

No. 819,904.

PATENTED MAY 8, 1906.

G. MERRIMAN.  
RAILROAD PAVING PLANT.  
APPLICATION FILED AUG. 5, 1905.

3 SHEETS—SHEET 1.

Fig. 1.

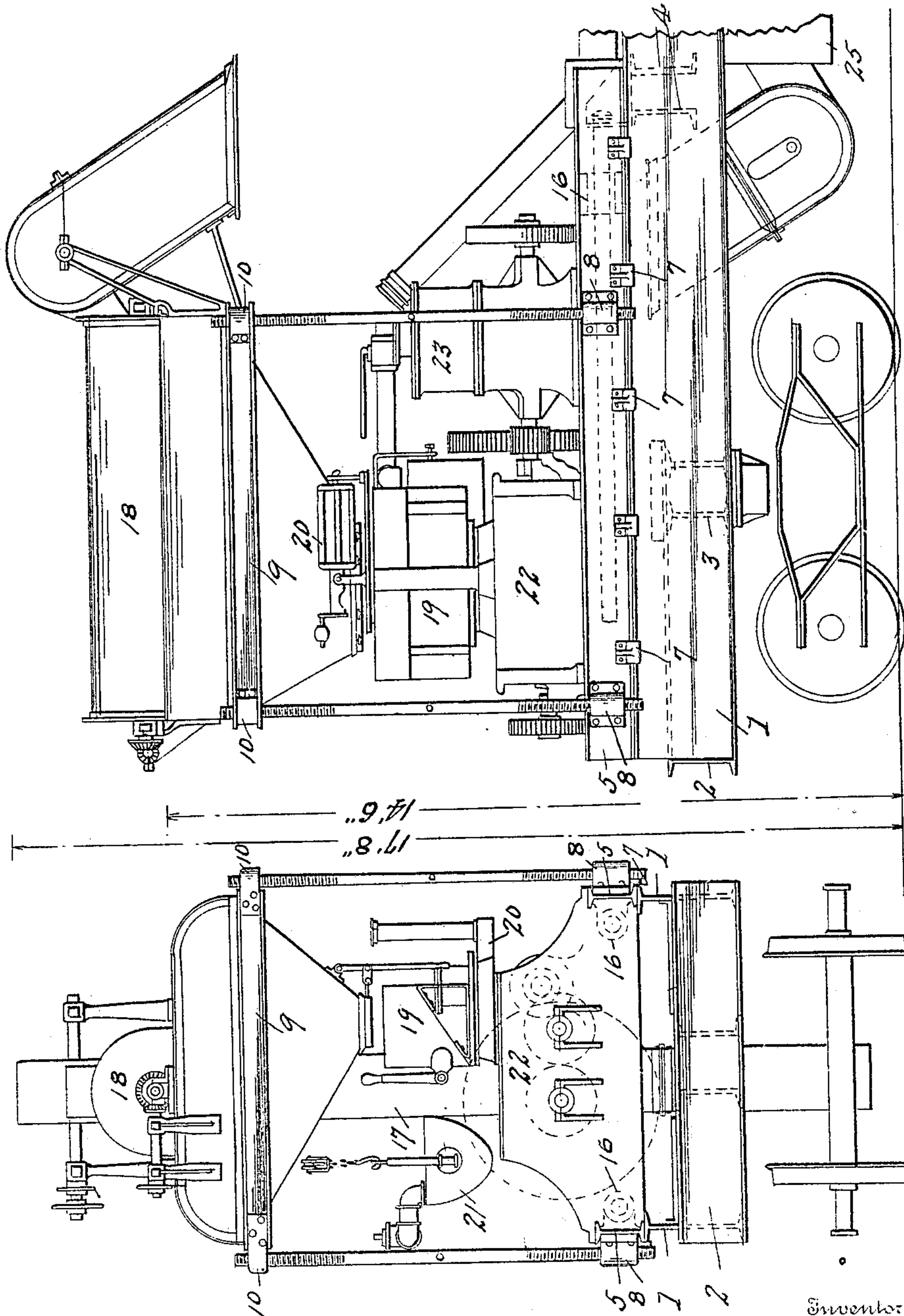


Fig. 2.

Witnesses

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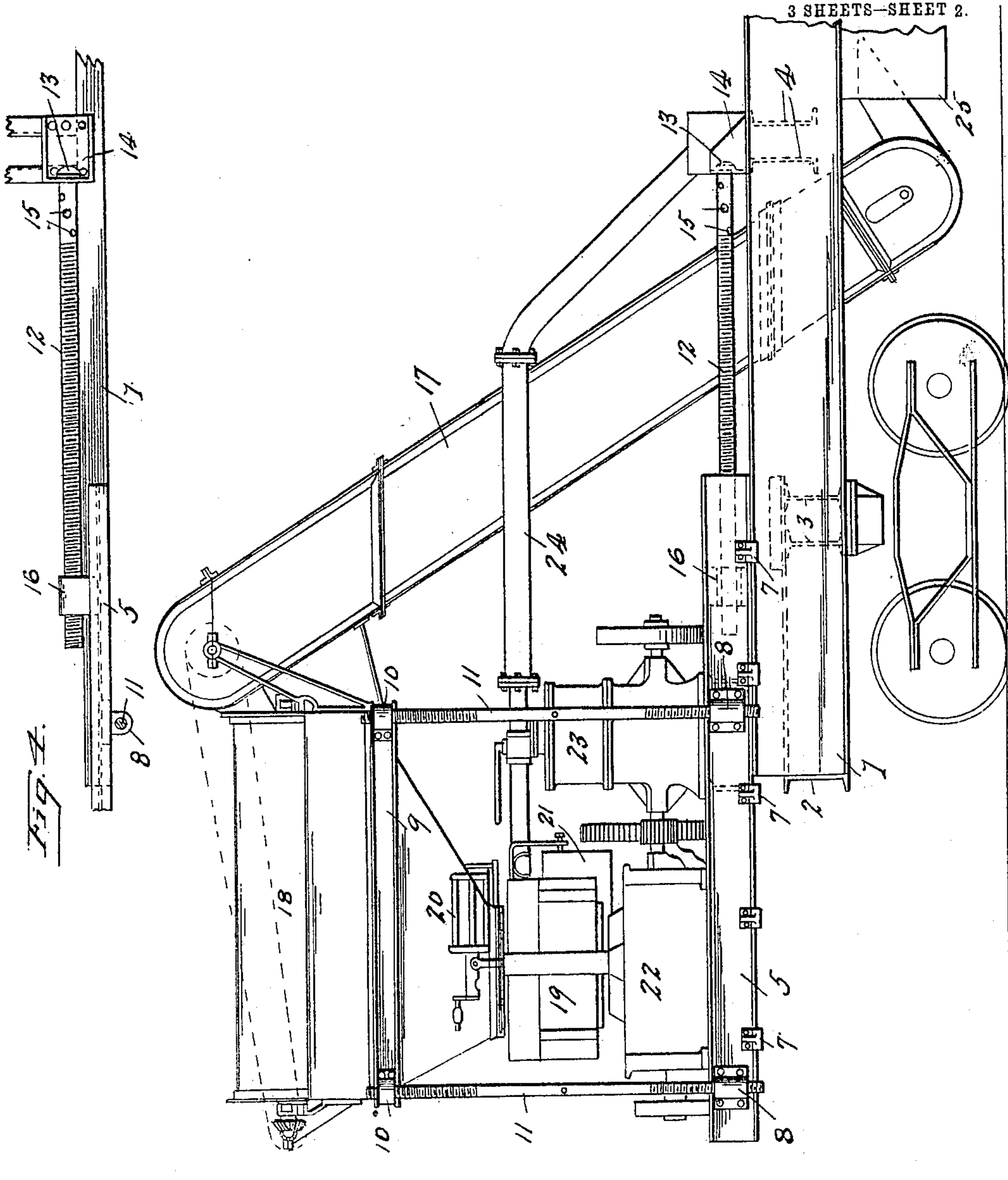


Fig. 3.

Witnesses

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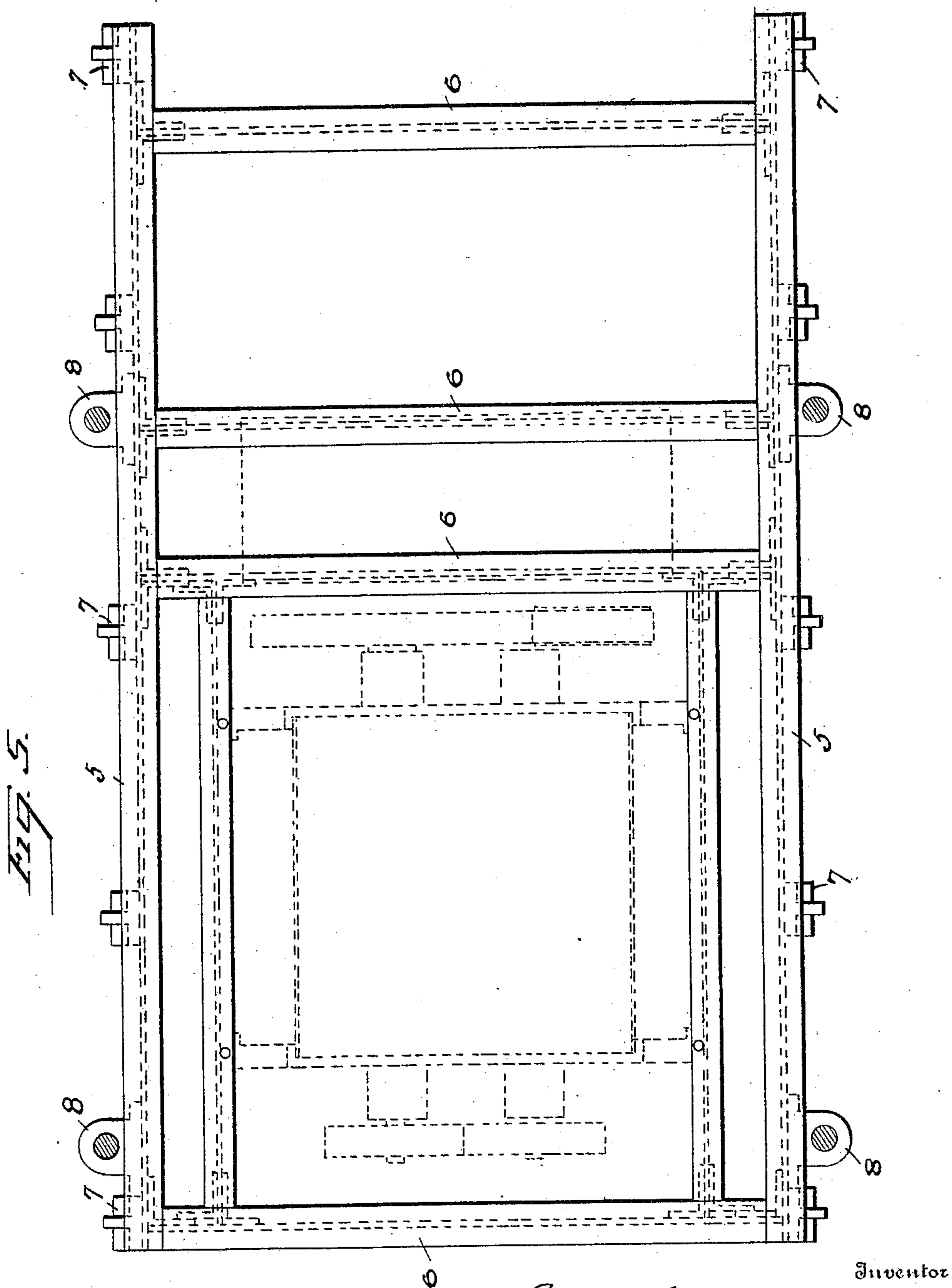
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3 SHEETS—SHEET 3.



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Chas. H. Davies.

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# UNITED STATES PATENT OFFICE.

GEORGE MERRIMAN, OF TOLEDO, OHIO.

## RAILROAD PAVING PLANT.

No. 819,904.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed August 5, 1905. Serial No. 272,846.

*To all whom it may concern:*

Be it known that I, GEORGE MERRIMAN, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Railroad Paving Plants, of which the following is a specification.

The object of my invention is the provision of an improved railroad paving plant which shall be adapted for easy transportation from place to place and parts of which can quickly be moved into operative position.

Heretofore the tank and mixer of analogous plants have been built between the ends of two cars and both had to be removed and placed upon another car for shipping, the dismantling and removing requiring much time and being very expensive.

My invention consists in locating the mixer, sand-tank, scales, sand-screen, engine, &c., upon a movable platform or carriage, making the latter adjustable longitudinally upon the end of the car, and providing means for lowering the sand-tank when the plant is to be transported.

It further consists in certain novelties of construction and combinations and arrangements of parts hereinafter described and claimed.

The accompanying drawings illustrate an example of the physical embodiment of my invention constructed according to the best mode I have so far devised for the practical application of the principle.

Figure 1 shows in side elevation the end of a car with a movable platform or carriage and several parts of the plant mounted thereon. Fig. 2 is an end view of Fig. 1 in elevation. Fig. 3 shows the platform with the apparatus which it supports run out in position for use. Fig. 4 is a top plan view of one of the platform-screws. Fig. 5 is a top plan view of the movable carriage.

Referring to the several figures of the drawings, the numeral 1 designates the two I-beam side sills of the car-underframe; 2, the channel-beam end sill, of less depth than the side sills; 3, the cross-frame I-beams, of less depth than the side sills, said beams being located above the body-bolster; 4, two channel cross-beams; 5, the two I-beam side pieces of the movable platform; 6, the I-beam cross-frame tie-pieces; 7, the guide-lugs secured to the side pieces 5 and engaging the outer flanges of the side sills; 8, the threaded lower sand-box lugs, riveted to the side pieces

of the platform; 9, the sand-box frame; 10, the threaded upper sand-box lugs, secured to the corners of the sand-box frame; 11, the sand-box screws, reversely threaded at the ends and provided with holes to receive an operating-bar; 12, the two platform-screws, one at each side of the movable platform; 13, the flanged head of the screw; 14, a fixed bearing for the head, said bearing being secured to the channel-beams 4, as shown; 15, holes in the screw for an operating-bar; 16, screw-lugs secured to the inner surfaces of the I-beam sides of the movable platform; 17, the removable part of the housing for the sand-elevator chain; 18, the sand-box; 19, the sand weigh-box; 20, the scales; 21, the asphalt-bucket; 22, the sand and asphalt mixer; 23, a Westinghouse engine; 24, the removable or adjustable part of the asphaltum-delivery pipe, and 25 is the end of the sand-drier.

Upon the remaining portion of the frame are located the asphaltum-tank, furnace, sand-drier, steam-boiler, &c., in any well-known way, said parts not being shown.

Fig. 3 shows the movable platform with the necessary apparatus thereupon run out in position for use, the said platform being high enough from the ground or track to allow the end of a cart to pass beneath the same for the reception of the load which is dumped from the mixer.

When it is desired to transport the plant to another place, first, the removable part of the housing 17 and the removable part of the pipe 24 are detached and the weigh-box 19 and scales 20 moved from above the mixer; secondly, the sand-box screws 11 are revolved and the sand-box lowered to a position where the top of the sand-elevator housing is fourteen feet six inches from the rails, this height over all allowing the car to pass through bridges and tunnels, and, finally, the platform-screws 12 are revolved, sliding the movable platform backwardly upon the car-underframe to the position shown in Fig. 1 of the drawings.

From the foregoing description it becomes obvious that I have produced an improved paving plant which fulfills the conditions set forth as the purpose of the invention.

By my construction and arrangement the platform may be moved from the position it occupies upon the end of the car when adapted for transportation to a position for use and the removable parts adjusted in a few hours, whereas the two car plants require



several days' expenditure of time to adapt them for practical use or operation.

What I claim is—

1. The combination with a car-under-  
5 frame, of a platform movable longitudinally  
thereof and beyond the end of the same; guid-  
ing means for the platform upon the under-  
frame; and means for moving said platform  
comprising a plurality of screws revoluble in  
10 fixed bearings, and threaded lugs.

2. The combination with a car-under-  
frame, of a movable platform; a sand-box;  
sand-box screws; and threaded lugs; the sand-  
box being supported by screws which when  
15 turned raise or lower the sand-box, for the  
purpose set forth.

3. The combination with a car-under-  
frame, of a movable platform; a sand-box  
supported by the platform; means for raising  
20 and lowering the sand-box; and means for  
reciprocating the movable platform upon the  
underframe.

4. The combination with a car-under-  
frame, of a movable platform; means for re-  
25 ciprocating the same; a sand-box upon the  
platform; means for raising and lowering the  
sand-box; and a housing for an elevator-  
chain, part of said housing being removable.

5. The combination with a car-under-  
30 frame, of a movable platform carrying an  
asphalt and sand mixer; means for recipro-  
cating the platform; and an asphalt-delivery  
pipe, a part of said pipe being removable.

6. The combination with a car-under-

frame, of a movable platform; a sand-box 35  
frame; sand-box screws; and threaded lugs  
secured to the sand-box frame and movable  
platform; the screws engaging the lugs and  
being reversely threaded.

7. The combination with a car-under- 40  
frame, of a movable platform; means for  
guiding and restraining the platform in its  
movements relative to the underframe; a  
platform-screw having its head engaging a  
bearing which is secured to the underframe; 45  
and a threaded lug upon the platform.

8. The combination with a car-under-  
frame, of a movable platform; means for re-  
ciprocating the same; a sand-box supported  
by the platform; and means for raising and 50  
lowering the sand-box.

9. The combination with a car-under-  
frame comprised of side sills and cross-frame  
beams, of a platform made of longitudinal  
and cross-beam members and located upon 55  
and supported by the side sills, a movable  
sand-box supported by the platform, means  
for guiding the platform in its movements  
longitudinally of the underframe, and means  
for moving the platform to and from a posi- 60  
tion where a part thereof projects beyond  
the end of the underframe.

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

GEORGE MERRIMAN.

Witnesses:

E. H. WOODMANCY,  
W. H. MORTON.