No. 735,457. PATENTED AUG. 4, 1903.

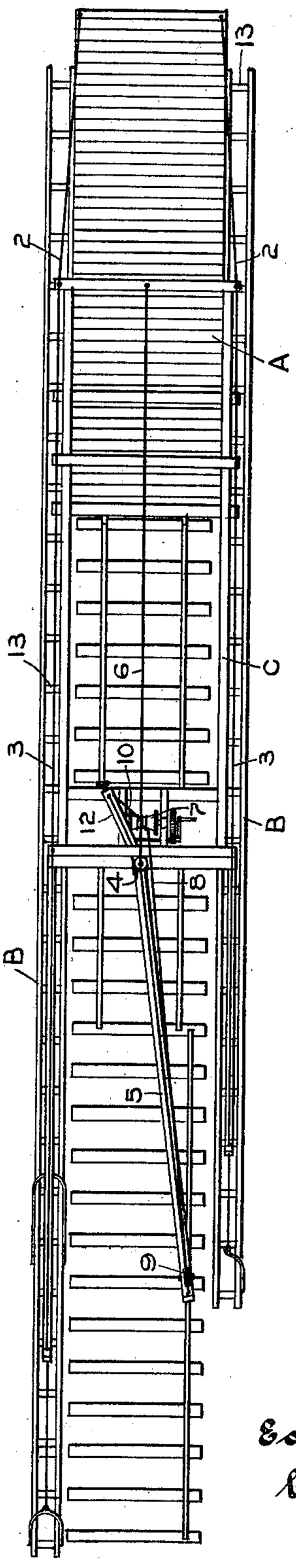
E. J. BRENNAN.

TRACK LAYING MACHINE.

APPLICATION FILED MAY 23, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.



Witnesses,
W. A. Palmer.
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Inventor,
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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 2.

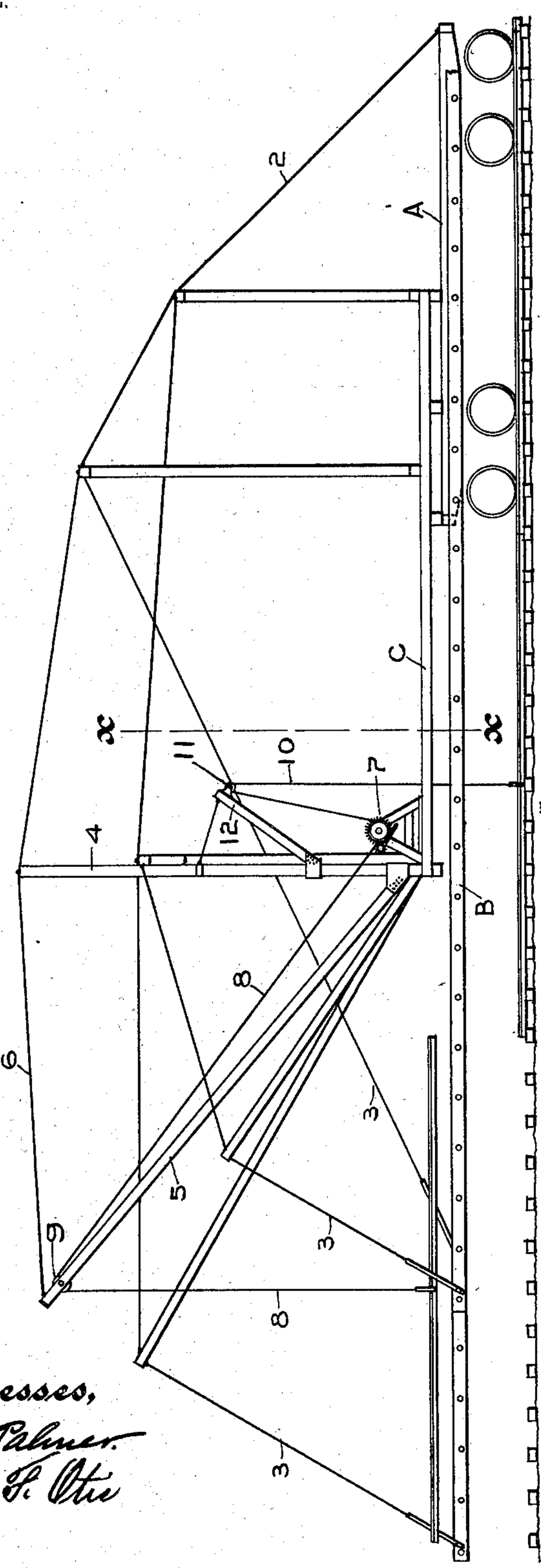
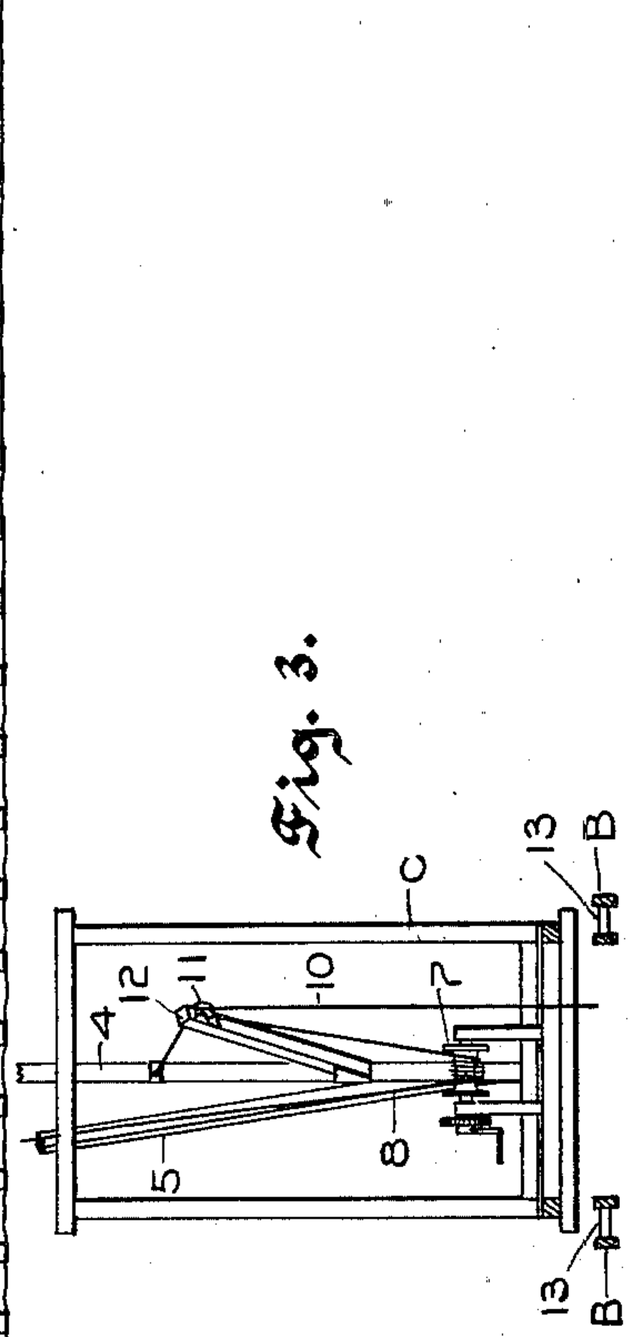


Fig. 3.



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UNITED STATES PATENT OFFICE.

EDWARD J. BRENNAN, OF ST. PAUL, MINNESOTA.

TRACK-LAYING MACHINE.

SPECIFICATION forming part of Letters Patent No. 735,457, dated August 4, 1903.

Application filed May 23, 1903. Serial No. 158,477. (No model.)

To all whom it may concern:

Be it known that I, EDWARD J. BRENNAN, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Track-Laying Machines, of which the following is a specification.

My invention relates to improvements in track-laying machines of that class in which the ties and rails are carried on tramways from the supply-car to where the tracks are being laid; and it consists particularly in providing unloading and laying means so supported upon the car that a greater number of rails with the supply-car in one position may be laid than with the ordinary construction of track-laying machine.

To this end my invention consists in the features of construction and combination hereinafter particularly described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view of my improved track-laying machine supported upon a flat-car. Fig. 2 is a side elevation, and Fig. 3 is a section on line *x x* of Fig. 2.

In the drawings, A represents an ordinary flat-car constituting part of a supply-train. Suitably supported along the sides of the car are tramway-sections B, the sections upon one side being designed to receive rails and upon the other side being designed to receive ties. The tramway-sections are suitably secured together and project some distance beyond the end of the car, as illustrated in Figs. 1 and 2, the tie-delivery trams preferably extending some distance beyond the end of the rail-delivery trams. Mounted upon the forward end of the car is the derrick-supporting frame C. As shown in Fig. 1, the derrick-supporting frame extends a considerable distance beyond the forward end of the car and is supported in position by cables 2, connecting the top of the frame with the rear end of the car. The forwardly-extending ends of the tramway-sections are supported from the frame C by cables 3. Having rotatable support in the forward end of the frame C is the derrick-mast 4, carrying a forwardly-extending boom 5, the end of the boom 5 being braced by the cable 6. Mounted upon the frame C adjacent to the derrick is a windlass 7, driven from a suitable source of power. (Not shown.) A hoisting-cable 8 extends forwardly from the windlass, passing over a sheave 9 in the end of the boom 5, and a second hoisting-cable 10 extends rearwardly from the windlass, passing over a sheave 11, carried by the boom 12, extending rearwardly from the derrick-mast.

In operation the ties and rails to be used in constructing the track are placed upon the rollers 13 of the tramway-sections and suitably forced forward to the projecting ends of said sections, where the ties are received by the workmen and arranged upon the ground. The rail-sections, as shown in Fig. 2, are received by the hoisting-cables 8 and 10 and by the actuating of the windlass 7 are deposited in position upon the ties. As shown in Fig. 2, the hoisting-cable 10 first deposits a rail upon the ties intermediate of the derrick and the end of the car, and thereafter the hoisting-cable 8 deposits a second rail beyond the derrick and in line with the first rail. Upon the rails being laid upon one side of the track the derrick may be turned to deposit rails to form the other side of the track.

The essential feature of my invention, it will be noted, is the means for supporting the derrick at a considerable distance in front of the end of the car, whereby the rail-sections may be deposited from the tramways both behind the derrick and in front of the derrick, thus greatly extending the length of track that can be laid in one position of the car.

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

1. In a track-laying machine of the class described, the combination with its supply-car and tramway-sections supported along the sides of said car, said sections extending beyond the end of the car, of a framework supported upon said car and extending beyond the forward end thereof, supporting-stays connecting said framework and the projecting end of said tramway-sections, and a derrick mounted upon the forward end of said frame.

2. In a track-laying machine of the class described, the combination with a supply-car and tramway-sections supported along the

sides of said car and extending beyond the front end thereof, of a frame supported upon said car and projecting beyond the forward end thereof, and a derrick mounted upon the projecting end of said frame.

3. In a track-laying machine of the class described, the combination with a supply-car, tramway-sections supported along the sides of said car and extending beyond the front end thereof, a frame supported upon said car and extending beyond the front end thereof, and a derrick supported upon said frame intermediate of the projecting ends of the tramway-sections, and of the front end of the car.

4. In a track-laying machine of the class described, the combination of a supply-car, tramway-sections supported along the sides of said car and extending beyond the front end thereof, of a frame positioned upon said car and extending beyond the front end thereof, supporting-braces connecting said frame and the projecting ends of said tramway-sections, a derrick mounted upon said frame intermediate of the outer ends of said tramway-sections and of the front of said car, a windlass arranged adjacent to said derrick, and hoisting-cables carried thereby and depending from the front and rear sides of said derrick, as and for the purpose set forth.

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

EDWARD J. BRENNAN.

Witnesses:
H. S. JOHNSON,
EMILY F. OTIS.