaging the bracket 4. The shoe rests in engagement with the rail, the flange 7 serving to hold it against lateral displacement. The carrier, which has the torpedo arranged on it, is then placed on the support under the sleeve 8, the flanges 11 engaging the sides of the guideway 6. When the carrier is released it slides down the guideway 6 of the shoe, and from there on to the rail.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. In a torpedo placer, a support adapted to be removably arranged on a car, and a shoe carried by said support and adapted to engage one of the rails of a track, said shoe and said support having an inclined edge constituting means for guiding torpedoes on the rail of said track.

2. In a torpedo placer, a support adapted to be removably arranged on a car, a shoe carried by said support and adapted to engage one of the rails of a track, said shoe and said support having a guideway for the positioning of detonating signals upon said rail of the track, and a sleeve secured on said support and serving to assist in the guiding of a torpedo on said guideway.

3. In a torpedo placer, a support having one end thereof bifurcated, a hook located on said support, a bracket arranged on a car and adapted to receive said hook to removably position said support, a shoe carried at said bifurcated portion of said support, said shoe and said support having a guideway for the positioning of torpedoes on a railroad track, said shoe having a flange on one side thereof for engaging one of the rails of the track, a torpedo carrier having its edges suit-

ably bent to form flanges for engaging the sides of said guideway, and a sleeve carried by said support for holding said torpedo carrier in position on the edge of said support.

5 4. In combination with a rail, a carrier having its ends downwardly disposed to form flanges for engaging the sides of said rail, said carrier further having portions cut and upwardly bent to constitute holders, and a
10 detonating signal removably secured in position by said holders on said carrier.

5. In combination with a rail, a guideway of substantially the same width as the rail and inclined downwardly and rearwardly, a

torpedo carrier having downwardly extend- 15
ing flanges adapted to engage the side of the guideway during the positioning and adapted to engage the sides of the rail when in position, and means for holding said carrier in engagement with said guideway during a 20
portion of the descent.

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

EDWARD P. S. ANDREWS.

Witnesses:

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