(No Model.)

T. M. TAYLOR.

PLATFORM FOR RAILWAY TRACK SCALES.

No. 334,995. Patented Jan. 26, 1886.

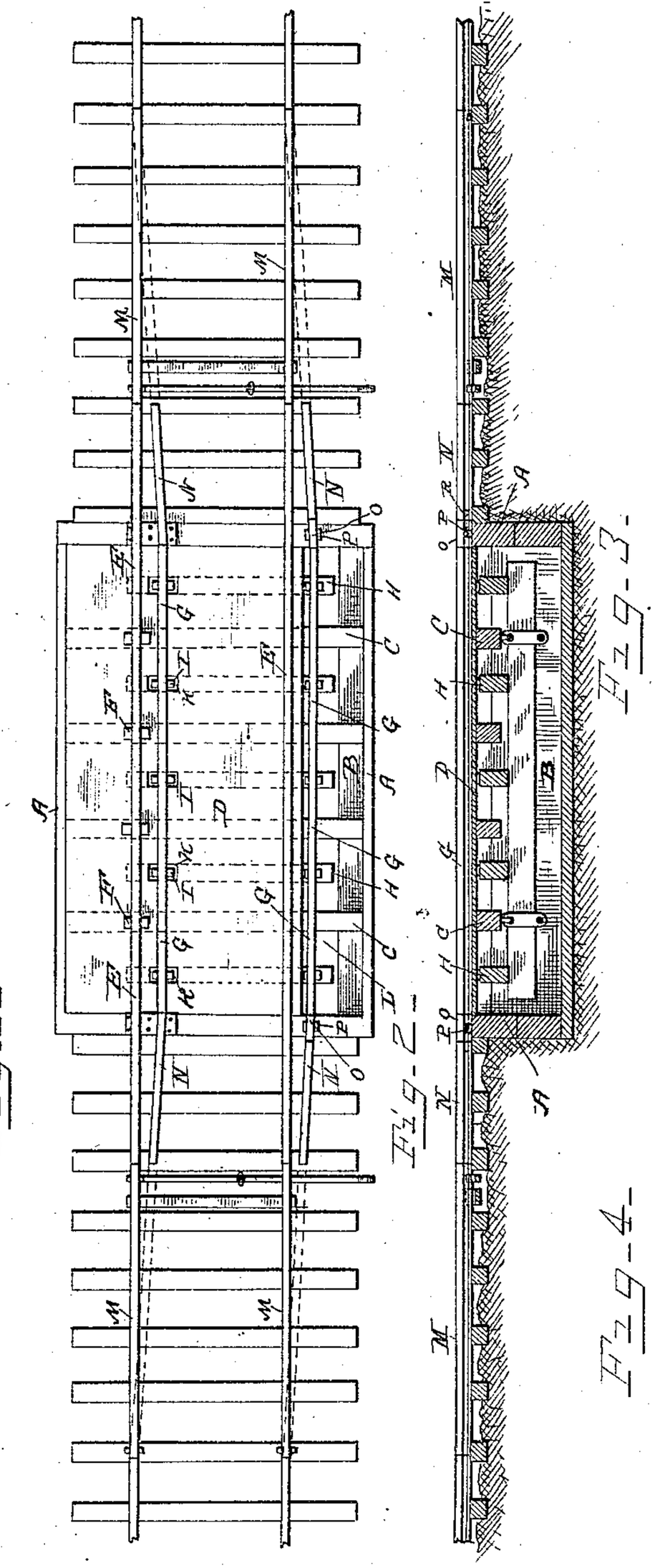

FIG. 1.

FIG. 2.

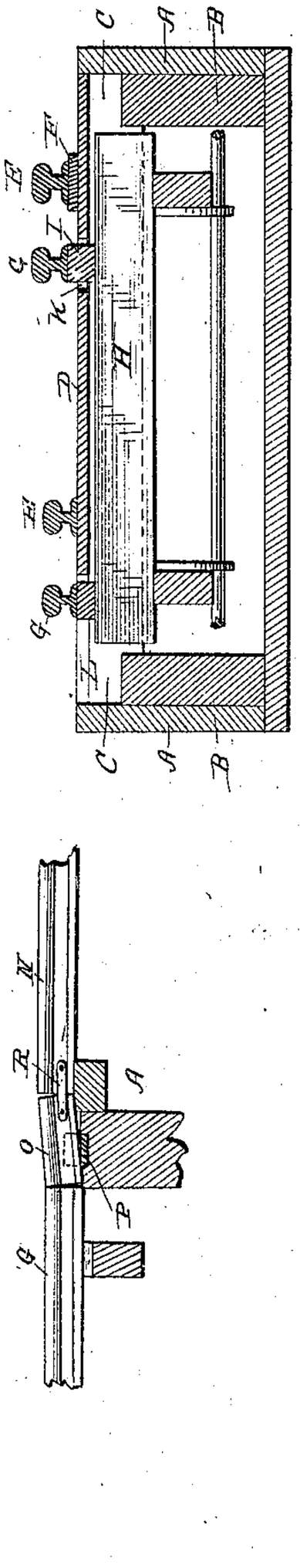

FIG. 3.

FIG. 4.

WITNESSES

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THOMAS M. TAYLOR, OF ATLANTA, GEORGIA.

PLATFORM FOR RAILWAY-TRACK SCALES.

SPECIFICATION forming part of Letters Patent No. 334,995, dated January 26, 1886.

Application filed July 23, 1885. Serial No. 172,417. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. TAYLOR, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, have invented certain new and useful Improvements in Railway-Track Scales, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in scales, applicable to various styles of scales, but more especially adapted to railroad-track scales; and it is designed to produce a means whereby the scale may be used in conjunction with the main track without interfering in the least therewith, and also save most of the siding usually employed.

The improvements consist, essentially, in a fixed decking, on which is placed the main track, unbroken except at the switches, and has the tracks connected to the mechanism of the scale supported independently of the said platform.

The improvement will be more specifically brought out in the following description and claims, as it comprises, in addition to the above general statement, points of construction not therein set forth.

In the drawings annexed, Figure 1 represents a plan view of a section of track with the improvements applied; Fig. 2, a longitudinal section thereof; Fig. 3, a cross-section of the scale-pit, and Fig. 4 a detail showing the connection between the fixed and movable rails.

The frame A consists of suitable end and side coping of sufficient size and strength for the purpose. Within this frame, supported upon and secured to timbers B or other suitable devices, are the bridge-sills C, of suitable strength to support any weight that might be brought to bear on them. These sills are fixed, not having any motion, and serve as a support for the decking D, which has no connection whatever with the scales proper. On this decking rests the rails E of the main track, either directly on the platform or raised therefrom by blocks F. The rails G are supported on movable cross-sills H, which have connection by any approved means to any suitable scale mechanism, by means of blocks or shoes I in close proximity to the main rails. There are two means shown for arranging the platform relative to the said movable rails. One means is to form the decking or platform unbroken, except by slots K, through which the blocks I project, in which case the bottom of the rail is somewhat elevated above the platform to allow it sufficient vertical play, and the main rails raised by the blocks F to elevate them correspondingly. The other means is to have the main rails rest directly on the decking, which is left open to one side thereof, as shown at L, in which case the movable rails are normally about even with the top of the said decking. At some distance from the scale-frame, on each side thereof, the main track is broken by a switch, M, which can be made to connect with the short leaders N, which connect to the movable rails by short connecting-rails O, which rest in guides P, to prevent lateral motion, and are connected to the rails by fish-plates R, pivoted to the rails O and the track-rails. By this means a continuous track is always insured.

The special advantages of the constructions above described are the doing away with the long line of siding and bringing the scales in the line of the main track, the use of the decking—by which means all accumulations of ice, snow, or dirt are prevented from interfering with the working parts of the scale and effecting its balance, rendering constant adjustment unnecessary—and the manner of constructing the connecting-rail, by means of which the said connecting rail has vertical movement only.

The main feature of the invention consists in the immovable and comparatively solid or unbroken decking.

The main track, by means of the device used, is firmly supported, and trains rapidly passing over the same do not in the least affect the scale mechanism; nor is the track weakened and the train endangered, as would be the fact were the scale in the main track itself, as is evident. While the above is true, the means employed permit of the advantages above enumerated.

The spaces through which the shoes I project are of sufficient size to allow the lateral and longitudinal movement common to scales.

I claim—

1. A fixed platform, a main line of track supported thereby, and a movable line of track supported relative to the said main line, all combined to act substantially as specified

2. A fixed platform or decking, a series of

bridge-sills supporting the same, and a series of movable cross-sills arranged beneath the decking and supporting a track above the same, all combined substantially as and for the purpose specified.

3. The combination of a suitable box or receptacle, a fixed decking or platform on the same, a main line of track supported on said platform, a series of movable cross-sills, and a supplemental line of track supported by said sills and having a lateral and longitudinal motion relative to the said platform, said main and supplemental tracks being connected by switches, substantially as and for the purpose specified.

4. Combined with the movable track, a device connecting the approach with the movable track, consisting of a short rail connected to the track by pivoted fish-plates, and prevented from moving laterally by a guide, substantially as and for the purpose specified.

5. The combination of a box or receptacle, a fixed platform or decking thereon, a series of laterally-moving cross-sills under said deck, a main line of track supported on said platform, a supplemental line supported by the cross-sills, switches connecting the main line with the supplemental track, and connecting devices from the leaders to the movable track, consisting of short pieces guided and connected to the track by pivoted fish-plates, substantially as and for the purpose specified.

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

THOMAS M. TAYLOR.

Witnesses:

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EDWIN L. YEWELL.