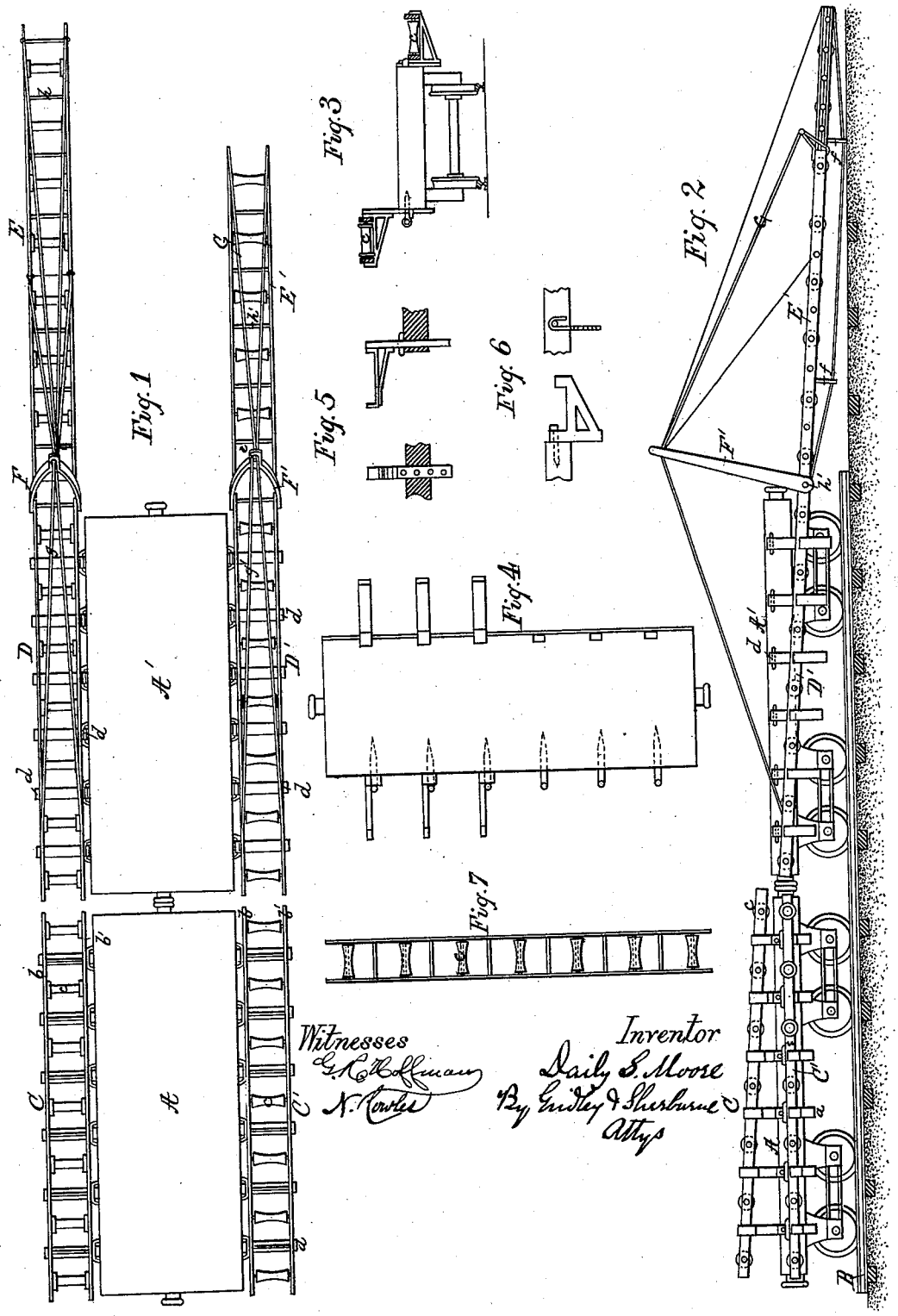
D. S. MOORE.

Unloading Rails and Ties from Cars.

No. 200,148. Patented Feb. 12, 1878.



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IMPROVEMENT IN UNLOADING RAILS AND TIES FROM CARS.

Specification forming part of Letters Patent No. **200,148**, dated February 12, 1878; application filed November 22, 1877.

To all whom it may concern:

Be it known that I, DAILY S. MOORE, of Chicago, in the county of Cook and State of Illinois, have invented a new and Improved Apparatus for Unloading Railway Rails and Ties from Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a general plan or top view of an apparatus for unloading railway rails and ties from railway-cars embodying my said invention. Fig. 2 represents a side elevation of the same. Fig. 3 represents an end view of the car, showing the manner of connecting the parts constituting my said invention thereto. Fig. 4 represents a plan of the car, showing a top view of the brackets employed in supporting the track over which the rails and ties are passed when being unloaded from the car. Figs. 5 and 6 represent end views of the brackets, showing the manner of securing them to the car-body; and Fig. 7 represents a top view of a section of the track over which the rails and ties are passed when being unloaded from the car.

Like letters of reference indicate like parts.

My invention relates to an apparatus used in the construction of railway-tracks; and the object of my invention is to provide a means of facilitating the unloading of railway rails and ties from platform-cars, and so as to convey the ties and rails direct to the point at which the same are to be laid down in forming the track.

To that end my invention consists in the arrangement of parts, as hereinafter more fully described and claimed.

In the drawings, A and A′ represent the ordinary platform-cars, and B the railway-track which has been laid, and upon which the cars are supported. C and C′ represent tracks or tramways, which are arranged on opposite sides of the car A, and are each supported upon a series of brackets, *a*, as shown in Fig. 2.

The tracks or tramways C and C′ are each formed of two parallel side rails, *b b′*, located at the proper distance one from the other laterally, to allow the ties to pass between them, and are provided with a series of rollers, *c*, which are journaled at their ends to the side rails, and so as to freely revolve. The brackets *a* are each so connected to the platform of the car as to admit of being raised or lowered and firmly secured at any requisite adjusted height, and so as to hold the tracks C and C′ at any desired inclination longitudinally that will cause the ties and railway-rails resting upon the rollers to move easily over them, and in the direction of the length of the car.

D and D′ are similar tracks or tramways, which are arranged on opposite sides of the car A′, and are each supported upon a series of brackets, *d*, attached to the side of the platform of the car, as shown in Fig. 2. The brackets *d* are each so connected to the sides of the platform of the car as to admit of being raised or lowered and firmly secured at any desired height, and so as to hold the tracks D and D′ at any desired inclination longitudinally, and in a plane parallel with the plane of the tracks C and C′ on the car A.

E and E′ are similar tracks or tramways, which are removably connected to the forward end of the tracks D and D′, respectively, and extend forward from the forward end of the car A′ a distance equal to the gross length of the car, and are each so arranged as to admit of being elevated or depressed at its forward end, so as to bring the track proper in the same plane with the tracks D and D′, as shown in Fig. 2.

F and F′ are vertical uprights, which are attached to the forward end of the side rails of the tracks D and D′, and are each provided at the upper end with an opening, *e*, as shown in Fig. 1.

The tracks E and E′ are each provided with a truss-rod, G, which is connected at its ends to the ends of the tracks, and supported by pendent braces *f f*, attached to the lower side of the side rails of the track, as shown in Fig. 2, the object of which is to prevent the track from springing down or sagging under the weight of the railway rails and ties passing over them.

Permanently attached to the side rails of each of the tracks D and D′, near their rear ends, are truss-rods *g* and *g′*, which extend for-

ward through the opening *e* in the upper end of the uprights F and F′, and from thence downward and forward to the forward end of the side rails of the tracks E and E′, and so as to support the forward end of the said tracks E and E′ in proper position and off the ground. The side rails of each of the tracks E and E′ are provided with tie-braces *h* and *h′*, which are attached to the said rails between their forward ends and the forward end of the tracks D and D′, and extend backward and upward to and are connected with the upper end of the uprights F and F′, as shown in Fig. 2.

In using my said apparatus the ties and rails to be laid are first loaded upon the cars, in the usual manner. The cars are then run upon the track B (a portion of which has been previously laid) until the forward end of the tracks E and E′ extend over the end of the track to, or nearly to, the point where the ties are to be laid, when the latter are taken from the car and placed upon the tracks D or D′, and conveyed over the rollers to the end of the tracks E or E′, when they are removed and laid down. When a sufficient number of ties have been laid to receive a length of the rails B, the latter are taken from the car and placed upon the tracks D and D′, and conveyed over the rollers to the point where they are to be used, when they are secured to the ties in the usual manner. The cars are then moved forward until the ends of the tracks E and E′ are at the proper point for the unloading of the next set of ties, when the ties and rails are unloaded as before, and so on until all of the ties and rails upon the cars have been laid down.

It will be observed, by reference to the drawing, that the rollers of each of the tracks are made less in diameter at the center, so that the ties or railway-rails are caused to remain in the center of the tracks when passing over them.

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

1. The combination, with the platform of a railway-car, of one or more inclined tracks or tramways, C and C′, arranged to admit of being elevated or depressed to change the inclination thereof, substantially as and for the purpose specified.

2. The combination, with the platform of a railway-car, of two or more inclined tracks or tramways, D E and D′ E′, the tracks E and E′ arranged to extend forward in advance of the forward end of the car, substantially as and for the purpose specified.

3. The combination, with the tracks D E and D′ and E′, of the uprights F F′ and truss-rods *g* and *g′*, for supporting the forward end of the tracks E and E′, substantially as specified.

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