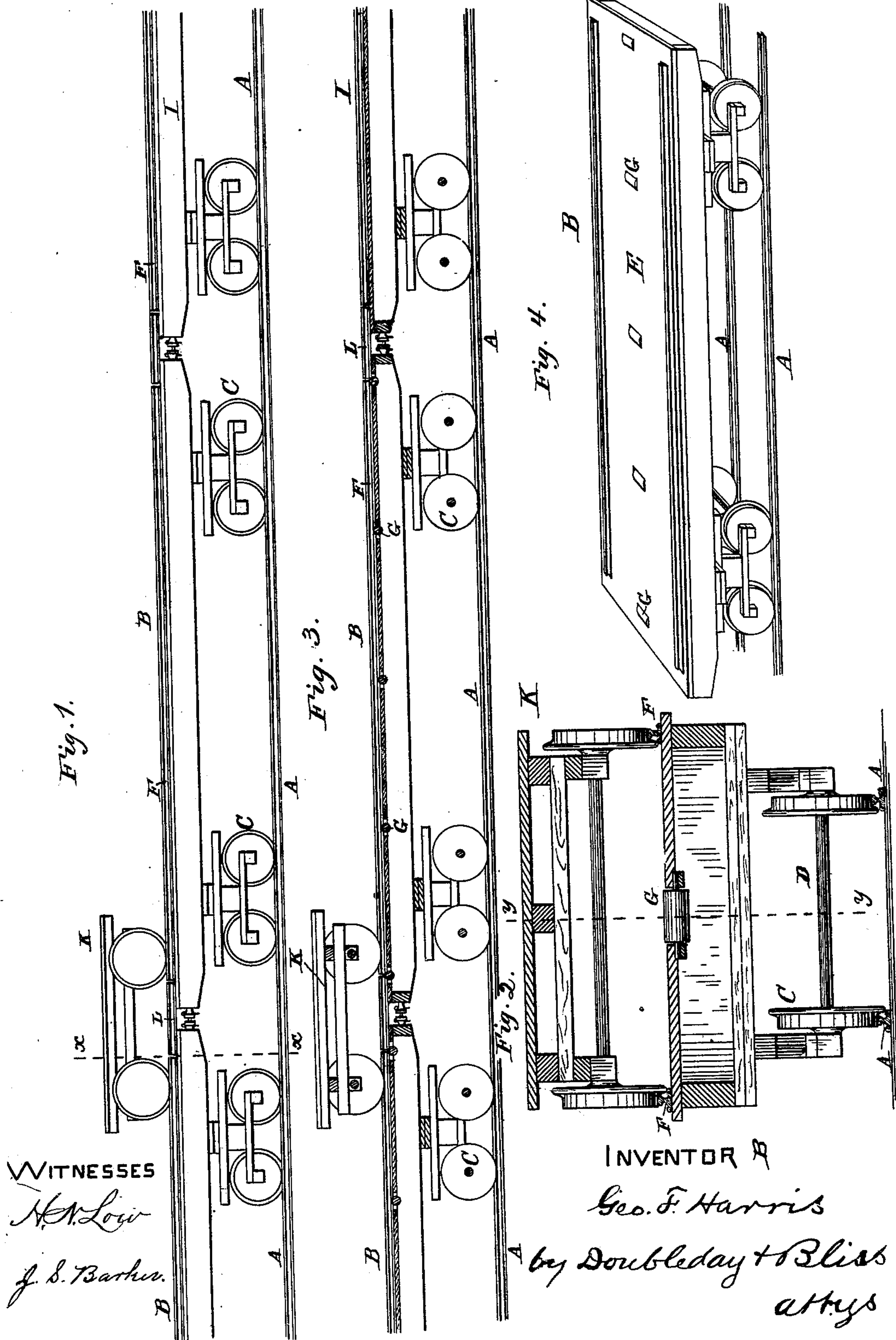


(No Model.)

G. F. HARRIS.  
Construction Cars.

**No. 229,702.**

**Patented July 6, 1880.**





# UNITED STATES PATENT OFFICE.

GEORGE F. HARRIS, OF NEW YORK, N. Y.

## CONSTRUCTION-CAR.

SPECIFICATION forming part of Letters Patent No. 229,702, dated July 6, 1880.

Application filed May 18, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE F. HARRIS, of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Construction-Cars; 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 is a side elevation of the portion of a train of construction-cars embodying my improvements. Fig. 2 is a transverse section taken on line *x x*, Fig. 1. Fig. 3 is a longitudinal section taken on line *y y*, Fig. 2. Fig. 4 is a perspective view of one of the cars especially adapted for the carrying of rails.

In the drawings, A A represent the rails of an ordinary railroad-track. B B are platform-cars or construction-cars adapted to be transported upon the ordinary track A A, they being mounted upon wheels C C and axles D D, which latter may be of any ordinary or approved construction. The beds or bodies E of the cars B are of a width somewhat greater than the track, as shown in Fig. 2.

Upon the top of each of the cars B B are laid the rails F of a railway or tram track secured permanently in position, with a distance between them somewhat greater than that between the rails A A, in order to leave an unobstructed space as large as possible upon the top of the bed or body E to receive the rails which are to be transported by means of the cars.

G G represent rollers arranged substantially on the central longitudinal line of the platform or construction cars B, there being preferably five of these rollers on each of the cars intended for the transportation of rails, though a greater or less number of rollers may be used, as occasion may require. These rollers G are mounted in such manner that their upper edges shall be above the bed E only far enough to permit an easy longitudinal movement of the rails while being unloaded or being pushed to the car in front.

The rails which are to be transported by means of the car B are packed or loaded within the space between the rollers G and the rails

F, and when it is desired to remove them from the car on which they are loaded they are moved laterally sufficiently far to permit them to rest upon the rollers G, after which they can be easily pushed lengthwise until they have passed off upon the ground or to the next car, from which latter they can be removed in a similar manner.

I represents a car especially adapted for transporting ties, it being constructed without the rollers G, although, if desired, cars similar to those already described may be employed for carrying ties.

K represents a wide flat platform-car adapted to move upon the railway or tram track F upon the top of the cars B. This supplemental car K is permitted (owing to the position of the rails F F) to be moved freely over the entire length of the cars B B and to traverse the whole length of the train.

L L represent short rails arranged between each pair of consecutive cars in such manner as to join or connect the rails F F and form a continuous track. The rails L should be long enough to permit the free passage of the car K from one car B to another; but it should be of such length as to allow for the movements of the contiguous cars relative to each other. They may be supported in chairs or ways of such character as to hold them with the requisite firmness when in use, and yet permit their ready removal when it is desired to uncouple the cars which they join.

In practice I prefer to so load the construction-train that the rails for the track shall be loaded upon the forward cars and the ties be loaded upon the rear cars, the supplemental car K enabling me to transfer with but little labor and difficulty the ties from the rear part of the train to the ground end, where the track is being laid, said car K moving freely over the rails loaded on the forward cars.

The connecting-rails L are not to be placed in working position except during the time when the track is being laid, they being removed entirely while the train is moving rapidly over long distances.

I am aware that rollers have been heretofore attached to the sides of construction-cars, and I do not claim such rollers broadly; but the rollers cannot be combined with my im-



proved car in the ordinary manner by attaching them to the sides of a car without necessitating the lifting of the loose rails loaded on the car over the permanent rails.

5 To avoid the great inconvenience and labor that would thus be caused I have devised the construction and arrangement of parts which I have shown and above described.

What I claim is—

10 1. In a construction-train, the combination, with a series of flat platform-cars, B B, and the supplemental car K, moving thereon, of a continuous track for the supplemental car, supported on the platform-cars B B, substantially  
15 as set forth.

2. A platform construction-car provided with permanent rails and with anti-friction

rollers situated between said permanent rails, whereby loose rails may be moved onto and off the car and a supplemental car may be 20 moved over the loose material loaded on the lower car.

3. The combination, with the platform-cars B B, permanent rails F F, and a car adapted to move on said rails, of the connecting-rails 25 L L, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 13th day of May, 1880.

GEORGE F. HARRIS. [L. S.]

Witnesses:

C. E. DANFORTH,  
JOHN TRACY MYGATT.