

April 20, 1926.

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W. P. KELLETT
TRANSPORTATION SYSTEM

Filed Dec. 26, 1924

Fig. 1.

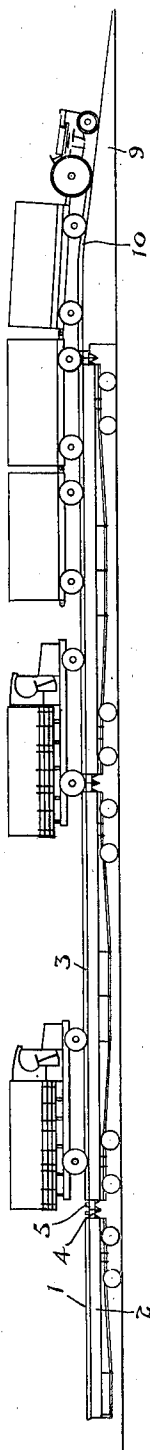


Fig. 3.

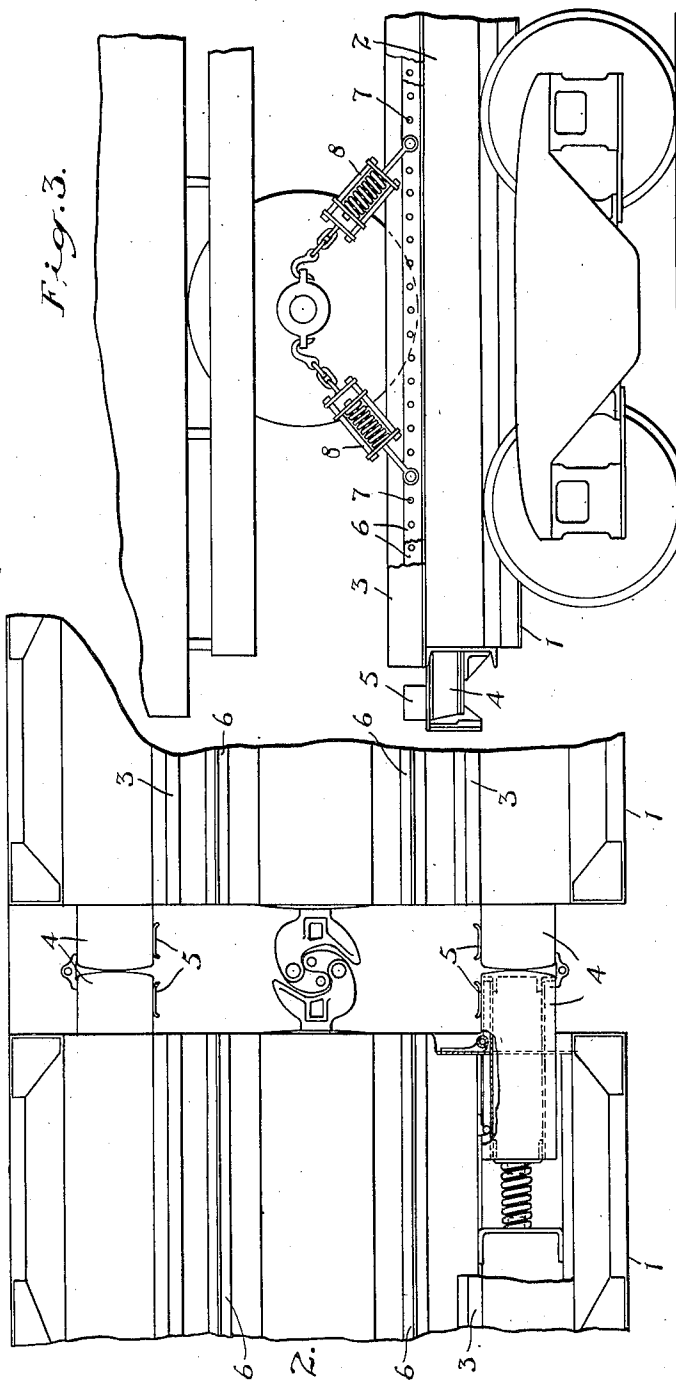


Fig. 2.

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UNITED STATES PATENT OFFICE.

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TRANSPORTATION SYSTEM.

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To all whom it may concern:

Be it known that I, WILLIAM PLATTS KELLETT, a subject of the King of Great Britain, and resident of the city of Brantford, county of Brant, Province of Ontario, Dominion of Canada, have invented certain new and useful Improvements in a Transportation System, as described in the following specification, and illustrated in the accompanying drawings, that form part of the same.

The principal objects of the invention are to effect a saving in cost and time in the transportation of goods from one city or town to another and to minimize the damage to goods through handling and further to devise a system which will not interfere with normal handling of general package freight.

A still further object is to preserve long distance haulage of freight for railroads which has become largely diverted by motor trucks to the highways and thereby effecting an increase in railway freight traffic and a better distribution of overhead.

A further object is to obviate the damaging of expensive highways by removing heavy hauling therefrom.

The principal features of the invention consist in providing a system whereby standard motor trucks and trailers may be utilized for collecting and delivering goods and railroad cars capable of receiving and transshipping said vehicles are provided to convey them over the long distance haul from point to point, said cars being provided with means forming continuous trackways for said vehicles.

In the drawings, Figure 1 is an elevational view of a portion of a train of railway cars carrying transfer vehicles coupled to a loading ramp.

Figure 2 is an enlarged plan of the meeting ends of a pair of railway cars.

Figure 3 is an enlarged side elevation of one end of a railway car.

The system herein proposed is extremely simple but will be found very effective in directing the haulage of heavy loads over rail systems at a reduced cost than over expensively constructed highways at very high cost.

The system consists in first providing a proper type of railway car which will enable the use of standard motor vehicles and trailers. The car proposed is a standard flat car 1 to the deck 2 of which are secured a pair

of parallelly arranged longitudinal guides 3 extending from end to end and spaced apart a distance sufficient to effectively guide the wheels of the transfer vehicles which are to be driven on to the deck of the car but will allow perfect freedom of movement.

At the ends of the cars are arranged the slidable extension members 4 operating in suitable horizontal guides. These extension members of adjacent cars meet and form a trackway bridging the space between the cars. Suitable side guides 5 are provided on the extension members 4 to ensure the direct travel of the vehicle wheels in moving across the intersections of the cars.

Longitudinally arranged T bars 6 secured to the car deck are provided with holes 7 into which are inserted the hook ends of suitable spring braces 8 for holding the vehicles in position on the car such braces extending fore and aft of the axle or frame of the vehicle to brace it securely.

Ramps 9 are provided at terminal points clear of the ordinary traffic which have sloping approaches to the level of the car deck and guides 10 to direct the transfer vehicles on to the cars.

In carrying out this system, standard motor trucks or tractors and trailers are used to pick up goods from warehouses and other places of shipment going to some particular distant city or town, and when loaded the vehicles carrying the goods are driven on to the prepared flat car train scheduled for a particular destination. In large centres individual cars or groups of cars may be loaded for certain points to be carried by certain trains and these can then be assembled and afterward cut out in the usual manner of railway practice with cars for special destinations.

When the train is made up it carries its loaded vehicles to a destination where it is coupled to a ramp and the vehicles are merely driven off and go about their delivery, the long haul having been made without wear and tear on the vehicles and without the expense of an attendant, as local drivers will operate the power vehicles at their destinations.

In carrying out a transportation system such as described the vehicles are loaded at the point of origin and carried through to the consignee without breaking bulk entirely eliminating the cost to the railway companies of handling this freight through the

sheds at either terminal thereby effecting the transfer in the quickest possible time and preserving the goods against breakage through handling.

- 5 It will also be understood that with the use of such a system the railroad equipment will not be tied up for lack of facility to unload and will be immediately available after arriving at its destination as unloading
10 is practically instantaneous.

What I claim as my invention is:—

1. A transportation system, comprising the use of standard roadway transfer vehicles for collecting and delivering goods and
15 providing railway trains to receive and trans-ship said vehicles over long distance

hauls from point to point, said railway trains having permanently continuous track-ways and being provided with means for an-
20 coring the vehicles in place thereon.

2. A transportation system, comprising the use of railway flat cars having longitudinal track-ways on the top thereof provided with permanent telescopic extensions forming flexible continuous ways from car to car,
25 ramps being arranged at terminals to interlock with the cars and to form a continuation of the track-ways on the car, and standard roadway vehicles adapted to collect and deliver goods being transported from point
30 to point by said cars in trains.

WILLIAM PLATTS KELLETT.