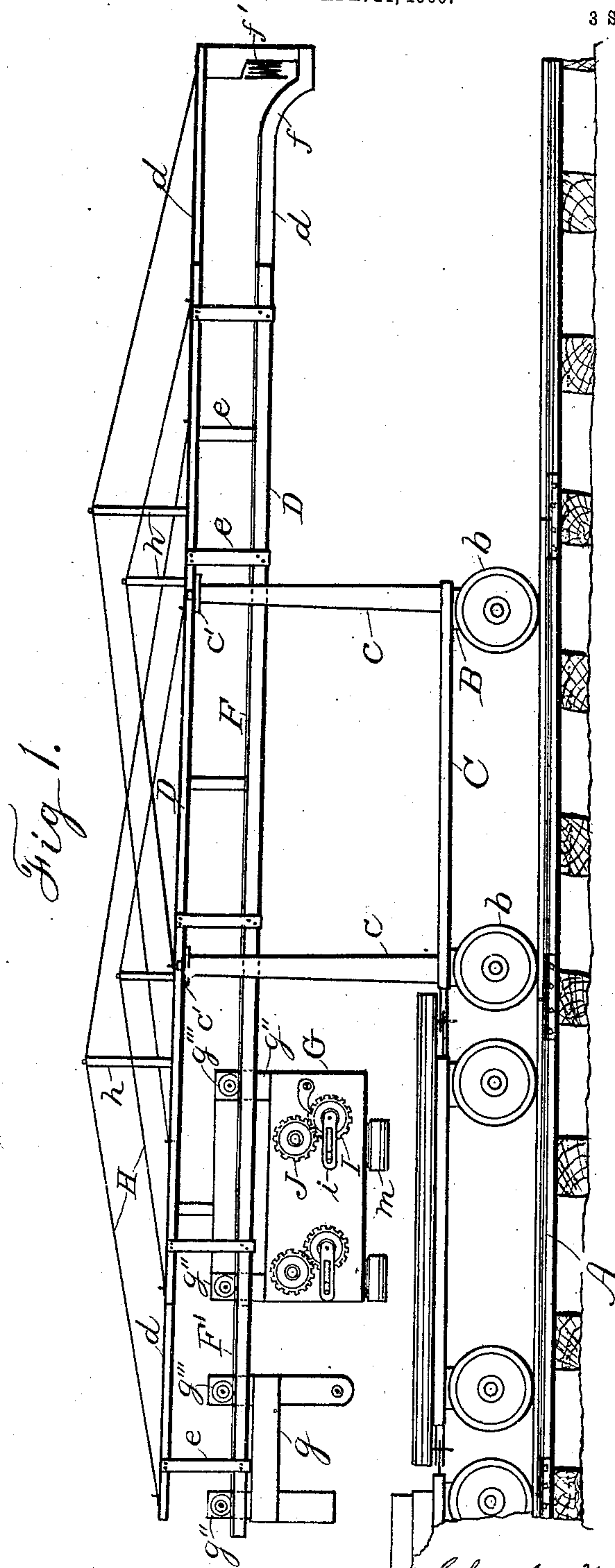


No. 842,855.

PATENTED FEB. 5, 1907.

C. W. BURTON.  
TRACK LAYING DEVICE.  
APPLICATION FILED APR. 24, 1906.

3 SHEETS—SHEET 1.



Witnesses

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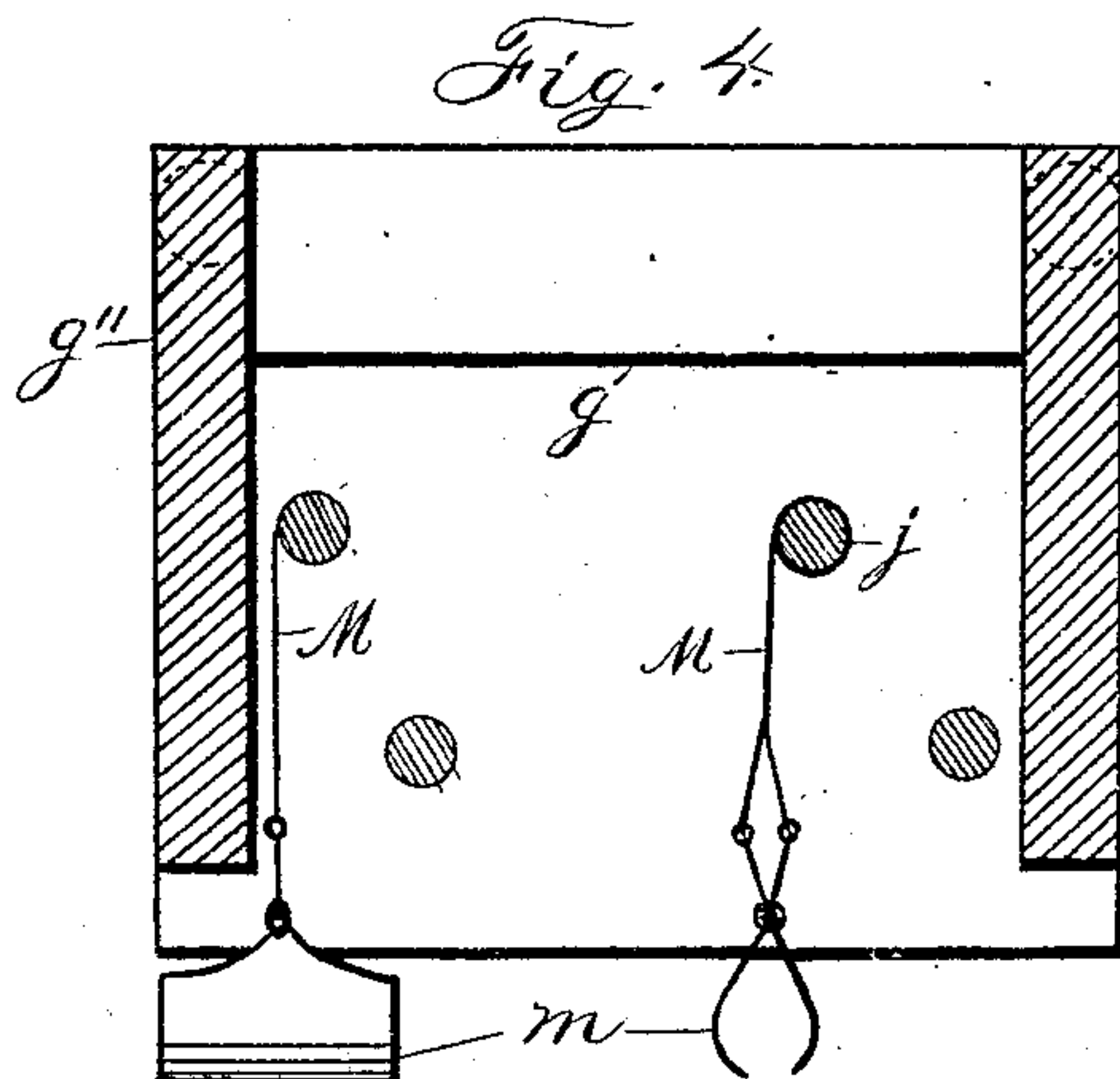
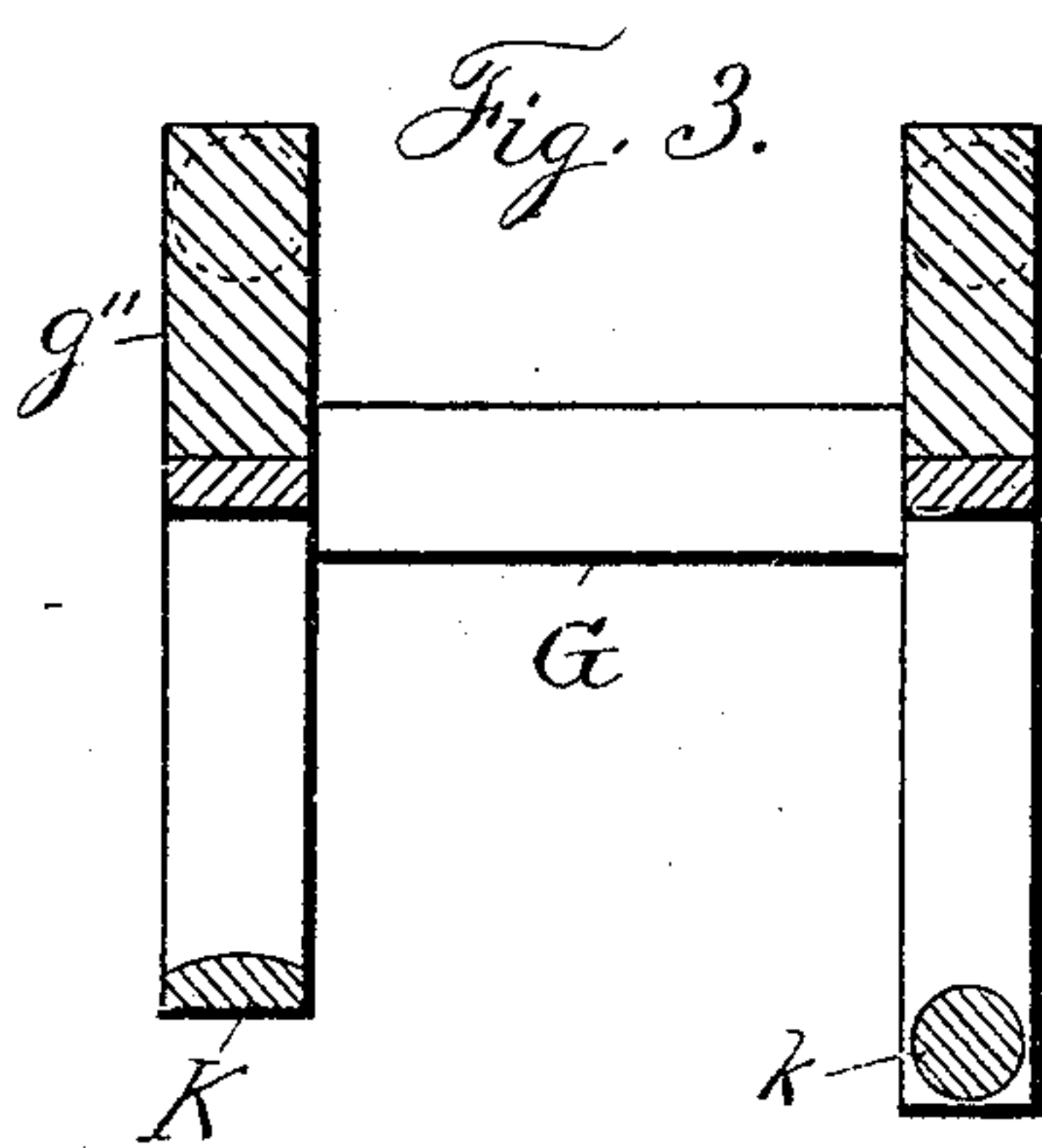
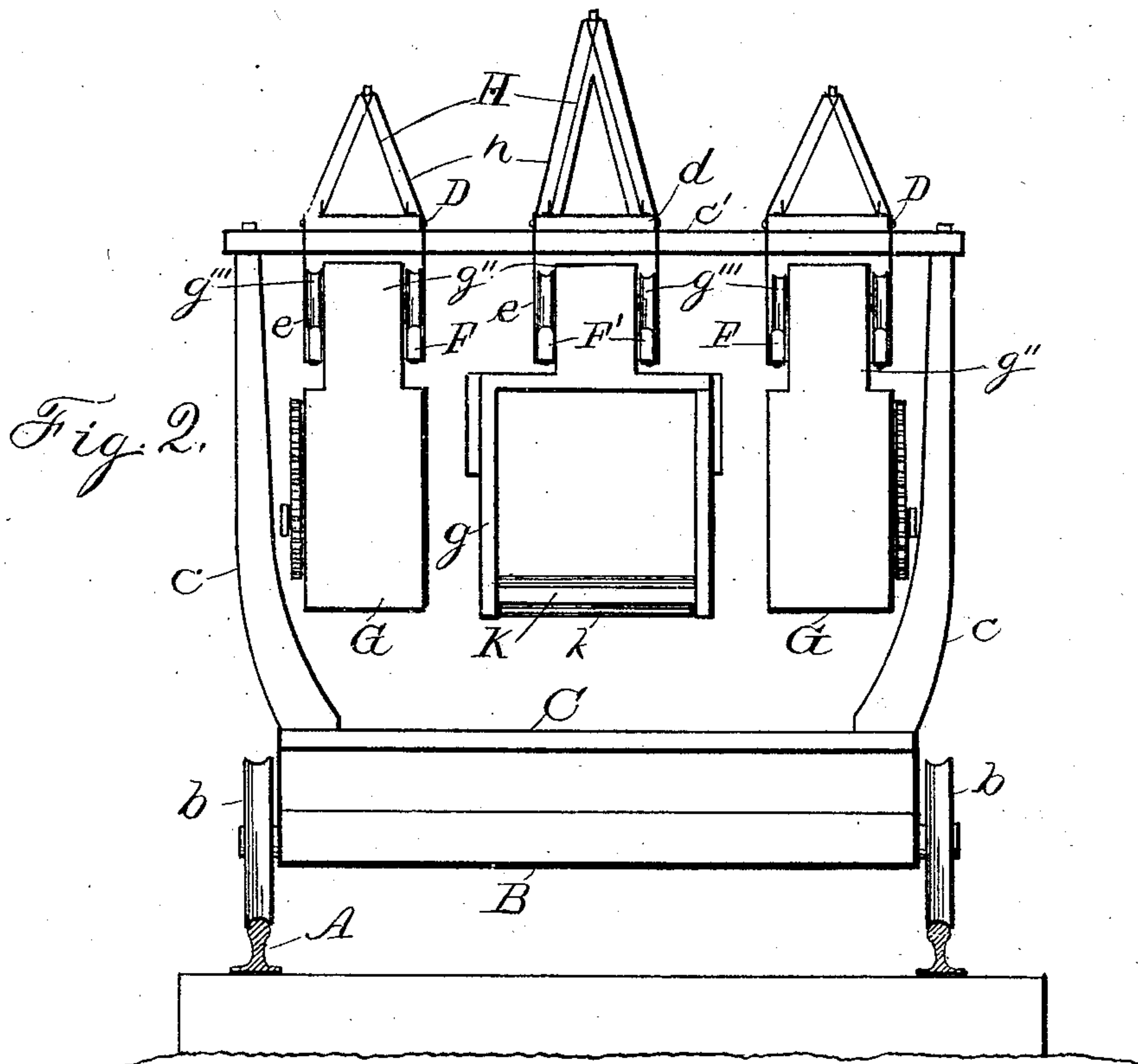
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3 SHEETS—SHEET 3.

Fig. 5.

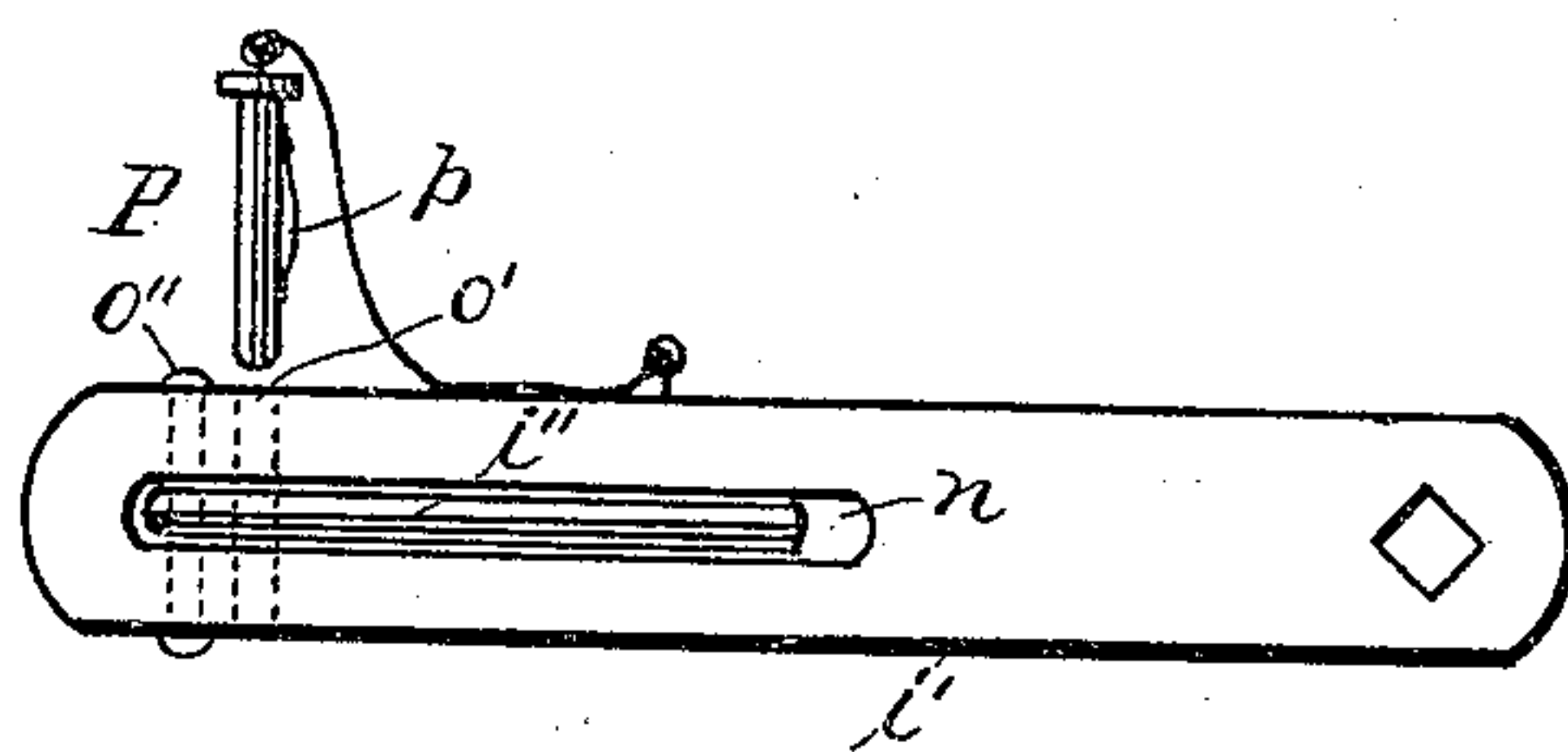


Fig. 6.

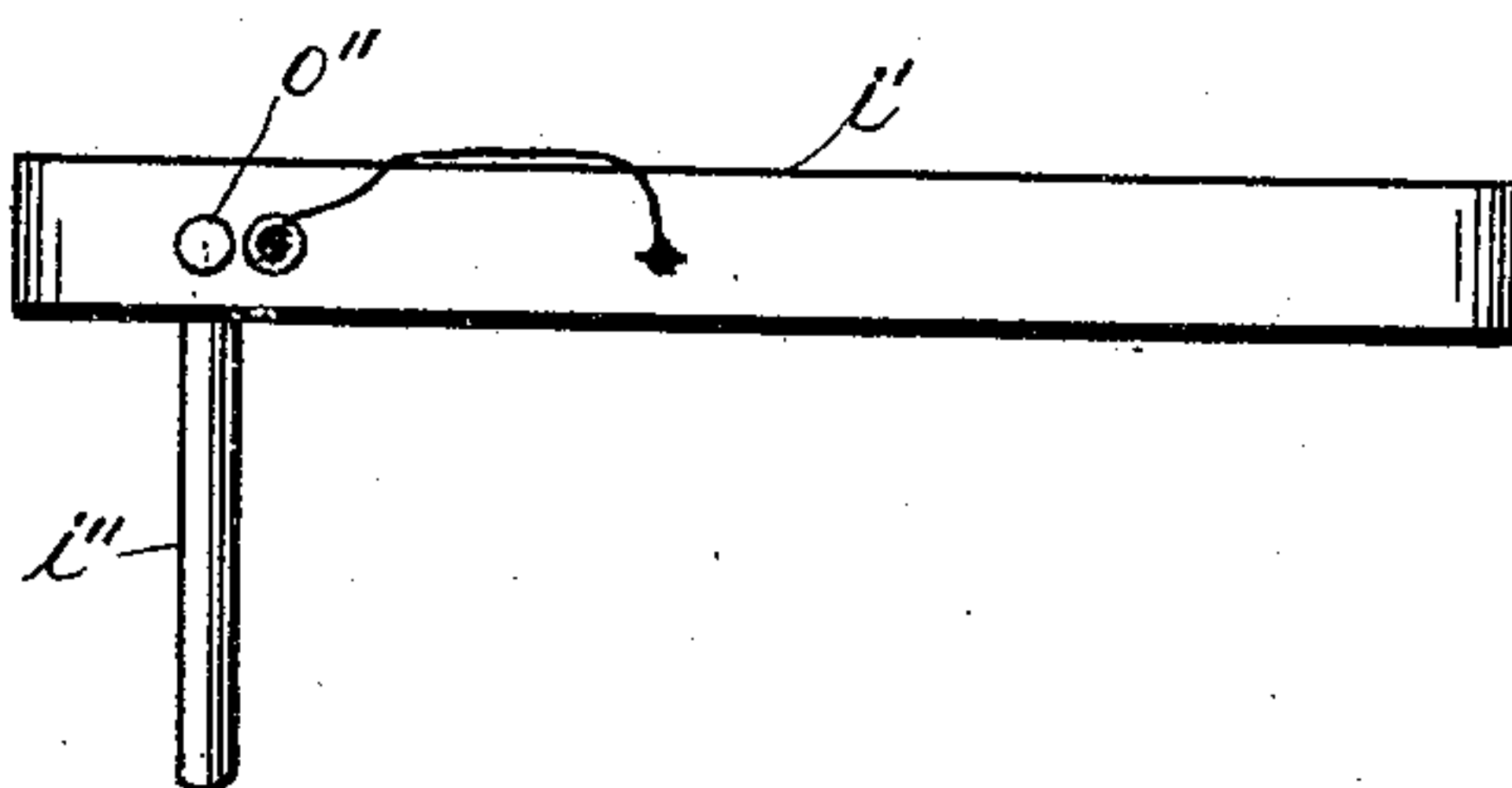


Fig. 7.



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# UNITED STATES PATENT OFFICE.

CHARLES W. BURTON, OF CENTERVILLE, UTAH.

## TRACK-LAYING DEVICE.

No. 842,855.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed April 24, 1906. Serial No. 313,484.

*To all whom it may concern:*

Be it known that I, CHARLES W. BURTON, a citizen of the United States, residing at Centerville, in the county of Davis and State of Utah, have invented new and useful Improvements in Track-Laying Devices, of which the following is a specification.

This machine may be used for various purposes, but is especially designed for use in railroad-tracklaying. It is to be moved along upon the track as it is laid, and the rails and ties are loaded upon cars which follow closely behind the track-layer.

This machine and its operation can be best described in connection with the accompanying drawings, which fully illustrate its various features.

In the drawings, Figure 1 is a side elevation of the device in operative position and of a car loaded with railroad-rails immediately behind it and following that a car, shown fragmentarily, with cross-ties or track-sills. Fig. 2 is an end elevation of the same. Fig. 3 is an enlarged vertical section of the cross-tie carrier. Fig. 4 is an enlarged vertical section of the rail-carrying car and the grip. Fig. 5 is an enlarged side view of hoist crank-lever. Fig. 6 is an edge view of same, and Fig. 7 is a side view of the crank-handle.

The reference-letter A indicates a railroad-track on which stands the track-layer, having a truck B provided with ordinary trundle-wheels *b b*. A platform C is supported on this truck, upon the four corners of which stand the outwardly-curved posts *c c*, connected in pairs by cross-beams *c' c'*. Upon these cross-beams are secured longitudinally three track-supports, the two outer supports D D being of about equal length and the middle one *d* much longer than the others. They all extend, both front and rear, considerably beyond the platform C, reaching out over the loaded cars behind the machine and over the road-bed in front.

Hangers *e e* depend from the supports D and *d*, and to these hangers are secured the tracks F F', on which the carrier G and *g* travel, being attached to hangers *g''*, provided with wheels *g'''*, to engage the tracks F. The tops of the tracks F F' are convex, and the treads of the wheel *g'''* are concave to prevent derailment of the carriers. The supports D and *d* are strengthened in the usual manner by stays H, which pass over struts *h h* on the supports D *d*.

Each carrier *g* is provided with two hoisting devices, consisting of a cog-wheel I, operated by a crank *i* and which engages another cog-wheel J on an axle *j*, upon which is wound a cord or chain K, carrying a grip *m*, which is adapted to seize the track-rail to be moved. By operating two grips on each carrier the rail is easily lifted and deposited exactly where it is wanted on the road-bed.

The lever *i'* of each crank *i* is provided with a recess *n*, in which the crank-handle *i''* rests when not in use. This handle *i''* is broadened at its inner end and has three transverse holes *o o*, which aline with holes *o'* in the lever. A bolt P, provided with a lateral retaining-spring *p* and chained to the crank-lever, is adapted to pass through the holes *o* and *o'* in the lever and handle to hold the handle either extended for use or at rest in the recess *n*, in which latter position it will not strike the machine when moving along the track.

The tie-carrier G is an open depending car whose wheels *g'* are secured to hangers *g''*. The lower rear cross-piece K has a rounded upper face, and its front cross-piece *k* is a roller and disposed on a horizontal plane a little below that of the piece K. The tracks F F' are inclined downward toward the front to facilitate the forward movement of the carriers, and additionally the track F' has a sharp decline *f* at its front end, which is closed by a spring-bumper *f'*. This construction dumps the load of ties, which when the carrier suddenly stops moves forward on the roller *k* and falls upon the road-bed between the tracks A.

What I claim, and desire to secure, is—

1. A track-laying machine formed of a truck, a frame on said truck, three tracks on said frame of which the two outer tracks are approximately of equal length and the middle one of said tracks is longer than said outer tracks, and carriers on said tracks, substantially as described.

2. A track-laying machine formed of a truck, a frame on said truck, three tracks on said frame of which the two outer tracks are of approximately equal length, carriers on said outer tracks, means for seizing and hoisting track-rails on said carriers, the middle one of said tracks being longer than said outer tracks, and a carrier on said middle track as described.

3. A track-laying machine formed of a truck, a frame on said truck having out-



wardly-curved posts, three tracks on said frame of which the two outer tracks are of approximately equal length depending carriers on said outer tracks, winches on said 5 carriers, the middle one of said tracks being longer than said outer tracks, and a depending carrier on said middle track, as herein set forth.

4. In a track-laying machine having an 10 elevated track, a steep incline at the front end of said track, a bumper at the front end of said track, a depending tie-carrier on said track, a rounded tie-support at the lower rear part of said carrier and a roller at the lower 15 front end of said carrier for the purpose herein set forth.

5. In a track-laying machine a track-rail carrier having a winch, a lever on said winch having a recess, holes near the outer end of 20 said lever and connecting with said recess, a handle for said lever having a broadened end and holes therethrough alining with said holes in said recess and a bolt adapted to en-

gage said holes to maintain said handle in operative position or at rest in said recess, as 25 specified.

6. A track-laying machine formed of a truck, a frame on said truck, three tracks on said frame of which the two outer tracks are of approximately equal length, depending 30 carriers on said outer tracks, means for seizing and hoisting track-rails on said carriers, the middle one of said tracks having a steep incline at its front end, a spring-bumper at the front end of said track, a depending tie- 35 carrier on said track, a rounded tie-support at the lower rear part of said carrier and a roller at the lower front end of said carrier, for the purposes herein set forth.

In testimony whereof I affix my signature 40 in presence of two subscribing witnesses.

CHARLES W. BURTON.

Witnesses:

FRANK A. LANGE,  
CLARISSA DULIN.