

No. 762,779.

PATENTED JUNE 14, 1904.

C. B. VOYNOW & G. B. TAYLOR.

CAR.

APPLICATION FILED DEC. 17, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. A.

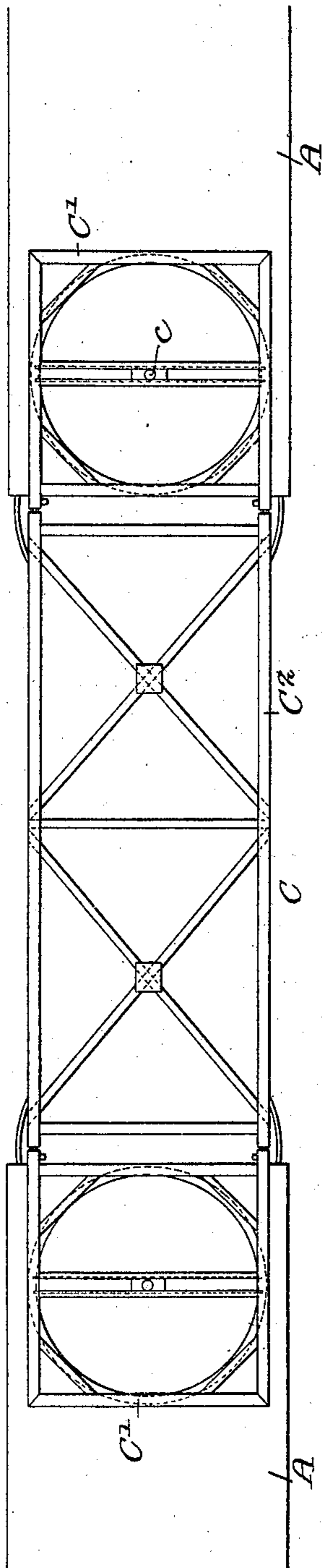
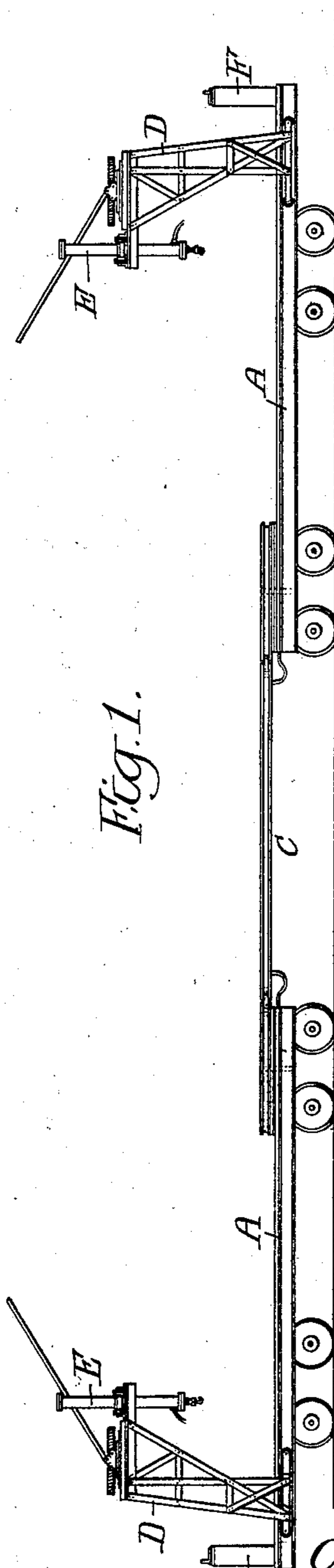


Fig. 1.



Witnesses:-
William E. Bradley.
Henry Noar

Inventors,
C. B. Voynow,
George B. Taylor,
by their Attorneys,
Hamm & Hamm

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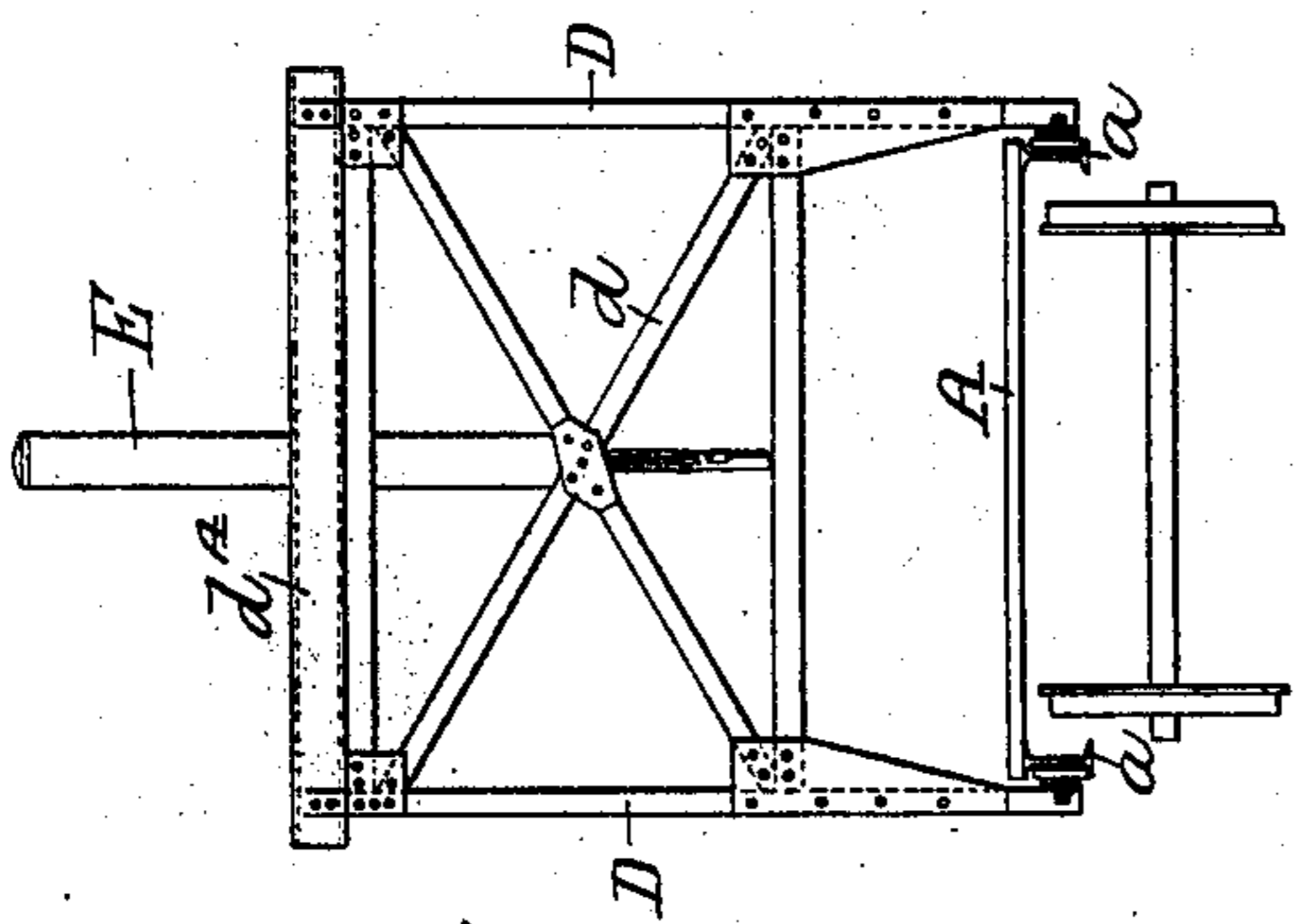


Fig. 3.

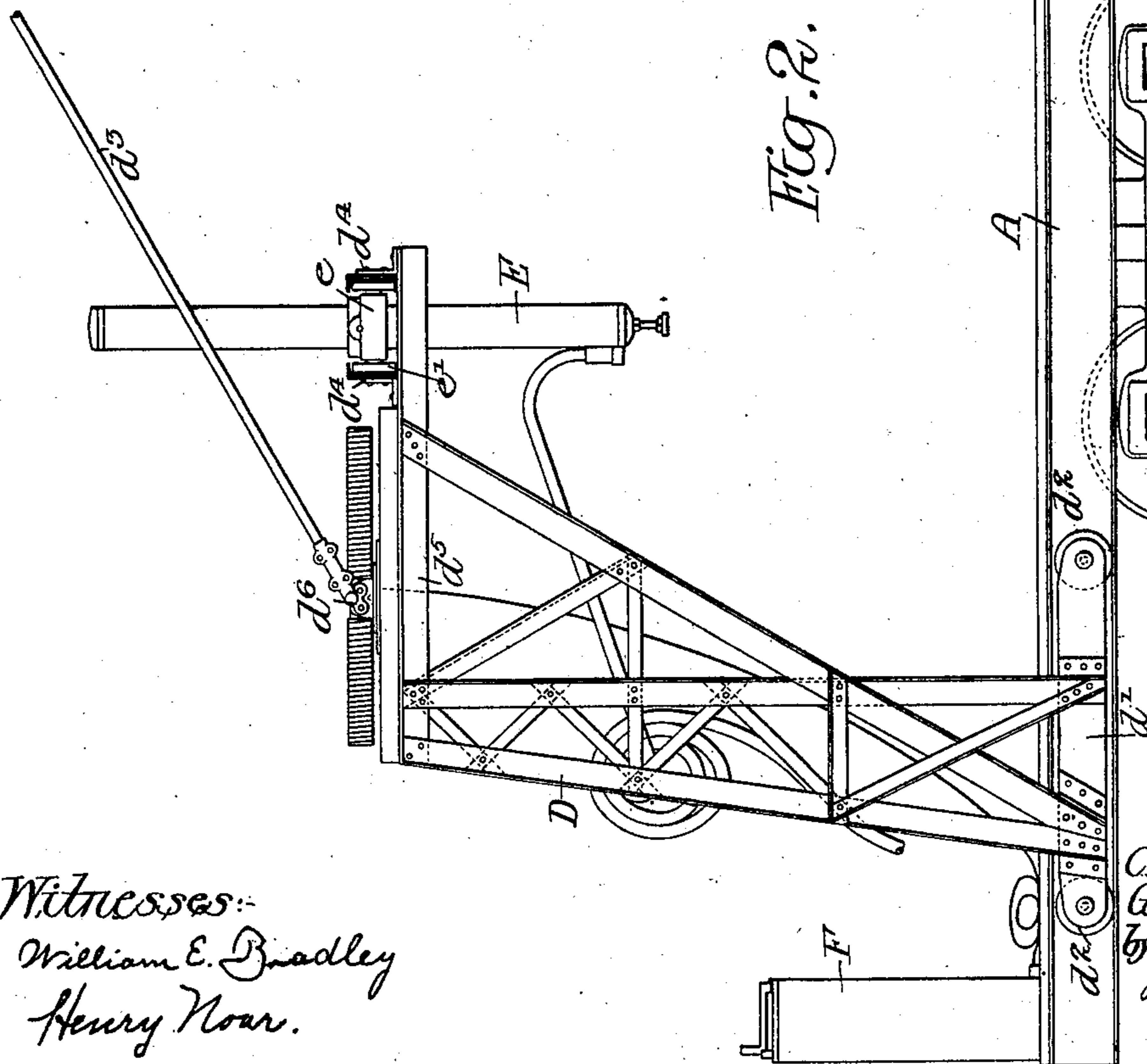
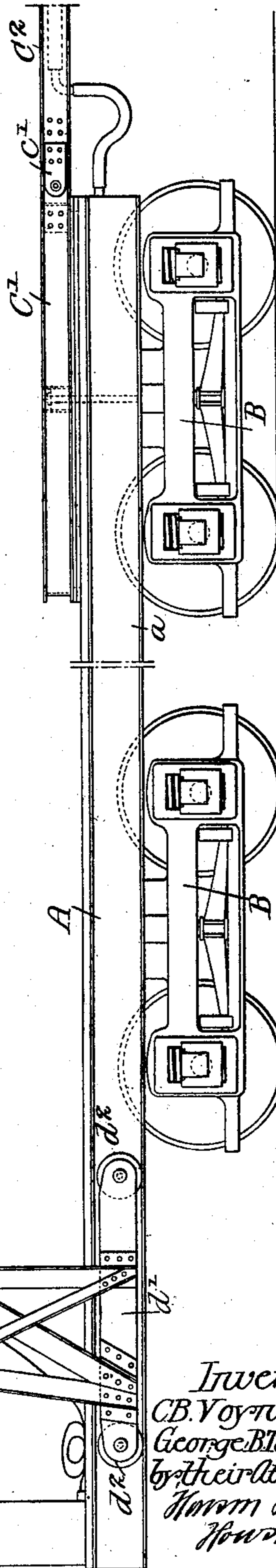


Fig. 2.



Witnesses:
William E. Bradley
Henry Noar.

Inventors,
C. B. Voynow,
George B. Taylor,
by their Attorney
Horn &
Horn

UNITED STATES PATENT OFFICE.

CONSTANTINE B. VOYNOW AND GEORGE B. TAYLOR, OF PHILADELPHIA,
PENNSYLVANIA.

CAR.

SPECIFICATION forming part of Letters Patent No. 762,779, dated June 14, 1904.

Application filed December 17, 1903. Serial No. 185,526. (No model.)

To all whom it may concern:

Be it known that we, CONSTANTINE B. VOYNOW and GEORGE B. TAYLOR, citizens of the United States, and residents of Philadelphia, Pennsylvania, have invented certain Improvements in Cars, of which the following is a specification.

Our invention relates particularly to cars especially designed for the transportation of relatively long objects—such as poles, rails, or the like—one object of the invention being to provide a car which while being suitable for receiving and carrying objects of the class noted above shall nevertheless be so made as to be safely and conveniently operated on tracks having curves of relatively short radius.

More particularly the device is designed for use on railroads constructed in the narrow streets of cities.

A further object of the invention is to provide a car of the type above noted which shall have adjustable means for handling objects of different lengths, which means shall in addition be of such a nature as to serve to support the trolley.

These objects we attain as hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of our improved car, showing practically its entire length and illustrating the adjustable cranes in position thereon. Fig. 2 is a side elevation of one end of our improved car, showing in greater detail the construction illustrated in Fig. 1. Fig. 3 is an end elevation illustrating the detail construction of one of the cranes and its position relatively to the car-body. Fig. 4 is a plan view of the central portion of our improved car, illustrating its relation to the two main car-sections.

In the above drawings, A represents the framework of one of the main car-sections, it being understood that this is mounted upon two independent trucks B of any desired construction, which are connected to said section in the manner well known to the art. As shown particularly in Figs. 2 and 3, the longitudinal side members of the section A are formed of I-shaped beams a , although it will

be understood that, if desired, channels or any other suitable construction may be substituted and employed for this purpose.

A framework C is pivoted to and extends between the two main sections A, and the king-bolt used for such pivoting may, as in the particular case illustrated, extend in the same vertical line as that of the bolt by which one of the trucks is connected to the car-section. The framework C is made in three parts, and in the present instance there is one substantially rectangular section C' held by a king-bolt c to each of the main car-sections A, in addition to which there is a connecting-section C'' extending between and pivoted to each of said sections. It will be seen that this connecting-section C'' includes side members braced together by cross-pieces and diagonals and provided with plates c^3 , which in the case shown are riveted to the connecting-sections C'' and pinned to end sections C' in such manner as to permit movement of the said sections in a vertical plane relatively to each other.

There is provided for each of the main car-sections A a movable framework performing the function of support for a trolley, as well as that of support for the crane employed in manipulating that material carried by the car. This framework consists of two vertically-placed side members D, braced together by suitable sections d and provided at their bottom ends with a piece d' , in which are journaled spindles provided with wheels d^2 . The whole is so proportioned that these wheels run upon the inside surface of the flanges of the sections a , forming the side members of the main car-section, and it will be seen that the framework is therefore free to be adjusted longitudinally upon said main car-section for handling material of various lengths. Suitably fixed to the top portion of said framework is a trolley-pole d^3 , having a base of the usual construction, in addition to which there are two channels d^4 , extending between the two side frames D and carried upon overhanging portions d^5 thereof, so as to extend some distance away from the main portion of said framework.

A carriage e , having wheels e' , is adjustable upon the channels d^4 across the main car-section A, so that a hoisting device carried by said carriage may be free to engage material at practically any part of said main car-section.

The trolley-base d^6 is connected, by means of a flexible conductor, with the car-controller F, and it is to be understood that the trucks of the device are equipped with electric motors suitable to the work to be performed, as well as with a complete air-brake system, including a compressor and a small electric motor for operating the same, together with the customary reservoir for compressed air. None of these devices have been shown, inasmuch as they are of the well-known construction and do not directly form any part of the present invention.

In the present instance a hoisting device E is supported by the carriage e and is designed to be operated by compressed air obtained from the air-brake system, it being further understood that, as shown in Fig. 1, each of the main car-sections A is provided with an electric controller, a hoisting device, a trolley, and an adjustable framework for supporting the two latter. The piping connections are such that it is possible to simultaneously operate both of the hoisting devices E to raise or lower objects engaged by them, and similarly the car as a whole can be operated in either direction by either controller F in the customary manner. For operating the hoists there are air-pipes which extend the entire length of the car and have flexible connections, as shown in Fig. 2, where they pass from the main car-sections to the connecting-section.

In use it will be understood that relatively long objects—such as rails, for example—are placed longitudinally upon the framework C, the hoisting devices E being utilized for the purpose of handling the same. As noted, the movable framework for carrying the hoisting devices is adjustable upon the side members of the main car-section to suit the length of the rails to be handled. In going around a curve or over a change of grade it will be seen that the two main car-sections are free to follow the track without in any way disturbing the load carried by the connecting-section C, while the use of multiple trucks for each main

car-section further facilitates the smooth running of the device in the well-known manner. 55

We claim as our invention—

1. A car consisting of body-sections having independent wheels, upon which they are mounted, and connecting-sections made in a plurality of parts, said parts being pivoted together so as to permit of relative motion between the body-sections either in a vertical or in a horizontal plane, substantially as described. 60

2. The combination of two car-bodies, two independent supporting-trucks pivoted to each body, each truck having a plurality of pairs of wheels, with a connecting-section extending between and pivoted to said car-bodies, substantially as described. 65 70

3. The combination of two car-bodies having supporting-trucks, with a connecting-section extending between and pivoted to each of said bodies, said connecting-section being made in a plurality of parts pivoted to each other, substantially as described. 75

4. The combination of two car-bodies having supporting-trucks, with a connecting-section pivoted to each of said bodies, said section being made in three parts pivoted together, substantially as described. 80

5. The combination of two car-bodies having supporting-trucks and placed some distance from each other, with a framework extending between said bodies, said framework being made in a plurality of parts pivoted together and free to move in a vertical plane relatively to each other, substantially as described. 85

6. The combination in a car of two body-sections each having a supporting-truck, with a framework pivoted to each of said body-sections and extending between them, said framework including side and cross members and being made in a plurality of parts, said parts being pivoted together so as to permit motion of one relatively to the other in a vertical plane, substantially as described. 90 95

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses. 100

CONSTANTINE B. VOYNOW.

GEORGE B. TAYLOR.

Witnesses:

WILLIAM E. BRADLEY,

JOS. H. KLEIN.