H. HANCOCK.

TAMPING MACHINE.

APPLICATION FILED JULY 1, 1912.

1,040,194.

Patented Oct. 1, 1912.

2 SHEETS-SHEET 1.

FIG. 1.

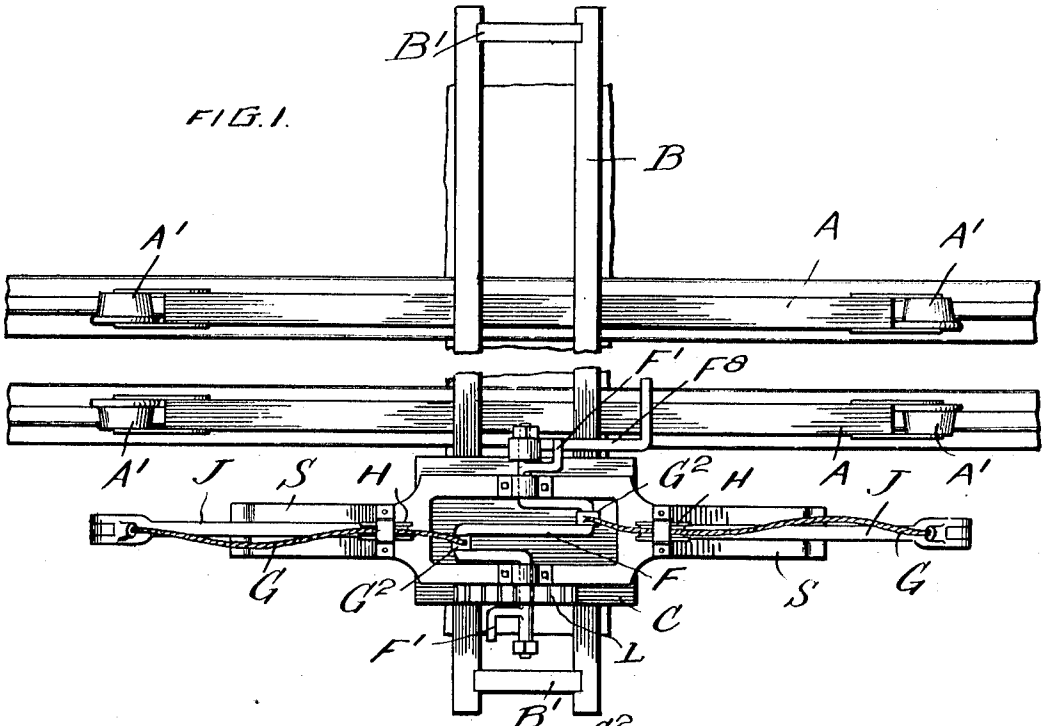
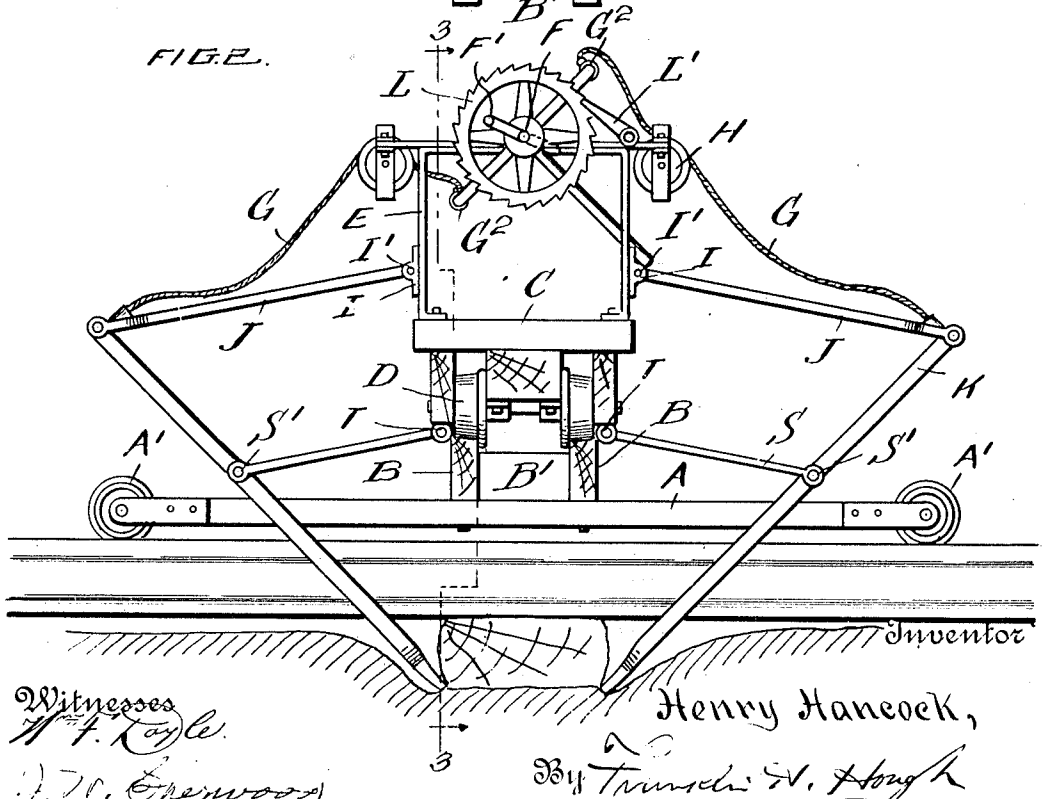


FIG. 2.



Witnesses

W. F. Coyle.

J. W. Greenwood.

Inventor

Henry Hancock,

By Munn & Co.

Attorney

H. HANCOCK.

TAMPING MACHINE.

APPLICATION FILED JULY 1, 1912.

1,040,194.

Patented Oct. 1, 1912.

2 SHEETS—SHEET 2.

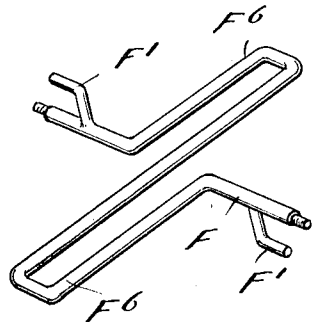


FIG. 5.

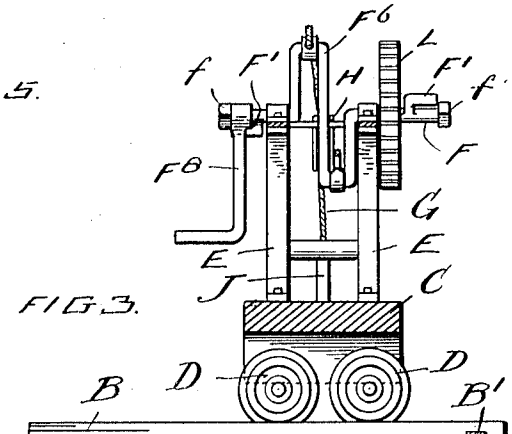
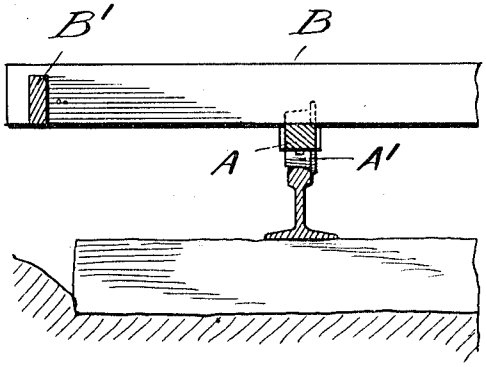
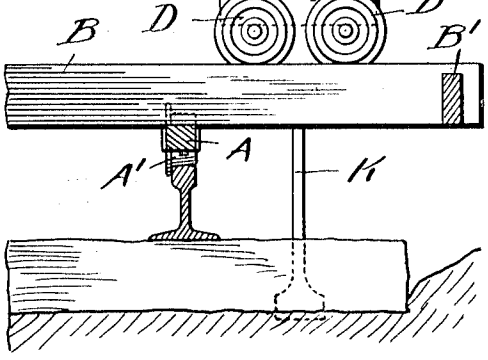


FIG. 3.





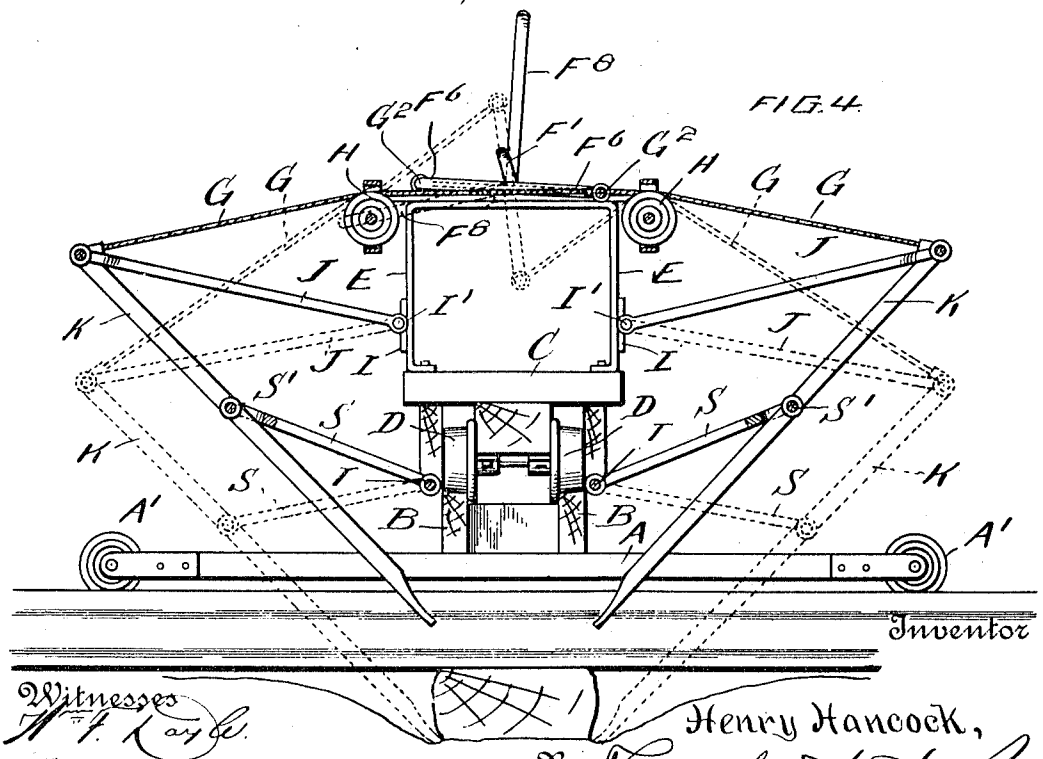


FIG. 4.

Witnesses

F. L. Ourand

J. W. Sherwood

Inventor

Henry Hancock,

By Francis N. Hoyt

Attorney

UNITED STATES PATENT OFFICE.

HENRY HANCOCK, OF BARABOO, WISCONSIN.

TAMPING-MACHINE.

1,040,194. Specification of Letters Patent. Patented Oct. 1, 1912.

Application filed July 1, 1912. Serial No. 707,055.

To all whom it may concern:

Be it known that I, HENRY HANCOCK, a citizen of the United States, residing at Baraboo, in the county of Sauk and State of Wisconsin, have invented certain new and useful Improvements in Tamping-Machines; and I do hereby 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 letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in automatically operated tamping machines for use upon railway rails for securely tamping the ties, etc.

The invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described, shown in the accompanying drawings and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a top plan view of the apparatus. Fig. 2 is an end view. Fig. 3 is a sectional view taken on line 3—3 of Fig. 2. Fig. 4 is a view in end elevation showing in dotted lines the positions that parts assume in tamping the tie, and Fig. 5 is a detail perspective view of a crank shaft.

Reference now being had to the details of the drawings by letter, A designates a truck having wheels A′ and which support the parallel beams B connected together by the cross-pieces B′. A second truck, designated by letter C, has flanged wheels D journaled on depending portions thereof and adapted to travel upon the upper edges of the beams B whereby a tie may be tamped at any locations along its opposite sides.

Mounted upon the truck C is the frame E in which a shaft F is journaled, having two crank arms F^6 upon each of which a swiveled collar G^2 is journaled, to each of which is fastened one end of a rope G, said ropes passing over the grooved pulleys H which are mounted upon said frame. Projecting from the crank shaft F are the right angled fingers F′ which are adapted to serve as fulcrums for the shank portion of the operating lever F^8 in rotating the crank shaft, which latter may be placed upon either end of the shaft and held thereon by means of nuts *f* fitted to the threaded ends of said shaft. A ratchet wheel L is fastened to the crank shaft and a pawl L′ pivoted upon the frame engages the teeth of said ratchet wheel and adapted to hold the same from rotation in one direction. Fastened to the opposite upright portions of said frame are the bearing blocks I, each carrying a pivotal pin I′ and to which the inner end of the bars J are pivoted, the outer ends of said bars being pivotally connected to the upper end of the tamping members K and to which latter said ropes G are fastened. Bars S are pivotally connected at S′ to the tamping members and their inner ends are pivotally mounted upon pins T carried by the truck C.

The operation of my invention will be readily understood and is as follows: The truck A being positioned upon the rails of a railway and the second truck C positioned over the tie to be tamped, the operator by turning the crank shaft may cause the same to rotate, alternately raising and lowering the two tamping members which are made preferably of metal and allowing the same to fall by gravity, being guided by the two bars J and T to tamp the soil underneath the ties in the manner shown in Figs. 2 and 4 of the drawings. By moving the truck C back and forth in a line at right angles to the length of the tie, both sides of the tie may be securely tamped its entire length.

What I claim to be new is:—

1. An apparatus for tamping railway ties, etc., comprising a truck, means for supporting the same over a tie, tamping members pivotally mounted upon the truck, a crank shaft journaled in suitable bearings upon the truck, tamping members disposed at inclinations to each other and pivotally connected to said frame, and ropes fastened to said tamping members and to said crank shaft, as set forth.

2. An apparatus for tamping railway ties, comprising a truck with wheels and adapted to move over the rails of a railway, beams at right angles to the length of said truck spaced apart, a second truck with wheels mounted upon said beams, tamping members fixed to the second referred to truck at angles to each other, and means for raising the tamping members which are allowed to fall by gravity to tamp material upon the opposite sides of the tie, as set forth.

3. An apparatus for tamping railway ties, comprising a truck with wheels and adapted to move over the rails of a railway, beams at right angles to the length of said truck spaced apart, a second truck with wheels mounted upon said beams, a frame upon said second referred to truck, a double crank shaft journaled upon said frame, pulleys upon the frame, tamping members having pivotal rod connections between the tamping members and the frame and frame carrying truck, ropes fastened to the tamping members, passing over said pulleys and fastened one to each crank of said shaft, as set forth.

4. An apparatus for tamping railway ties, comprising a truck with wheels and adapted to move over the rails of a railway, beams at right angles to the length of said truck spaced apart, a second truck with wheels mounted upon said beams, a frame upon said second referred to truck, a double crank shaft journaled upon said frame, pulleys upon the frame, tamping members having pivotal rod connections between the tamping members and the frame and frame carrying truck, a swiveled collar fixed to each crank of said shaft, a rope fastened to the upper end of each tamping member, passing about one of said pulleys and fastened to one of said swiveled collars, as set forth.

5. An apparatus for tamping railway ties comprising a truck, a double crank shaft journaled thereon, tamping members pivoted to the truck, ropes connecting said tamping members with the crank shaft, angled fingers projecting from the latter, and a handle adapted to be fastened to the shaft and fulcrumed against said fingers, as set forth.

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

HENRY HANCOCK.

Witnesses:
ADOLPH ANDRO,
EDWARD GUNTRIP.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."