

J. P. HADDIX.
 TRACK LAYING MACHINE.
 APPLICATION FILED JULY 11, 1912.

1,056,096.

Patented Mar. 18, 1913.

3 SHEETS-SHEET 1.

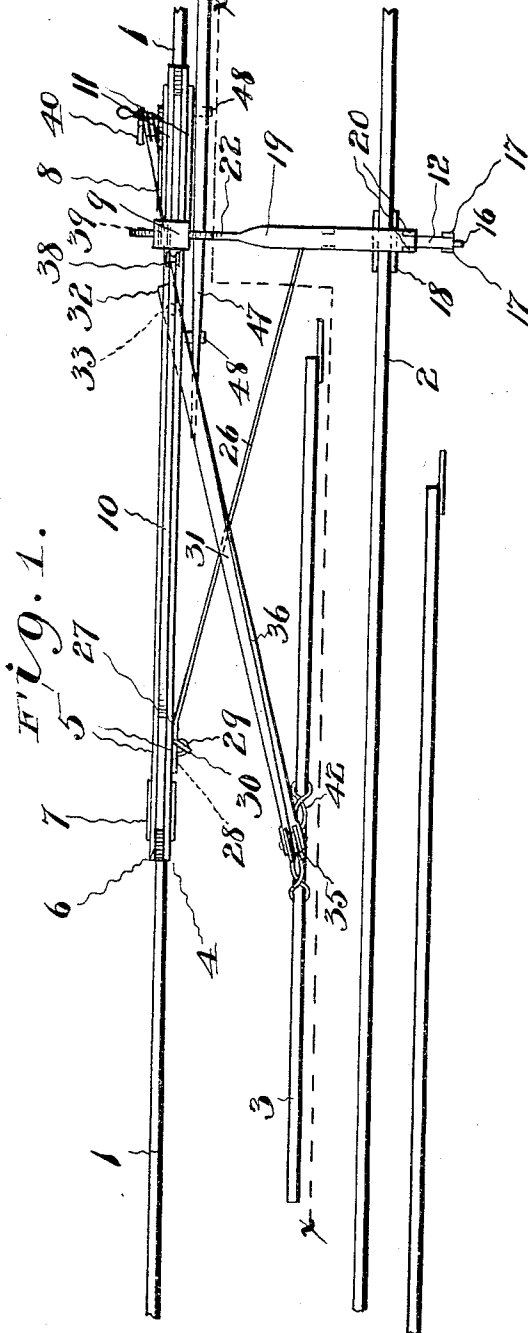
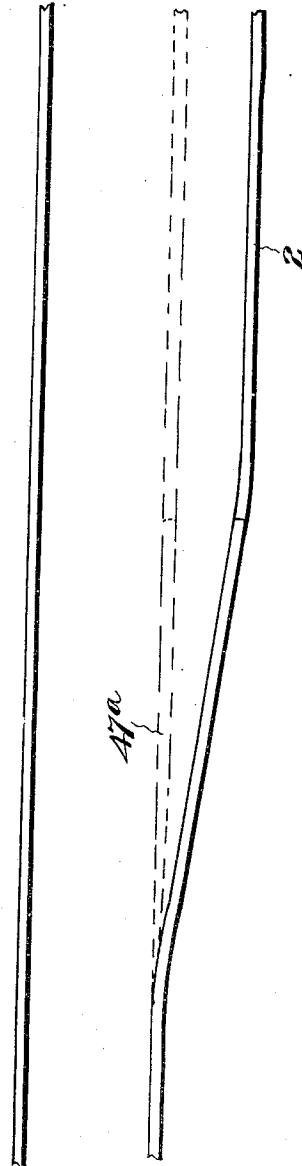


Fig. 1.



WITNESSES

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Fig. 2.

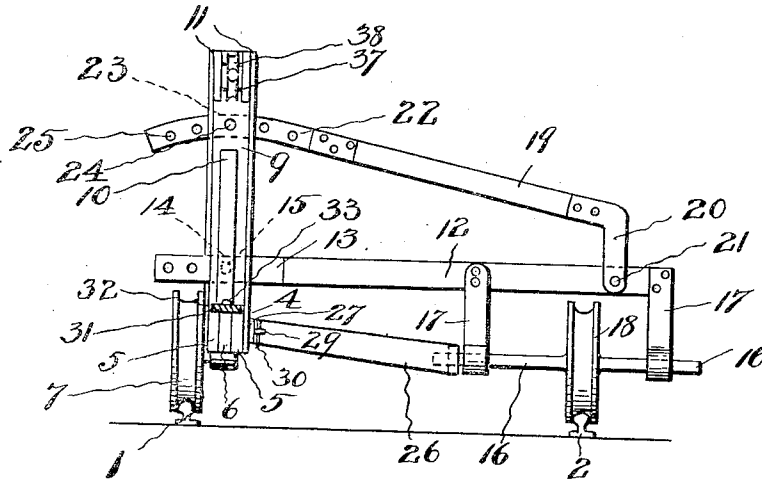
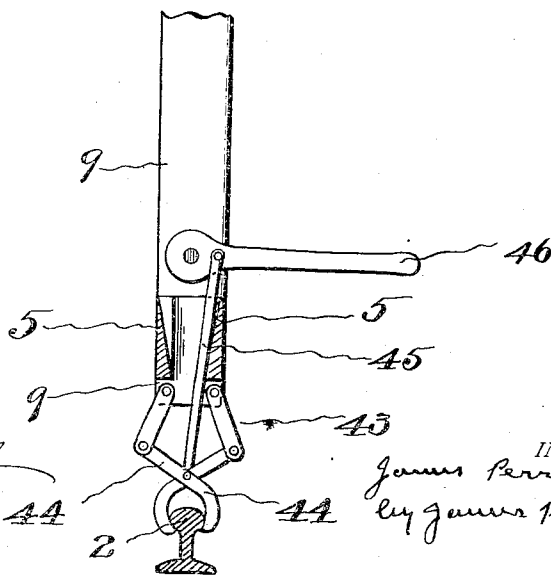


Fig. 3.



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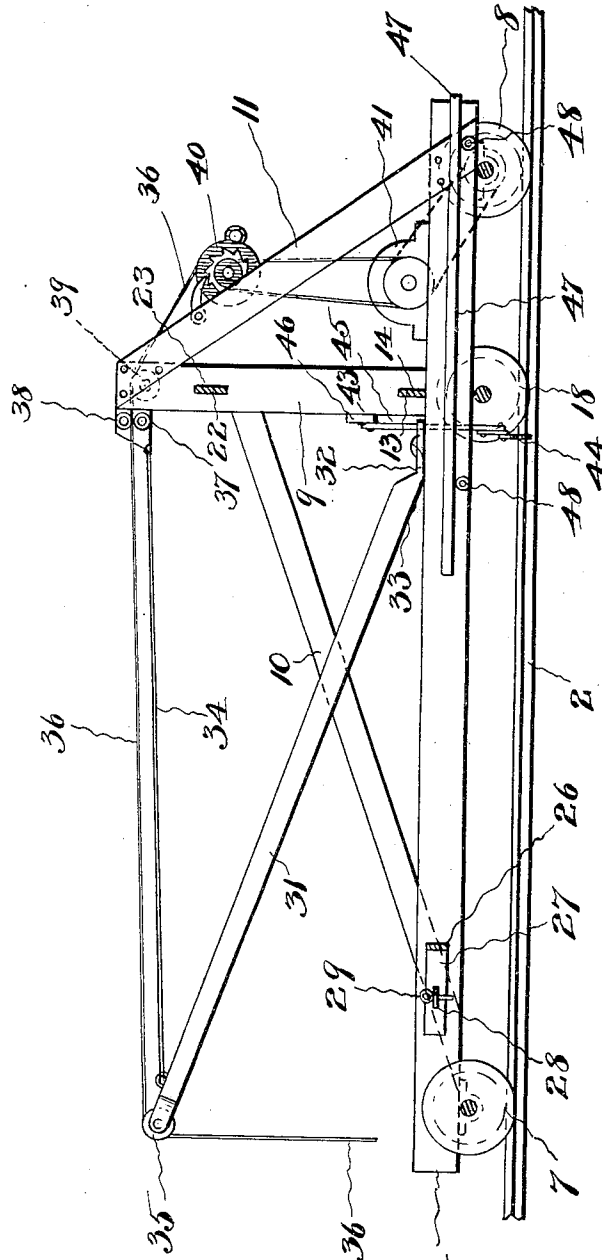
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3 SHEETS—SHEET 3.

FIG. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES PERRY HADDIX, OF MERNA, NEBRASKA.

TRACK-LAYING MACHINE.

1,056,096.

Specification of Letters Patent.

Patented Mar. 18, 1913.

Application filed July 11, 1912. Serial No. 708,864.

To all whom it may concern:

Be it known that I, JAMES PERRY HADDIX, a citizen of the United States, and a resident of Merna, in the county of Custer and State of Nebraska, have invented certain new and useful Improvements in Track-Laying Machines, of which the following is a specification.

My invention relates to machines for laying railroad rails, and has for its principal object the provision of a device having means for lifting, removing and replacing rails and also for loading and unloading new and old rails on suitable cars or trucks and also for piling them, and for placing ties and other timbers in position.

Another object of my invention is the provision of a supporting-frame that is capable of adjustment to overcome the effect of listing the track around curves.

Another object of my invention is the provision of a machine consisting of a sill mounted on double-flanged wheels adapted to travel on one of the rails of the track being replaced, while a lateral supporting beam is provided with a slidably adjustable wheel capable of traveling on supporting rails situated at a distance outside of the usual gage of the road, so that new rails may be placed at the proper gage from the rails supporting the sill aforesaid.

My invention will be described in detail hereinafter and illustrated in the accompanying drawings, in which—

Figures 1 1^a is a top plan view of my invention; Fig. 2, an end view, partly in section; Fig. 3, an enlarged detail view of the anchor-clamp; and Fig. 4, a sectional view, on an enlarged scale, on line *x x* of Fig. 1.

In the drawings similar reference characters will be used to designate corresponding parts in the several views.

As stated hereinabove, my invention is particularly adapted to laying and replacing rails, and in Fig. 2 I have shown the machine mounted on a section of track in which one of the rails 1 is in place, while 2 indicates the removed rail placed near the outer ends of the ties and used to support a part of the machine to be hereinafter described, while 3 designates the new rails being placed in position.

My improved machine is mounted on a sill 4, consisting of two beams 5, spaced apart by spacing-blocks 6, and mounted for travel on one of the rails, such as 1, by

means of double-flanged wheels 7 and 8, journaled adjacent to the two terminals of the sill 4. 9 indicates a mast erected on sill 4, adjacent to the wheel 8, and braced by beam 10, secured to sill 1, adjacent to wheel 7, and to the mast intermediate of its top and bottom, and beams 11, secured to the two sides of the upper extremity of the mast and to the sill 1, adjacent to the rear terminal.

12 indicates a lateral supporting beam having a reduced and flattened end piece 13, secured on one terminal and removably secured in a slot 14 in the mast 9 by means of a pin 15. 16 indicates a rod secured under the outer extremity of the beam 12 by means of depending brackets 17, and 18 a double-flanged wheel slidably and rotatably mounted on said rod and adapted to travel on the displaced rail 2, hereinbefore described. 19 indicates a brace-beam secured adjacent to the outer or free extremity of beam 12 by means of plates 20, secured to said brace-beam 19 and removably secured to the supporting beam by means of a pin or bolt 21. The other terminal of the brace-beam 19 has a plate 22 secured thereto and formed curved, as shown, and adapted to be secured in a slot 23 in mast 9 by means of a pin or bolt 24, engaging said mast and one of the series of openings 25 in said plate. 26 indicates a brace-bar having one terminal removably secured to rod 16 and its other terminal provided with an angular plate 27, formed with a slot 28 to receive a staple or loop 29 on one or the other side of the sill 1 and to be secured in position by a pin 30. By this construction of supporting-beam 12 and the parts connected therewith, it will be apparent that my machine is adapted to be secured on either side of the sill 4 and mast 9 to provide for laying a track on either side of the sill.

31 indicates a boom having one terminal provided with a bearing-plate 32, mounted on sill 1 and rotatable on pivot-pin 33, while its other end is supported by a cable or other suitable support 34, engaging the mast 9.

35 indicates a sheave journaled on the free terminal of boom 31, and 36 a hoisting cable trained around said sheave, through and between sheaves 37 and 38 and over sheave 39, mounted on mast 9, and secured to a suitable drum 40, operated by means of a hand-operated winch, as shown in Figs. 1, 2, and 3, or by a suitable motor 41, located on sill

4, as disclosed in Fig. 4, said motor being also geared to the wheel 8 for imparting motion to the machine when being moved from place to place.

5 42 indicates a suitable grapple supported on the cable 36.

In order that my machine may be clamped on the rail supporting the sill 4, when the boom 3 is in operation, I provide an anchor
10 clamp consisting of lazy tongs 43, having clamping-jaws 44, operated by a rod 45, through the medium of a lever 46, mounted on the mast 9.

By this construction it will be apparent
15 that my machine is adapted to use in lifting and placing new and old rails in position for laying or transportation, as well as for piling the rails or placing ties or other timbers in place, and that furthermore by
20 the construction of the lateral supporting beam 12 and its connections the machine is adapted to operation from either side of the sill, and also that by adjusting the pin or bolt 24 in the openings 25 in plate 22 that
25 provision is made for counteracting incline of the road-bed in curves to set the mast 9 perpendicular at all times, or, if desired, the mast may be listed to either side to add the weight of the mast and the sill 4 to assist
30 the operation of boom 31.

As in setting new rails in a track that is actively used for transportation, it is necessary to make provision for connecting the

new rails with rails being replaced on approach of a train, I provide a switch point 35 47, adapted to be carried on supporting-rollers 48, journaled on the side of sill 4, said switch point being adapted to be placed, as shown at 47^a in Fig. 2, to bridge the connection between the rails 2 and 3, and when
40 not in use in this connection and mounted on the rollers 48, it serves to counterbalance the beam 31.

Having thus described by invention, what I claim is—

In a track-laying machine, a frame comprising a sill, wheels journaled thereon and adapted to travel on one of the track-rails, a mast erected on said sill, a swinging beam also mounted on the sill, a transverse beam
50 secured to said mast, a brace-bar secured to said transverse beam and adjustably secured to said mast, a rod secured to said transverse beam, and a wheel journaled on said
55 rod and slidably mounted thereon, said wheel being adapted to travel on the other track-rail, substantially as shown and described.

In witness whereof, I have hereunto set my hand in presence of two subscribing witnesses.

JAMES PERRY HADDIX.

Witnesses:

JOSEPH KELLY,
J. H. MORROW.