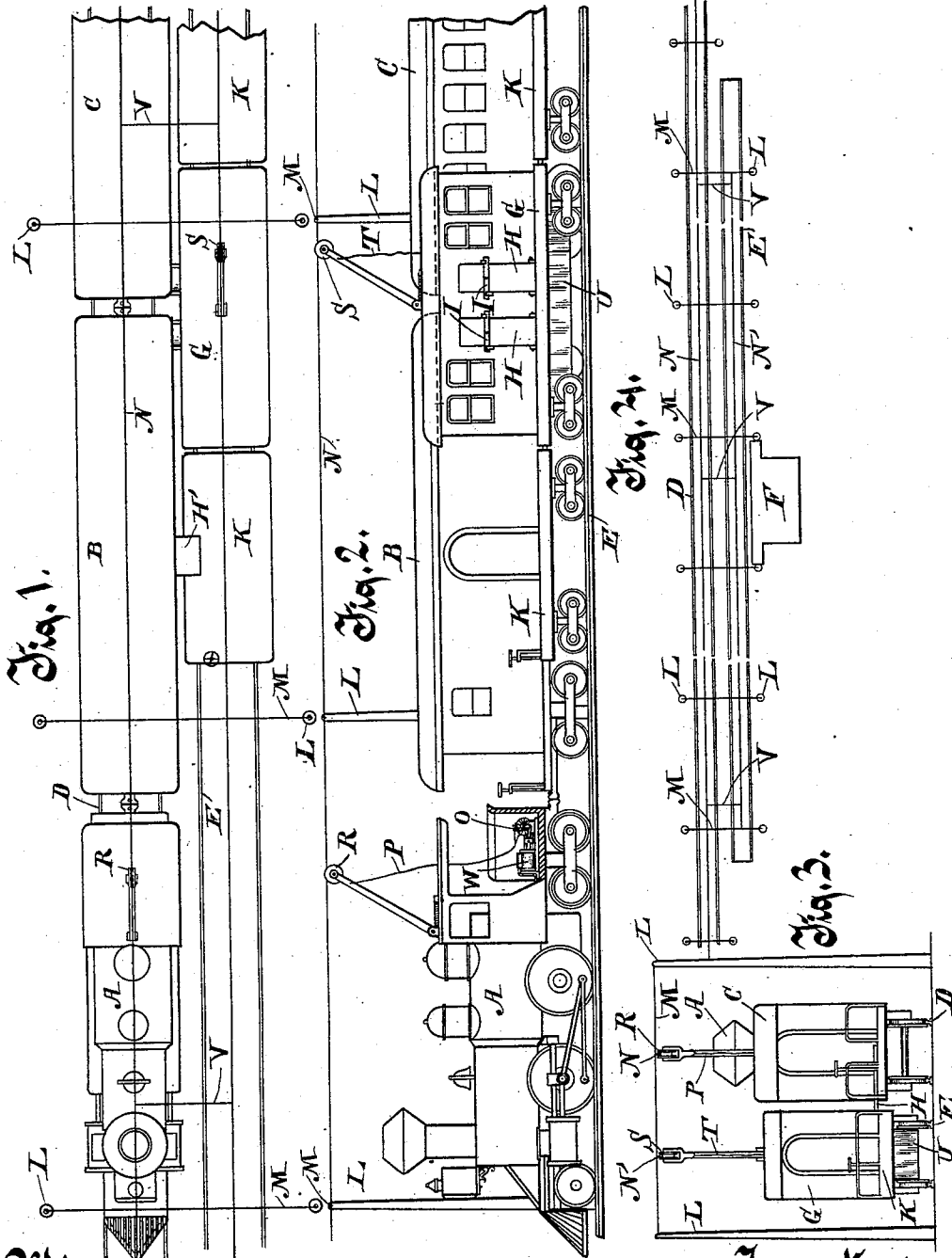


(No Model.)

J. G. EMERY, Jr.
RAILWAY STATION.

No. 469,882.

Patented Mar. 1, 1892.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOHN G. EMERY, JR., OF MILWAUKEE, WISCONSIN.

RAILWAY-STATION.

SPECIFICATION forming part of Letters Patent No. 469,882, dated March 1, 1892.

Application filed March 30, 1891. Serial No. 386,951. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. EMERY, Jr., of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Railway-Stations, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to improvements in the facilities provided at a station or locality for taking on and putting off passengers or baggage to or from a railway-train.

The object of my invention is to provide a movable station consisting of independent or auxiliary cars traveling for a short distance alongside a moving train for transferring passengers or freight to or from the moving train, thus obviating the necessity for the train to stop and thus lose its momentum and the time occupied in coming to a standstill, the delay at the station, and the time taken in getting into motion again.

In the drawings, Figure 1 is a top plan view of a portion of a moving train and of my improved station or auxiliary cars moving on a track alongside the train. Fig. 2 is an elevation of the moving train with auxiliary cars alongside, a part of the tank or tender on the locomotive being broken away to show means which may be used for operating the auxiliary cars. Fig. 3 is an end view of the train, the auxiliary cars, and the devices for operating the auxiliary cars. Fig. 4 is a plan view of the main track, the auxiliary or side track, and a platform for transferring passengers and freight to and from the auxiliary cars.

In the drawings, A is a locomotive, B a baggage or freight car, and C a passenger-car of a train running on a track D, all of which are of a general character and form well known and in common use.

My improved device includes a parallel side track E, extending to a sufficient distance on each side of a permanent or fixed station or platform F. On this side-track E, I provide suitable transfer-cars, which for receiving and transferring passengers may be constructed substantially like passenger-cars, (in the general form shown at G,) except that the doors H are at the sides of the car. Preferably there are two doors H on each side of

each car, hinged at their lower ends and arranged to fall down upon the two adjacent platforms of two passenger-cars opposite to and alongside of which the auxiliary car G is to run for a limited distance. These doors when so thrown down form platforms or floors from the auxiliary car to the platforms of the cars of the moving train on which passengers may pass from one to the other, and are preferably arranged to fit, respectively, against the adjacent rear and front ends of the passenger-cars, whereby they couple the auxiliary cars to the main train. These doors H are advisedly secured when closed by a transverse bar I, pivoted centrally on the door and adapted to be swung so as to engage with catches on the side of the car and lock the door in its closed position, being releasable on the outside, and, if desired, by proper devices therefor passing through the door to the inside. I also provide a suitable baggage-car, preferably coupled to the car G, which baggage-car may be an open flat car K or may be covered and provided with a side door substantially like the larger car B. Baggage, freight, or mail-pouches may be readily transferred to or from the car B from or to the car K when they travel alongside each other upon and over a skid or platform H', pushed from the car on the main track to the auxiliary car, substantially in the manner shown in Figs. 1, 2, and 3. These cars G and K are to take on passengers and freight from the platform F when stationary alongside thereof, and, being put in motion and traveling with the moving train, the passengers and freight are readily transferred from the auxiliary cars to the moving train, and passengers and baggage taken from the moving train are transferred therefrom to the platform F when the auxiliary cars are stopped alongside thereof.

Various means may be used for operating the auxiliary cars, as by providing an independent locomotive to haul them, or by running them by means of a cable operated by stationary engines, or by means of electricity supplied from storage-batteries on the cars, or through trolley-lines, the electricity being supplied either from a stationary dynamo or from a dynamo on the moving train. Of these

various methods I prefer the last, and have shown in the drawings an electrical system arranged to operate in the manner suggested. For this purpose a series of posts L, located in pairs opposite each other outside the tracks, are provided with connecting and supporting wires M. Wire conductors N and N' are supported, insulated electrically, on the wires M, which conductors are located parallel to each other over the tracks D and E, respectively, and by transverse wires V are connected electrically to each other. A dynamo O is located on the locomotive and is driven by the engine W, supplied with steam from the locomotive generating electricity, which is transmitted therefrom, through the flexible conductor P and trolley R to the conductors N and N', and therefrom, through the trolley S on the auxiliary car and through the flexible conductor T, to a suitable motor therefor located in a casing U underneath the car G, which motor in the case U is suitably geared to the axles of the wheels of the car, whereby electrical connection is made with the track and therefrom to the other track through a suitable electrical connection, either metal or the ground. The auxiliary cars when about to be used stand on the track E alongside the platform F and receive passengers therefrom. When the train on the main track runs under the conductor M and electricity from the dynamo on the train charges the conductors N and N', the electricity at a proper moment is by an attendant, through suitable devices therefor, directed to the motor on the car G, and it is set in motion, running it alongside the main train until passengers and baggage have been transferred, whereupon the motor on the car G is by the attendant reversed and the auxiliary cars are run back to the platform F. To accomplish the running back of the auxiliary cars successfully, the conductor N over the main track is continued for some distance beyond the extremities of the track E.

The platforms or floors from the main to the auxiliary cars may be constructed and carried on the main train or cars, being arranged to be thrown from the main cars to the auxiliary cars temporarily when alongside each other.

What I claim as new, and desire to secure by Letters Patent, is—

1. In devices for operating a movable railway-station arranged to travel on a side track alongside of a moving train on a main track,

an electricity-generating device on the train on the main track, adapted to supply electric motive power to the auxiliary train on the side track, substantially as described.

2. In devices for operating a movable railway-station arranged to travel on a side track alongside of a moving train on a main track, insulated electric conductors one over the main track and one over the side track, and an electric conductor connecting the conductors over the tracks, the conductors over the tracks being arranged, respectively, to receive and discharge electricity from and to trolleys, substantially as described.

3. The combination, with a railway-track and cars running thereon, of a side track parallel with the main track, cars on the side track adapted to travel alongside the cars on the main track, a dynamo on the train on the main track, a motor on a car on the side track, an electric connection between the dynamo and the motor, and means for coupling the cars on the side track to the cars on the main track, substantially as described.

4. The combination, with a railway-track and a side track located parallel with the main track, of an electric conductor located over the main track and over the side track, a locomotive on the main track, a dynamo operated by the locomotive, a trolley connecting the dynamo with the conductor over the main track, an auxiliary car on the side track, a trolley connecting the conductor over the side track electrically with a motor on the auxiliary car, and the motor on the auxiliary car connected operatively to the axles of the car, substantially as described.

5. The combination, with a railway-track and a train of cars running thereon, of a side track located parallel to the main track, cars on the side track arranged to travel alongside the cars on the main track, and swinging doors located in the side of the auxiliary car and hinged thereto, being arranged to be thrown down on the adjacent platforms of cars on the moving train to serve as floors and coupling devices, substantially as described.

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

JOHN G. EMERY, JR.

Witnesses:

C. T. BENEDICT,
ANNA V. FAUST.