(No Model.)

E. N. EMMONS.

CONSTRUCTION OF CARS FOR TRACK LAYING.

No. 350,236. Patented Oct. 5, 1886.

Fig. 1.

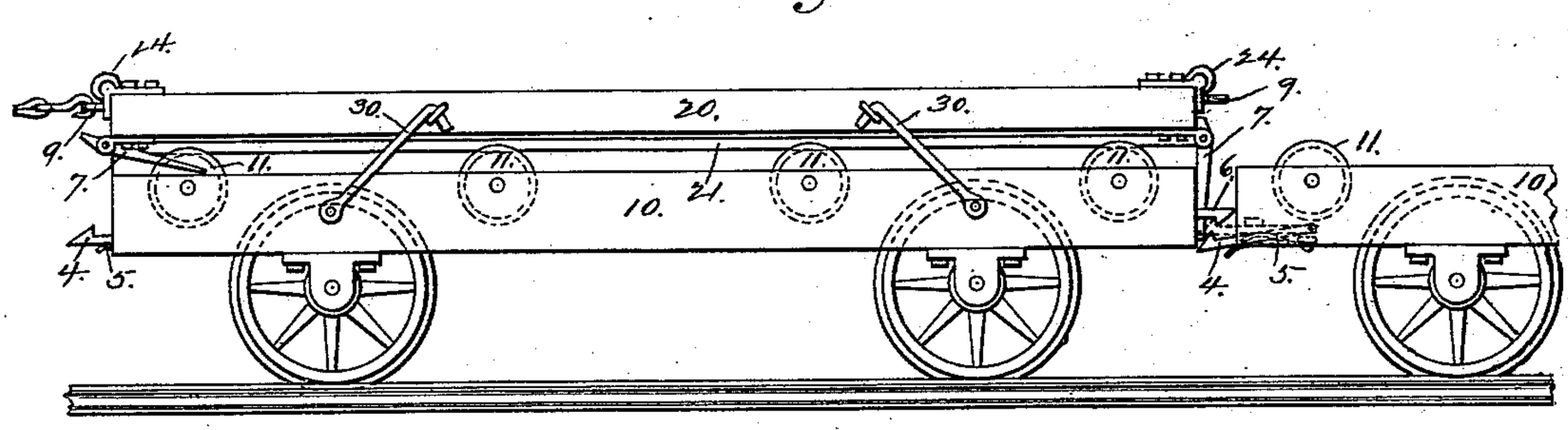


Fig. 2.

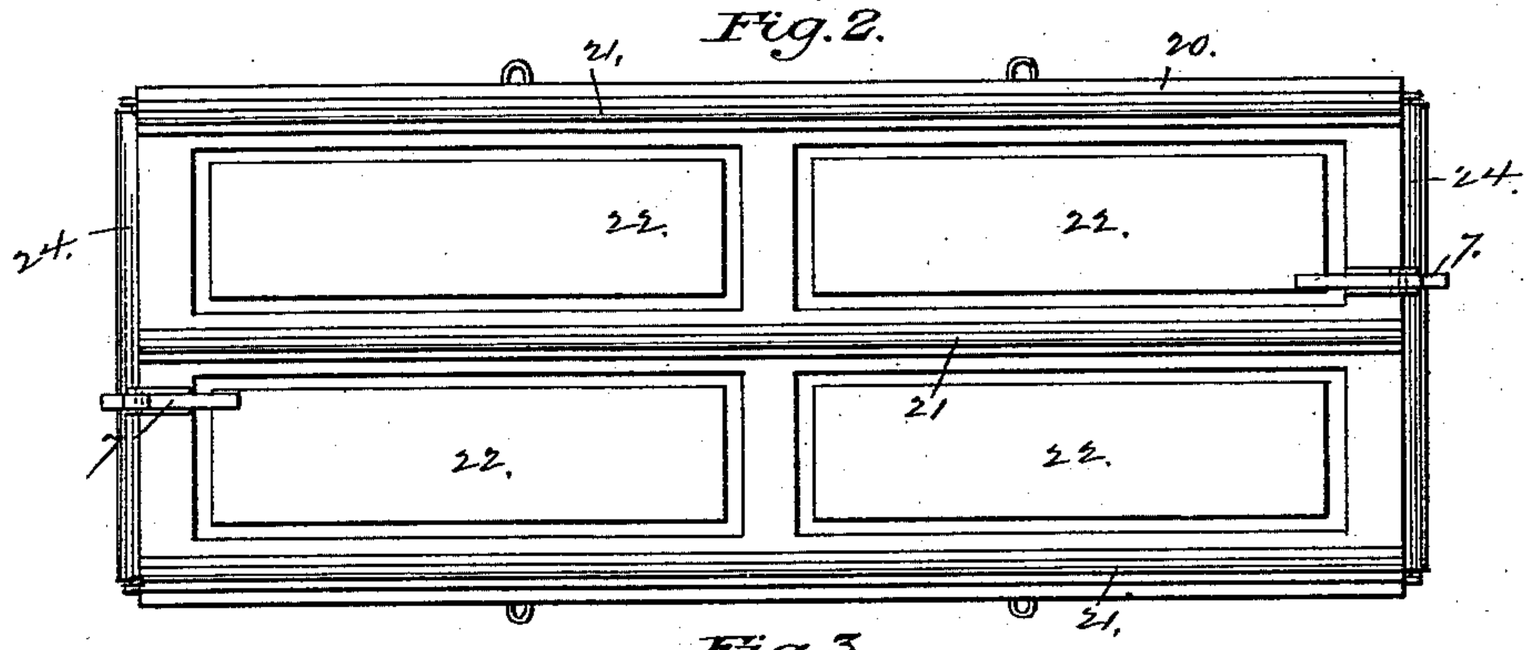


Fig. 3.

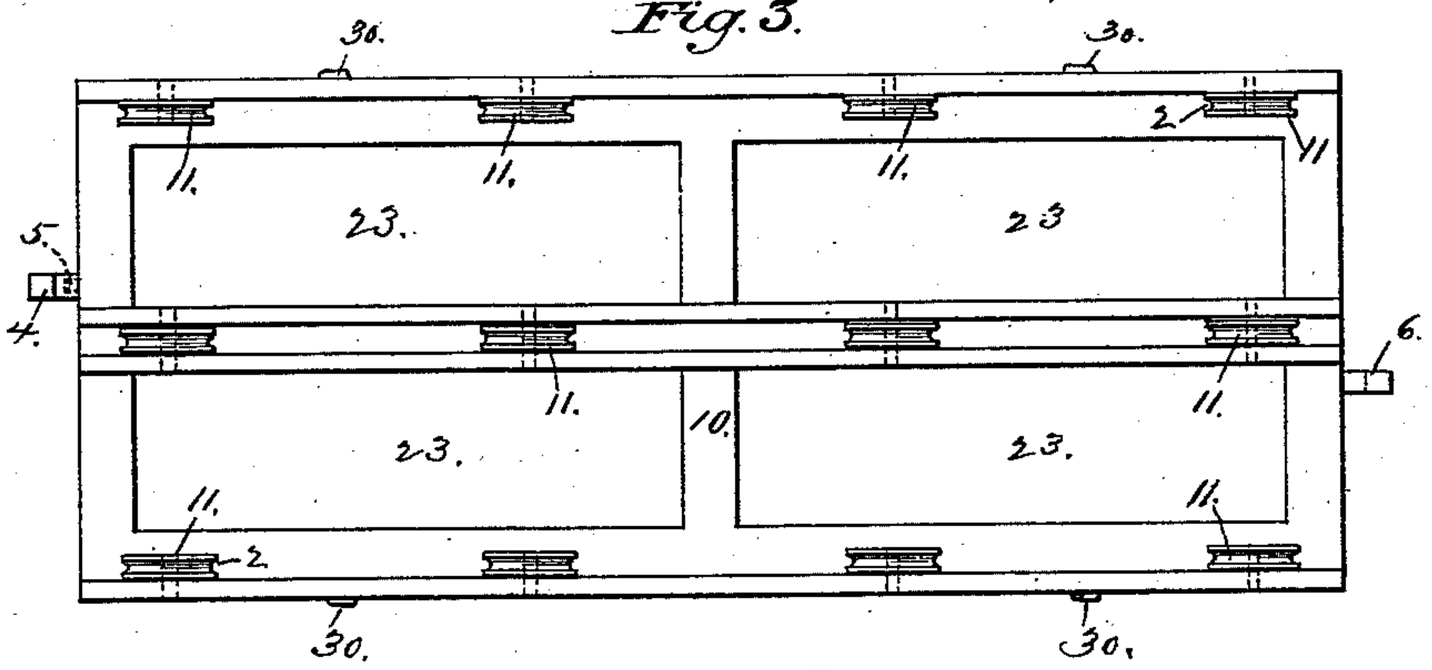
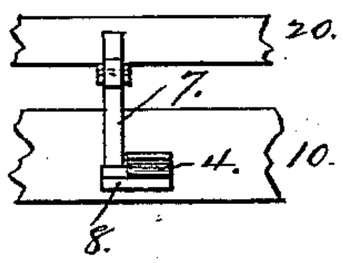


Fig. 4.



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ERASTUS N. EMMONS, OF WASHINGTON, KANSAS.

CONSTRUCTION OF CARS FOR TRACK-LAYING.

SPECIFICATION forming part of Letters Patent No. 350,236, dated October 5, 1886.

Application filed June 24, 1886. Serial No. 206,123. (No model.)

To all whom it may concern:

Be it known that I, ERASTUS N. EMMONS, of Washington, in the county of Washington and State of Kansas, have invented a new and Improved Car, of which the following is a full, clear, and exact description.

My invention relates to the construction of an improved form of car, designed more especially for use as a construction-car—that is, a car employed for the purpose of transporting small quantities of iron, ties, and other supplies employed in the building of railroads.

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

Figure 1 is a side view of my improved form of car. Fig. 2 is an inverted plan view of the auxiliary platform employed in connection with my car. Fig. 3 is a plan view of the car; and Fig. 4 is a detail view illustrating the construction of the automatic spring-catch.

The car illustrated in the drawings above referred to is to be used in carrying iron, spikes, rail-couplings, bolts, ties, and all other supplies required in the building of a railway-track, from the large cars to the front or place of active operation; and in order to properly carry out the invention it is necessary that there should be two cars, 10, of similar construction, one of which cars is to be left close by the large car from which the supplies are taken, while the other car is employed for the purpose of transferring the material to the front. Each of the cars is provided with a series of rollers or wheels, 11, the peripheral faces of which are formed with grooves 2.

In connection with the cars 10, I employ auxiliary platforms 20, upon the under side of which there are rails 21, that are arranged to ride within the grooves of the wheels or rollers 11. These platforms are formed with openings 22, so located that when the platform is in position upon the car the openings will be directly over box-like pockets 23, that are formed in the cars 10. Upon each end of the platforms 20 there are arranged rollers 24, the idea being to provide for the easy loading or unloading of rails or other heavy pieces of iron. Each of the cars is provided with a coupling-hook, 4, that is normally held in about a horizontal line by means of a spring, 5, arranged as shown in dotted lines in Fig. 1, the outer face of this coupling-hook being beveled; and each car is also provided with an inverted coupling-hook, 6, that is formed with a bevel face, this hook being, however, rigidly secured to the car. To the rear end of the platform 20 there is pivotally connected a heavy arm, 7, which is so placed as to fall directly upon a flange, 8, that extends outward from one side of the coupling-hook 4, and, if desired, one of these arms 7 would be secured to each end of the platforms. The platforms 20 are secured to the cars through the medium of hooks 30, as best shown in Fig. 1. The cars 10 may be used interchangeably, being exactly alike in construction, and in operation I provide two or more of the platforms 20, and after the car has been brought in from the front the unloaded platform is lifted from the car by hand and the loaded platform carried by the stationary car is then moved forward onto the unloaded car, this movement being accomplished by means of a horse that is hitched to an eye, 9, which should be so placed that the horse can travel upon the right of the track. As the car to which the loaded platform has been transferred moves forward to the position in which it is shown in Fig. 1 the arm 7 will drop down upon the flange 8 of the pivoted and spring-pressed coupling-hook 4, and depress the said coupling-hook 4, so as to disengage the coupling-hooks, and thereby to release the two cars, the hooks 30 being brought into engagement to hold the car and its platform together, after which the car is drawn on to the front.

Although I have described the transfer of the platforms as taking place in close proximity to the supply-car, it will of course be understood that the rear car could be moved forward and the transfer made at the point where the track was being laid.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a car provided with rollers, of a platform provided with tracks and mounted on the rollers of the car, and means for securing the platform on the car, substantially as herein shown and described.

2. The combination, with two cars, each provided with spring-pressed coupling-hooks, of

a movable platform, and an arm on the said platform for disengaging the coupling-hooks, substantially as herein shown and described.

3. The combination, with two cars, each of which is provided with a spring-pressed coupling-hook and a fixed coupling-hook, the spring-pressed hook being provided with a flange, of a platform provided with rails which ride on wheels carried by the cars, said platform being provided with an arm, 7, substantially as described.

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