

(No Model.)

2 Sheets—Sheet 1.

H. W. BYERS.

APPARATUS FOR UNLOADING AND DISTRIBUTING RAILS.

No. 508,868.

Patented Nov. 14, 1893.

Fig. 1.

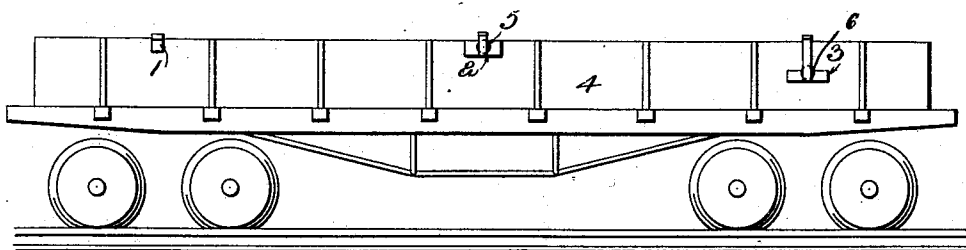


Fig. 2.

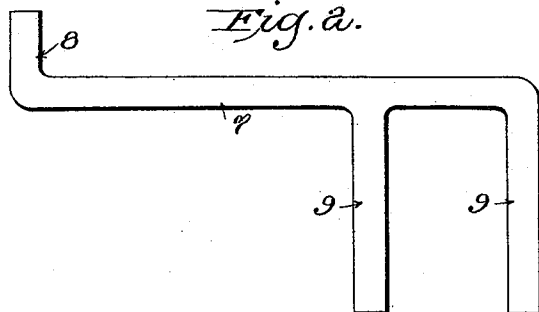
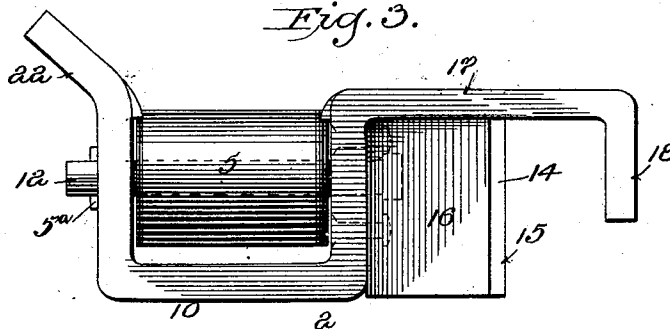


Fig. 3.



Inventor

Witnesses

Arthur Ashley
N. H. P. Cuy

By his Attorneys.

H. W. Byers

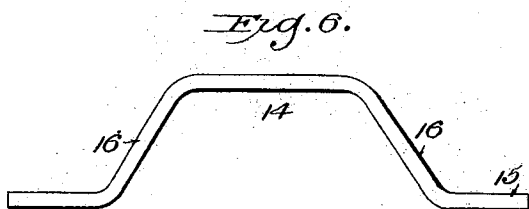
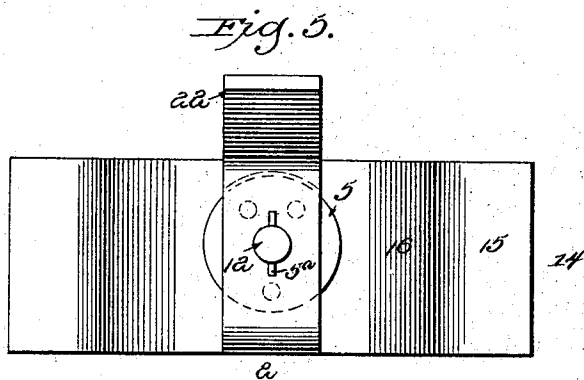
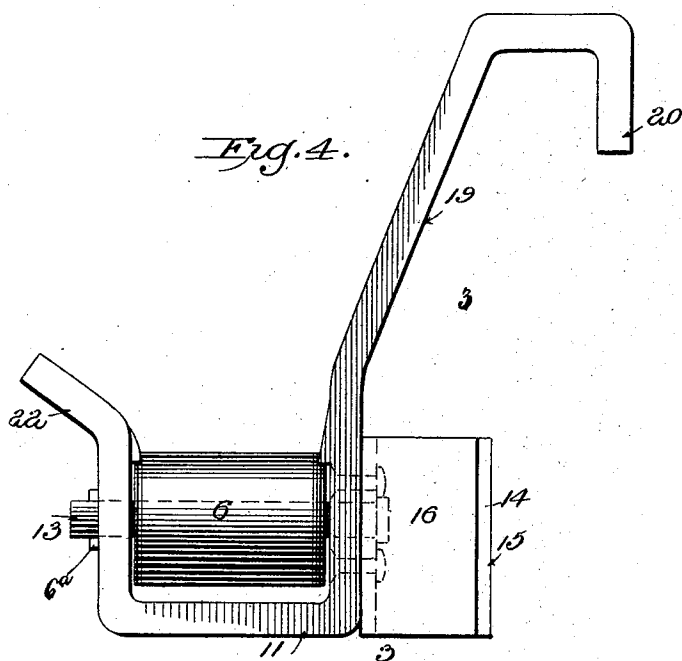
C. A. Snow & Co.

H. W. BYERS.

APPARATUS FOR UNLOADING AND DISTRIBUTING RAILS.

No. 508,868.

Patented Nov. 14, 1893.



Inventor

Witnesses

H. W. Byers

By his Attorneys.

Arthur Ashley
N. W. Riley

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

HENRY W. BYERS, OF NEW CASTLE, LAWRENCE COUNTY, PENNSYLVANIA.

APPARATUS FOR UNLOADING AND DISTRIBUTING RAILS.

SPECIFICATION forming part of Letters Patent No. 508,868, dated November 14, 1893.

Application filed June 16, 1893. Serial No. 477,816. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. BYERS, a citizen of the United States, residing at New Castle, in the county of Lawrence and State of Pennsylvania, have invented a new and useful Apparatus for Unloading and Distributing Rails, of which the following is a specification.

The invention relates to improvements in devices for unloading and distributing rails.

The object of the present invention is to provide a device adapted to be readily applied to a railway car, and capable of enabling rails to be readily unloaded and distributed along the track, while the car is in motion.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a side elevation of a car provided with a device constructed in accordance with this invention for unloading and distributing rails. Figs. 2, 3 and 4 are detail views of the hangers. Fig. 5 is a front elevation of the intermediate hanger. Fig. 6 is a detail view of the brace of one of the hangers.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1, 2 and 3 designate upper, intermediate and lower hangers, detachably secured to one side of a car 4 and forming an inclined support for a rail, and adapted to permit the latter to be discharged from the car, while the same is in motion for distributing rails along the track for replacing those in use, and to avoid the necessity of trucking and distributing rails in that manner. The intermediate and lower hangers 2 and 3 are provided with horizontally disposed rollers 5 and 6 to enable a rail to be readily discharged from the car; and the hanger 1 which has no roller is adapted to form a support for one end of a rail to cause the weight of the latter to exert sufficient friction to prevent the same from sliding accidentally down the inclined support afforded by the brackets. The upper hanger is constructed of a single piece of metal, and consists of a horizontal supporting bar 7 provided at its outer end with an upturned flange

8, and depending rigid jaws 9 forming a clamp for engaging the upper edge of one side of the car, whereby the hanger is detachably secured thereto. The upper surface of the supporting bar 7 of the upper hanger 1 is flat, and is of sufficient area to support a rail and prevent the same from slipping accidentally. The intermediate and lower hangers 2 and 3 are provided with outer rectangular portions, 10 and 11, to receive the rollers 5 and 6, which are journaled on pins 12 and 13 provided at their inner ends with heads, and having at their outer ends detachable keys 5^a and 6^a to enable the rollers and pins to be readily removed when desired. At the inner side of each rectangular portion of the intermediate and lower brackets is secured a horizontally disposed brace 14 having an offset angularly bent separate portion, and provided with outwardly extending ends 15 adapted to bear against the sides of the car. The offset angularly bent central portion is riveted or otherwise secured to the frame of the hanger, and the brace is provided with divergent portions 16 at each side of the attached portion. The intermediate hanger is provided with a horizontal shank 17 and has a depending flange or lip 18 to engage the car at the inner side thereof; and the lower hanger is provided with an elongated inclined shank 19, which has at its upper end an L-shaped hook 20 to engage the car.

The rails are adapted to be distributed along the track for replacing worn ones, and are discharged from the car while the latter is in motion, and are supported by the hangers previous to and while being discharged. A rail is first supported by the top and intermediate hangers, until it is desired to discharge the rail, when it is tilted and moved longitudinally sufficiently to be supported by the rollers of the intermediate and lower hangers when it will discharge itself as a car moves along.

It will be seen that the apparatus for unloading and distributing rails is simple and comparatively inexpensive in construction, that it is adapted to be readily applied to an ordinary car, and that it is capable of discharging the rails while the car is in motion to distribute them along the track. It will also be apparent that the device obviates the

necessity of trucking rails and distributing them along the tracks by means of hand-cars or trucks, and that it prevents injury to rails during unloading, as rails when unloaded in a heap are liable to be bent, mashed and otherwise injured from coming in contact with one another.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

The intermediate and lower hangers are provided at the tops of their outer sides with upwardly and outwardly inclined flanges for retaining the rails in the support or chute.

What I claim is—

1. Means for unloading and distributing rails comprising a series of hangers of different lengths adapted to be secured to a car to form an inclined support, and rollers mounted upon all the hangers except the highest one and arranged at different elevations, substantially as described.

2. Means for unloading and distributing rails comprising hangers 2 and 3 of different lengths provided with rollers arranged at different elevations, and an upper hanger having an outwardly extending supporting bar adapted to hold and arrest a rail, substantially as described.

3. Means for unloading and distributing rails comprising hangers 2 and 3 of different lengths provided with rollers arranged at different elevations, and an upper hanger 1 consisting of a horizontally disposed outwardly extending supporting bar having an upturned flange at its outer end and depending flanges

or jaws arranged at the inner end of the supporting bar for engaging the sides of a car, substantially as described.

4. Means for unloading and distributing rails comprising an upper hanger, and hangers 2 and 3 of different lengths provided with shanks having rectangular hooks at their tops for engaging a car and provided at their lower ends with rectangular bends arranged at different elevations and provided at their outer sides with upturned outwardly extending flanges, rollers arranged in the rectangular bends and located at different elevations, and braces having offset central portions secured to the hangers 2 and 3 and having straight ends adapted to bear against a car, substantially as described.

5. Means for unloading and distributing rails comprising an upper hanger consisting of a horizontal supporting bar having an upturned flange at its outer end and provided at its inner end with depending jaws, an intermediate hanger having a horizontal shank provided with a depending flange, a lower hanger having an inclined shank provided at the upper end with an L-shaped hook, rollers journaled in the intermediate and lower hangers, and horizontally disposed bracing plates secured to the intermediate lower hangers and all of said hangers adapted to bear against a car, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

HENRY W. BYERS.

Witnesses:

F. B. KING,
C. E. RUMSEY.