(No Model.)

D. S. MOORE.

MACHINERY FOR LAYING RAILROAD TRACK.

No. 379,178. Patented Mar. 6, 1888.

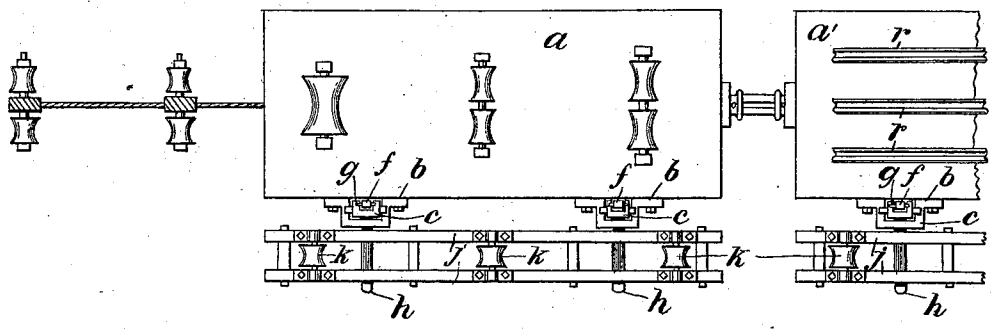


Fig. 1

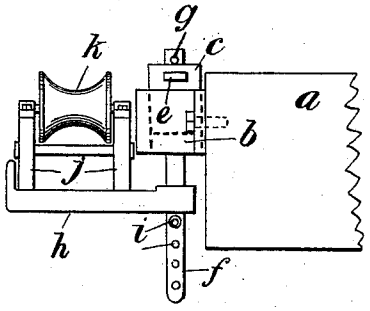


Fig. 2

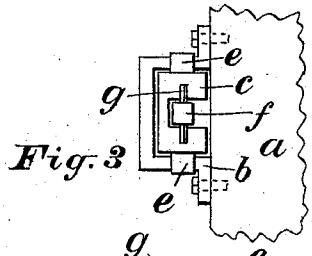


Fig. 3

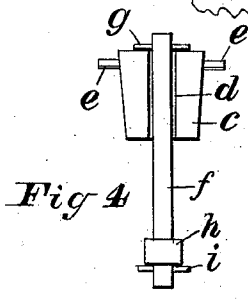


Fig 4

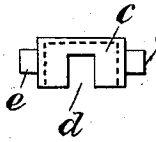


Fig. 5.

Fig. 6

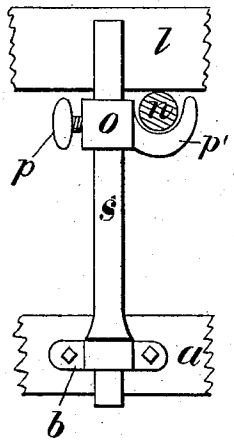
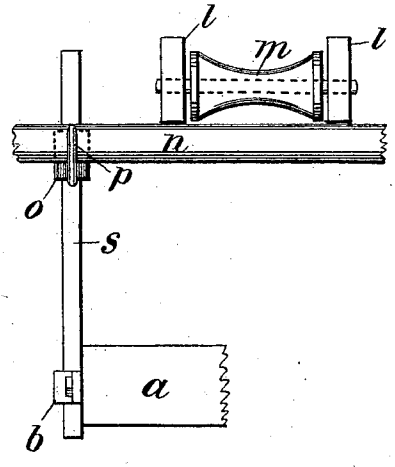


Fig. 7



Witnesses;
J. D. Clark.
John Audum.

Inventor
Daily S. Moore,
per Wm. Zimmerman,
Attorney.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

DAILY S. MOORE, OF CHICAGO, ILLINOIS, ASSIGNOR OF TWO-THIRDS TO ABNER PRICE AND ALEXANDER PRICE, BOTH OF SAME PLACE.

MACHINERY FOR LAYING RAILROAD-TRACK.

SPECIFICATION forming part of Letters Patent No. 379,178, dated March 6, 1888.

Application filed January 14, 1888. Serial No. 260,755. (No model.)

To all whom it may concern:

Be it known that I, DAILY S. MOORE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Machinery for Laying Railway-Track, which are fully set forth in the following specification, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is a plan view of a "platform" or "flat" car, provided on one side in this case with a part of my invention or apparatus for laying railway-track. Fig. 2 is an end view of a fragment of a platform-car, which shows in end view what is shown in plan view in the preceding figure in an enlarged view. Fig. 3 shows the enlarged construction shown in Fig. 2 in plan view. Fig. 4 shows the construction shown in Figs. 2 and 3 of the block *c* and its parts and the rod *f* and its parts, as seen from the side which is in contact with the side of the car, the same being removed from the side of the car. Fig. 5 shows the block *c*, as seen from the top. Fig. 6 shows a fragment of a platform-car and my improved construction for supporting the necessary machinery above the floor of the car and its loaded materials. Fig. 7 shows the construction seen in Fig. 6 as it appears when looking at it from the end of the car.

Like letters refer to like parts.

The object of my invention is to improve the construction of the mechanism for laying railway-track for which Letters Patent of the United States were granted to me, dated February 1, 1887, and which are numbered 356,777.

My improvement consists in the details of construction of said invention, as hereinafter pointed out.

In the first place, the frames or carriers *j* on the sides of the cars, which are for the purpose of unloading rails, heretofore required too much work to raise the rails up on them, especially when adjusted high above the floor of the cars *a a'*, &c. The said carriers become far more efficient when hung below the level of the floor of the car, and to attain such desirable end special constructions had to be devised, which I attain substantially as follows, namely: Into the stake-box *b*—such as are usually attached to flat cars—I fit a tapering block, *c*, preferably of cast-iron, which is provided with lugs *e*. The object of this construction is that it may without fitting be adapted to large or small stake-boxes. If their openings are small, only a part of the lower end of the block *c* will enter, and if they are long the block may enter, so as to rest the lugs *e* upon the edges of the stake-box. Into said block, from its back or side which touches the car, is cut a slot, *d*, and in said slot is hung a rod, *f*, provided with a head or pin, *g*, at its upper end. Said rod extends downward below the stake-box from one to two or more feet, as practical requirements may suggest, and is provided at its lower part with holes, into some one of which is placed a pin at any desired point to hold the adjustable bracket *h*, which has an eye at its rear end through which the rod *f* passes. By this means the frames or carriers *j* may be suitably adjusted below the floor of the car, so that rails *r* may easily be dropped onto them.

The fine rollers shown near the center of the car *a* are the same as shown in my said patent, and are retained in this construction to work in connection therewith, whereby far greater speed can be attained in using both sets of rollers together to bring rails to the front end of the construction-train.

The adjustment of the "overhead carriers" *l* relative to the car-floors is now effected by means of an adjustable sleeve, *o*, arranged to bind or clamp upon the stakes *s* in any suitable manner, as by a set-screw, *p*, and upon one side of said sleeve is formed a hook, *p'*, which carries the cross-bar *n*, in connection with a similarly placed and provided stake on the other side of the car. The same "stake-boxes" *b* are employed, as already stated, which are found in general use on the sides of such cars. By means of this last-described construction the said overhead carriers may be adjusted with perfect accuracy, which practice has proved to be a very necessary condition for successful work.

What I claim is—

1. In combination with a flat car provided

with boxes *b* and carriers *j*, the block *c*, provided with rod *f*, having adjustable bracket *h*, substantially as specified.

2. In combination with a flat car provided with boxes *b*, stakes *s*, cross bars *n*, and overhead carriers *l*, the adjustable sleeve *o*, having arm *p'*, substantially as specified.

3. In combination with a flat car, *a*, having a set of rollers upon its floor, the carriers *j*, hung on brackets *h*, adjustable on the rod *f*, pendent from the box *b*, substantially as specified.

DAILY S. MOORE.

Witnesses:
WM. ZIMMERMAN,
ABNER PRICE.