

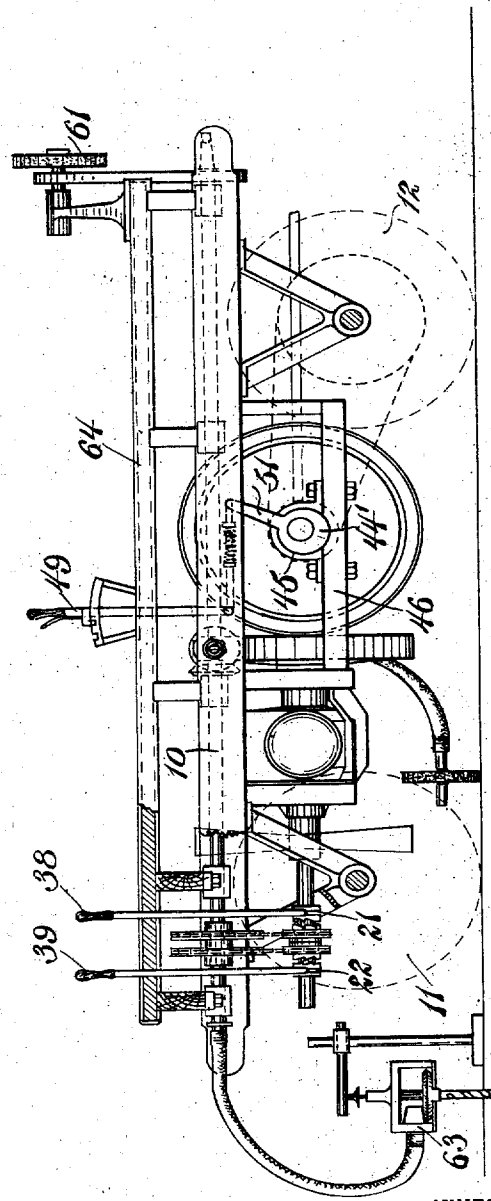
M. L. JENKINS.
RAILROAD TRACK CAR.
APPLICATION FILED AUG. 21, 1908.

910,201.

Patented Jan. 19, 1909.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES
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J. M. Hertz.

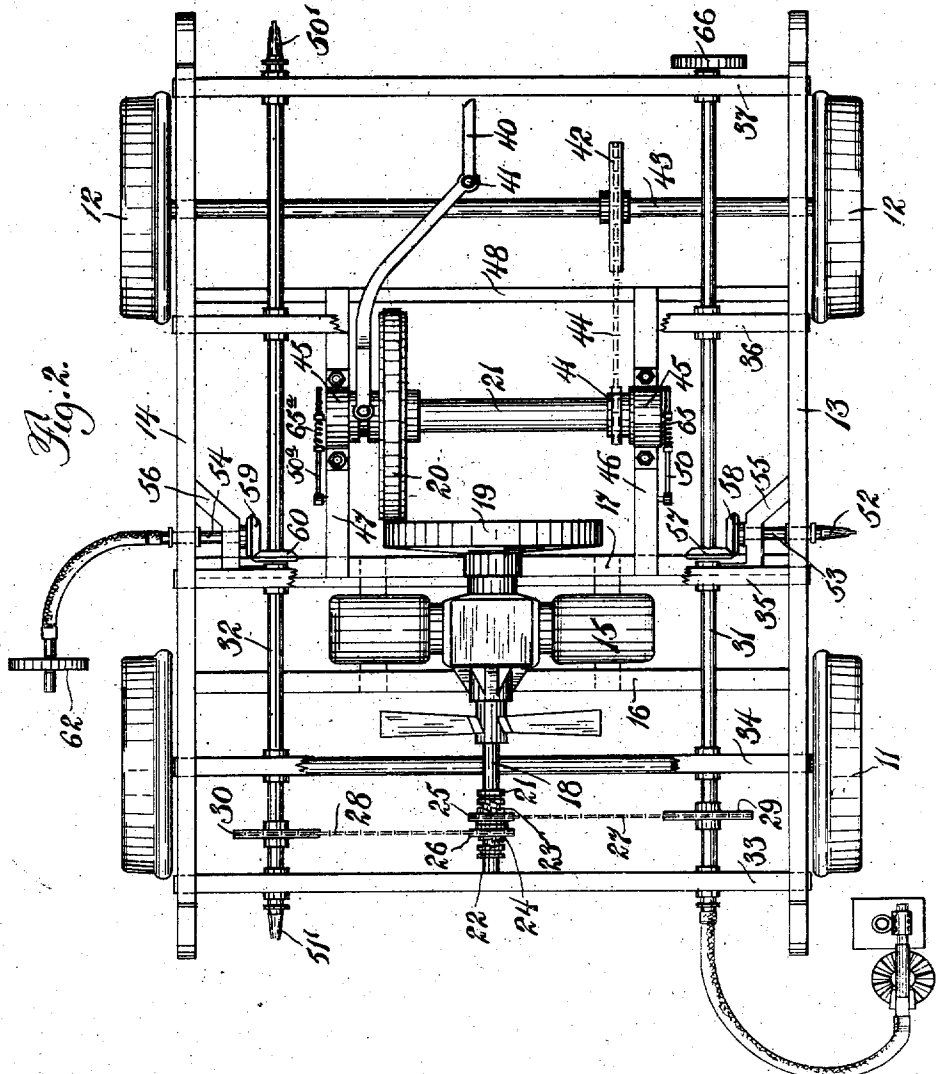
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His Attorneys

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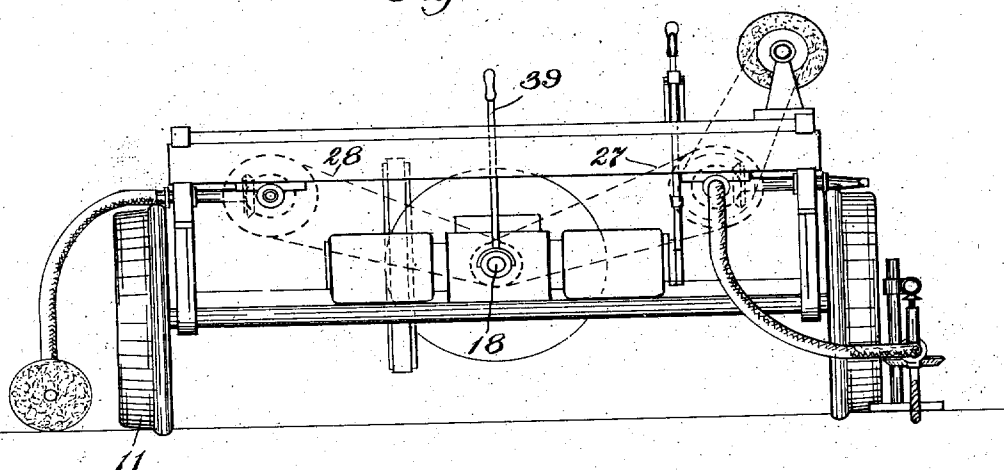
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3 SHEETS—SHEET 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

MERRILL L. JENKINS, OF HARVEY, ILLINOIS, ASSIGNOR TO BUDA FOUNDRY & MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

RAILROAD-TRACK CAR.

No. 910,201.

Specification of Letters Patent.

Patented Jan. 19, 1909.

Application filed August 21, 1908. Serial No. 449,623.

To all whom it may concern:

Be it known that I, MERRILL L. JENKINS, a citizen of the United States, residing at Harvey, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railroad-Track Cars, of which the following is a specification.

The objects of my invention are primarily the provision of a new and improved construction of railroad track car, provided with a motor for use as propelling means for the car and for other purposes as will hereinafter more fully appear, which said improved form of construction will be not only compact and strong, but also conveniently arranged with the propelling means so located as not to interfere with the use of the platform of the car for the usual purposes; further to provide an improved form of driving mechanism for transmitting the power of the motor to the car, the said driving mechanism combining simplicity of construction and flexibility of application with facility of operation, giving a ready variation in speed and ease in reversal with a minimum of mechanism that is apt to get out of order in the hands of those unskilled in the operation of motor cars.

Another object of my invention is to provide a car which is so arranged as to provide the necessary power for driving the various tools and machines which are found useful in the construction, maintenance and repair of railroad track.

A further object of this invention is to provide an improved form of driving mechanism between the motor and the said tools and machines, such improved form of driving mechanism embodying a positive driving connection between the motor and the countershaft from which the said tools and machines are driven.

The above as well as such other objects as will hereinafter appear are attained by means of a construction, which I have illustrated in the preferred form in the accompanying drawings, wherein:—

Figure 1 shows in side elevation an improved motor driven railroad track car embodying my inventions;

Figure 2 is a plan view of the said track car; and,

Figure 3 is an end elevation of my improved construction.

Referring now more particularly to Figures 1 and 2, it will be seen that I provide a main frame, or body, 10, which is preferably similar to the construction usually utilized for work cars of this description, the said framing being supported in the usual manner by the pairs of wheels, 11 and 12, the wheels, 12, being arranged as driving wheels.

The main frame of the mechanism consists primarily of the longitudinal bars, 13 and 14, and the transverse frame members, 33, 34, 35, 36 and 37. The driving wheels are mounted outside of the longitudinal members. A driving motor, 15, preferably a double opposed horizontal gas engine is supported by the transverse frame members, 16 and 17, suspended from the main frame. The motor shaft, 18, carries at one end a friction disk, 19, driving the periphery of a friction wheel, 20. The opposite end of the shaft, 18, carries feathered thereupon the jaw clutch members, 21 and 22, the said members, 21 and 22, being designed to engage respectively with jaw clutch members, 23 and 24. The clutch members, 23 and 24, carry respectively pinions, 25 and 26, driving sprockets, 29 and 30, by means of chains, 27 and 28, and thereby the countershafts, 31 and 32, upon which the sprockets, 29 and 30, are mounted respectively. The countershafts, 31 and 32, are mounted in suitable journals carried by the transverse frame members, 33, 34, 35, 36 and 37, in order to secure and maintain perfect alinement of said countershafts. For the purpose of moving the clutch members, 21 and 22, into and out of operative connection with the corresponding members, 23 and 24, I provide the operating levers, 38 and 39.

In order to provide for running the car at any desired rate of speed I have found it desirable to provide the friction driving mechanism illustrated in Figures 1 and 2. It will there be apparent that for the regulation of the speed of the car, I have provided that the friction wheel, 20, feathered on the shaft 21, shall be movable thereon and relatively to the entire diameter of the disk, 19, so that all degrees of speed from the maximum of which the car is capable to the minimum

may be attained in the reverse as well as the forward movement of the car. For the movement of the wheel, 20, on the shaft, 21, I have provided a lever, 40, pivoted at 41, which lever may be extended to the end of the car, or may be brought up through or adjacent to the platform so that the speed may be varied while the car is in motion, if desired.

- 10 From an inspection of Figures, 1 and 2, it will be seen that the shaft, 21, carries a pinion, 41, which by means of a chain, 44, drives a sprocket, 42, on the axle, 43, upon which the wheels, 12, are mounted.
- 15 In order to provide convenient means for throwing the wheel, 20, into and out of operative contact with the disk, 19, and to obviate the necessity of using gear connections for such purpose, I have journaled the shaft, 21, in eccentrics, 44, carried in brackets, 45, mounted upon the supplemental longitudinal frame members, 46 and 47 supported by the transverse frame members, 17 and 48, suspended from the main frame members, 25 13 and 14. As a means for moving the said shaft eccentrically I provide a hand lever, 49, connected by the bars, 50 and 50*, and spring connections, 65 and 65*, thereupon, to the rocking lever, 51, (one not shown), 30 forming part of the eccentrics, 44, in which the shaft, 31, is mounted, so that by the movement of the hand lever, 49, the shaft, 31, may be rocked to move the friction wheel, 20, into and out of engagement with 35 the disk, 19. The spring connections, 65 and 65*, are provided to avoid shock when the wheel, 20, is brought into contact with the disk, 19.

From an examination of the structure 40 above described it will be evident that my construction has been so arranged as to prevent as far as possible any injury to the transmission mechanism through carelessness in handling by operatives unskilled in the 45 use of machines of the class described, as this construction presents no complex or sensitive gears which have to be carefully thrown into and out of mesh.

- Referring now more particularly to Figures, 2 and 3, it will be noted that countershafts, 31 and 32, are provided at their 50 ends with shanks or sockets, such as are illustrated at 50' and 51', and at convenient places at the sides of the car may be provided as many as may be desired, additional 55 shanks or sockets such as shown at, 52, mounted at the ends of countershafts, 53 and 54, carried by the frame members, 13 and 55, and 14 and 56, respectively and driven by beveled gears, 57 and 58, and 59 and 60, respectively, from the counter shafts 31 and 32.

For the purpose of driving such tools and machines as may be required in connection

with the laying, maintaining and repair of 65 track, these shanks or sockets are arranged to make an operative connection with corresponding parts of such tools or machines, or of telescopic or other shafting for driving such tools and machines as may be desired. 70

For the purpose of illustrating the uses of my invention I have shown a car equipped at 61 on the superimposed platform 64 with an emery wheel for sharpening tools, (such 75 emery wheel being belt driven from the pulley 66); at 62 a portable wheel for grinding, and at 63 a drill for boring holes in ties or girders. It will be apparent however that a car of my construction can be used for an 80 illimitable number of purposes in and about track and bridge work, for example the screwing of spikes into place, drilling and cutting of rails and girders, riveting and making and breaking connections, and at the same time the car will be in condition to 85 move itself readily from place to place and carry a considerable quantity of material and supplies on the platform.

It will be noted that by the use of the construction which I have illustrated, both ends 90 of a car such as I have shown will be of equal utility, and that similar or many different operations can be carried on from either end or either side of the car or from both ends and sides simultaneously. 95

Having thus described my invention and illustrated its use, what I claim as new and desire to secure by Letters Patent is the following:—

1. In a machine for working upon rail- 100 road tracks, in combination, a car, a motor, and tools at each side of each end of the car, all so arranged that a plurality of operations may be carried on at each end of the car.
2. In a machine for working upon rail- 105 road tracks, in combination, a car, a motor, tools at each side of each end of the car, and a tool at each side thereof, all so arranged that operations may be carried on at each side of the track, from either end or side, or 110 any combination thereof.
3. A railroad track car comprising, in combination, a driving wheel, a motor, a motor shaft, a driven shaft, a friction driving mechanism for driving said driven shaft from said 115 motor shaft, a chain connection for driving said wheel from said driven shaft, means for throwing said friction driving mechanism into and out of engagement with the said motor shaft, a countershaft driven from the 120 motor shaft, clutch mechanism whereby the countershaft may be thrown into and out of engagement with the motor shaft, and connections on said countershaft whereby a tool or machine may be driven therefrom, all so 125 arranged that the motor may be caused to move the car or drive the machine connected to the countershaft or both simultaneously.

4. A railroad track car comprising in combination a driven wheel, a motor, gearing connecting said motor with the wheel comprising a friction disk driven by the motor, a friction wheel driven by the friction disk, a shaft driven by the friction wheel, a pinion on the said shaft, a chain connection for driving said driven wheel from said pinion, and means for throwing said friction wheel and friction disk into and out of engagement.

5. A railroad track car comprising in combination a driven wheel, a motor, gearing connecting said motor with the wheel comprising a friction disk driven by the motor, a friction wheel driven by the friction disk, a shaft driven by the friction wheel, a pinion on the said shaft, a chain connection for driving said driven wheel from said pinion, and means for throwing said motor and said driven wheel into and out of operative connection.

6. In a motor car, longitudinal and transverse tool driving shafts, means for driving the shafts from the motor, and means for attaching tools to the ends of such longitudinal and transverse driving shafts.

7. In a motor car, longitudinal and transverse tool driving shafts, means for driving the shafts from the motor, and means for attaching tools to the outer end of the trans-

verse shaft and to both ends of the longitudinal shaft.

8. In combination in a flat car, a car framing, a floor thereon, a substantially horizontal tool driving shaft journaled in the framing beneath the floor and having its end projecting through the framing for the attachment of a tool, and a motor for driving the shaft and the car.

9. In combination in a flat car, a car framing, a floor thereon, a substantially horizontal tool driving shaft journaled in the framework beneath the floor and having its end projecting through the framing for the attachment of a tool, and a motor for driving the shaft and car also located beneath the floor.

10. In a motor car, a longitudinal tool shaft projecting from the opposite ends of the car, means for driving the shaft from the motor, and means for attaching tools to both ends of the shaft.

In testimony whereof I have hereunder signed my name in the presence of the two subscribed witnesses.

MERRILL L. JENKINS.

Witnesses:

PAUL CARPENTER,
DONALD C. WILLIAMS.

DISCLAIMER.

910,201.—*Merrill L. Jenkins*, Harvey, Ill. RAILROAD TRACK-CAR. Patent dated January 19, 1909. Disclaimer filed October 13, 1910, by inventor and assignee, Buda Foundry and Manufacturing Company.

Enters this disclaimer—

“To claims 1 and 10 in said specification, which are in the following words, to wit:

“1. In a machine for working upon railroad tracks, in combination, a car, a motor, and tools at each side of each end of the car, all so arranged that a plurality of operations may be carried on at each end of the car.

“10. In a motor car, a longitudinal tool shaft projecting from the opposite ends of the car, means for driving the shaft from the motor, and means for attaching tools to both ends of the shaft.”

(OFFICIAL GAZETTE, October 25, 1910.)

4. A railroad track car comprising in combination a driven wheel, a motor, gearing connecting said motor with the wheel comprising a friction disk driven by the motor, a friction wheel driven by the friction disk, a shaft driven by the friction wheel, a pinion on the said shaft, a chain connection for driving said driven wheel from said pinion, and means for throwing said friction wheel and friction disk into and out of engagement.

5. A railroad track car comprising in combination a driven wheel, a motor, gearing connecting said motor with the wheel comprising a friction disk driven by the motor, a friction wheel driven by the friction disk, a shaft driven by the friction wheel, a pinion on the said shaft, a chain connection for driving said driven wheel from said pinion, and means for throwing said motor and said driven wheel into and out of operative connection.

6. In a motor car, longitudinal and transverse tool driving shafts, means for driving the shafts from the motor, and means for attaching tools to the ends of such longitudinal and transverse driving shafts.

7. In a motor car, longitudinal and transverse tool driving shafts, means for driving the shafts from the motor, and means for attaching tools to the outer end of the trans-

verse shaft and to both ends of the longitudinal shaft.

8. In combination in a flat car, a car framing, a floor thereon, a substantially horizontal tool driving shaft journaled in the framing beneath the floor and having its end projecting through the framing for the attachment of a tool, and a motor for driving the shaft and the car.

9. In combination in a flat car, a car framing, a floor thereon, a substantially horizontal tool driving shaft journaled in the framework beneath the floor and having its end projecting through the framing for the attachment of a tool, and a motor for driving the shaft and car also located beneath the floor.

10. In a motor car, a longitudinal tool shaft projecting from the opposite ends of the car, means for driving the shaft from the motor, and means for attaching tools to both ends of the shaft.

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