

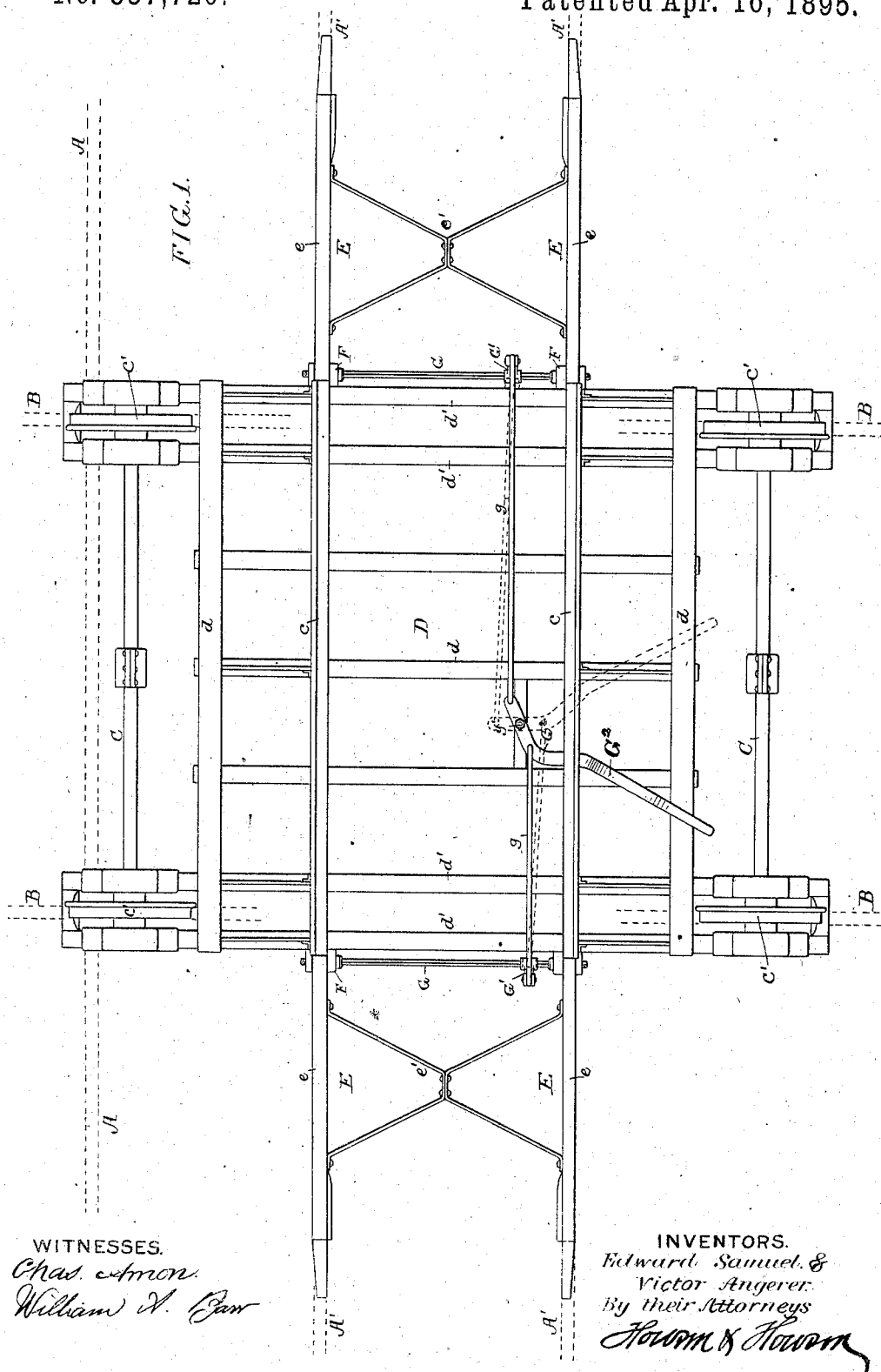
(No Model.)

3 Sheets—Sheet 1.

E. SAMUEL & V. ANGERER.
TRANSFER TABLE.

No. 537,720.

Patented Apr. 16, 1895.



(No Model.)

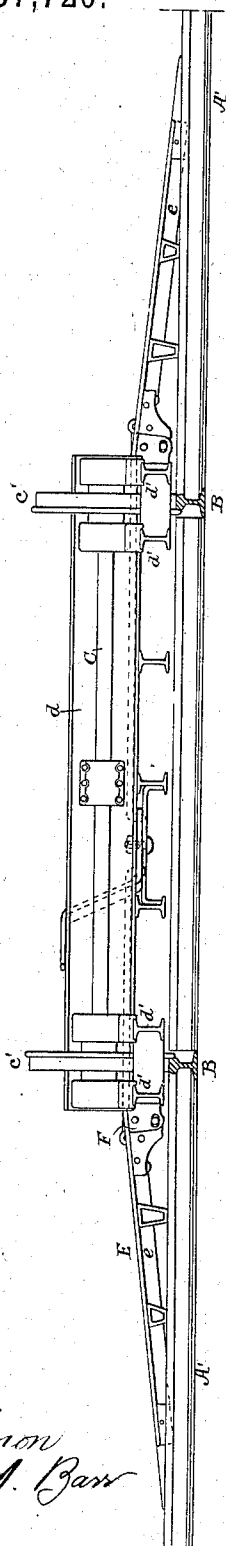
3 Sheets—Sheet 2.

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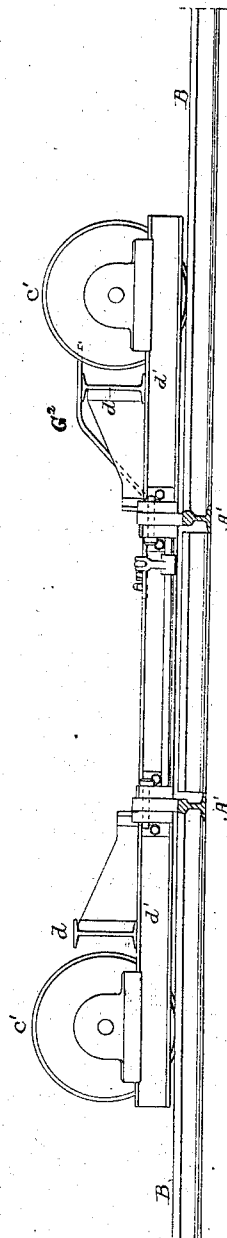
FIG. 2.



WITNESSES.

Chas. Aron
William A. Barr

FIG. 3.



INVENTORS.

Edward Samuel &
Victor Angerer

By their Attorneys

Howson & Howson

(No Model.)

3 Sheets—Sheet 3.

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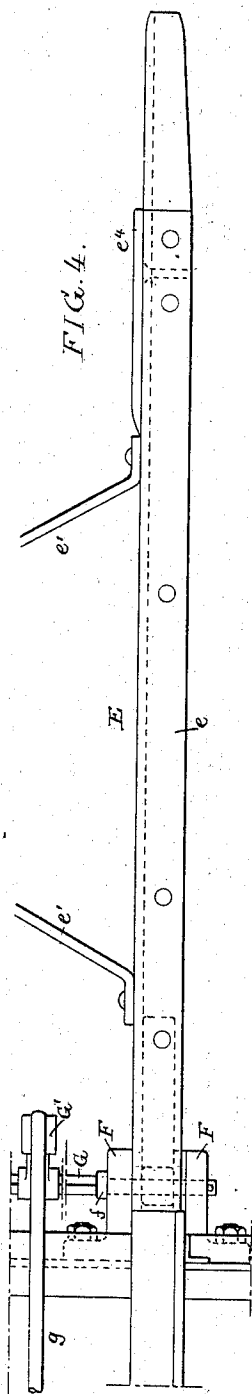


FIG. 4.

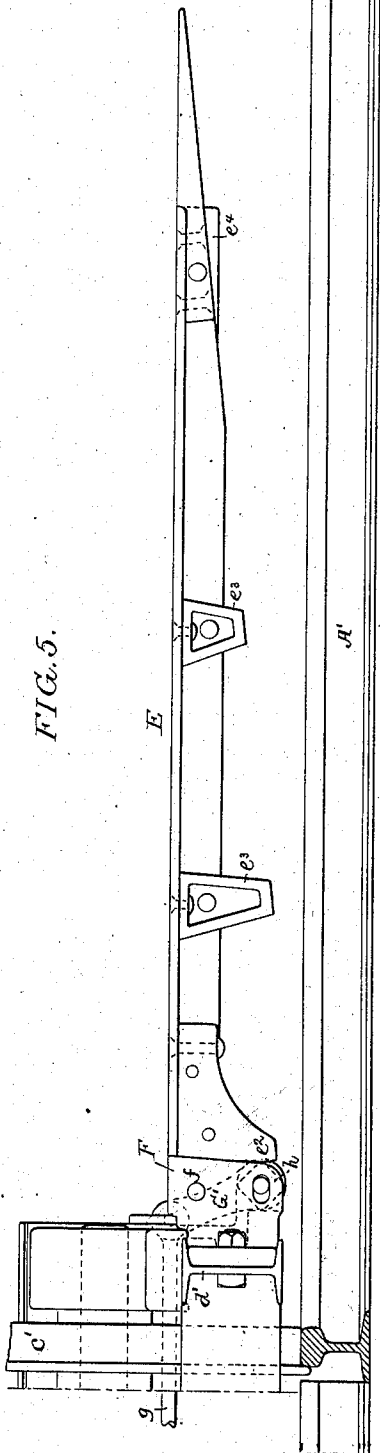


FIG. 5.

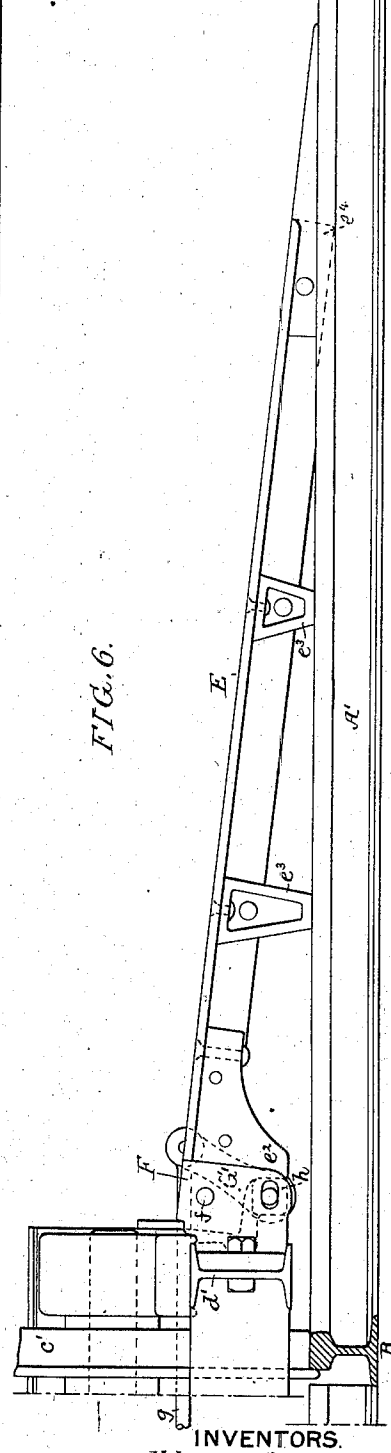


FIG. 6.

WITNESSES.
Chas. Amos.
William A. Bass

INVENTORS.
Edward Samuel.
Victor Angerer.

By their Attorneys

Howe & Howe

UNITED STATES PATENT OFFICE.

EDWARD SAMUEL AND VICTOR ANGERER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNORS TO THE WILLIAM WHARTON, JR., & COMPANY, INCORPORATED, OF SAME PLACE.

TRANSFER-TABLE.

SPECIFICATION forming part of Letters Patent No. 537,720, dated April 16, 1895.

Application filed December 7, 1893. Serial No. 493,023. (No model.)

To all whom it may concern:

Be it known that we, EDWARD SAMUEL and VICTOR ANGERER, both citizens of the United States, and residents of Philadelphia, Pennsylvania, have invented certain Improvements in Transfer-Tables, of which the following is a specification.

The object of our invention is to so construct a transfer table for transferring cars from one track to another as to dispense with the pit usually employed in which the transfer truck travels.

A further object of the present invention is to make the rails of the railway track permanent and to provide the transfer table with hinged rails or skids which can be let down upon the rails of the track so that a car can be directed onto the transfer table.

In the accompanying drawings:—Figure 1, is a plan view of our improved transfer table. Fig. 2, is a side view. Fig. 3, is an end view. Fig. 4, is a plan view of part of one of the skids drawn to an enlarged scale. Fig. 5, is a side view of one of the skids raised; and Fig. 6, is a similar view showing the skid lowered.

A, A' are the railway tracks.

B are the tracks for the transfer table D.

The transfer tracks are preferably on the same plane as the railway tracks but they may be slightly depressed or slightly raised without departing from our invention. The transfer table D itself is in all cases above the level of the railway tracks.

This truck or transfer table can be made of I-beams, as shown in the drawings, or may be made of wood, or other metal shapes without departing from our invention.

The longitudinal girders d , d' are arranged on the outer side of the rails c , and these girders are mounted upon the transverse beams d' having boxes for the axles C of the wheel c' which traverse the transverse tracks. Secured to the girders are the intermediate supporting beams d^2 which support the tracks c , c . These tracks, in the present instance, are made of angle bars in order to bring them as near as possible to the plane of the railway tracks, but they may be made of other shapes without departing from our invention.

Pivoted at each side of the transfer table are skids E, E, having rails e , e , which align with the rails c of the transfer table, and also when the transfer table is moved into position align with the rails of the railway track. Tie rods e' tie the rails of the skids together so that they will be perfectly rigid. The skids can be raised and lowered by any suitable mechanism, and may be either connected together as shown in the drawings so that both skids will move in unison, or may be independently movable. It will thus be seen that when the skids are lowered to the position shown in Fig. 6, a car can be transferred from the track onto the table, after which the skids can be raised and the table moved to align with another track, and the skids again lowered so that the car can be transferred to the track with which the transfer table aligns.

We prefer to raise and lower the skids at both sides of the table in unison and by the devices shown in the accompanying drawings, and which we will now proceed to describe.

The skids E are pivoted by pivot pins f to brackets F secured to the edge of the table and mounted in the lower portion of each bracket F is a rock shaft G extending from one side of the skid to the other. On this rock shaft is an arm G' connected by a rod g to a hand lever G² pivoted at g' to the frame of the table. The shaft, arm and connecting rod are duplicated at the opposite side of the table, and the rod is connected to the lever G² on the opposite side of its fulcrum to that of the other rod, so that when the lever is moved to the position shown by dotted lines in Fig. 1, the arms G' will be drawn toward each other.

On each end of the shaft G are cams h which act upon lugs e^2 depending from the side bars or rails e of the skid E, so that as the shaft is rocked as described above the cams will act upon the lugs, and raise the skid to the position shown in Fig. 5, clear of the tracks of the railway. Thus it will be seen that by a simple movement of the hand lever, the skids can be raised or lowered simultaneously.

Secured to the side bars or rails e of the skid are supporting blocks e^3 which rest upon the rails of the railway so as to give a rigid

support to the skids between the points and the table, and secured to the inner side of each rail of the skids are plates *e*⁴ which pass down on one side of the rails of the railway, locking the skids to the rails and preventing them moving laterally.

We claim as our invention—

1. The combination in a transfer table, of the skids pivoted to each side of the table, and lifters for each skid and a lever connected to each lifter, substantially as described.

2. The combination of the rails of the railway track, the transverse rails for the transfer table on or on about the same plane as the railway rails, the transfer table, rails on said transfer table, with a skid aligning with said rails and pivoted to the table, and lever mechanism for raising or lowering the skid, substantially as described.

3. The combination of the railway rails, the transverse rails, a transfer table adapted to travel on the transverse rails, rails on said transfer table, skids pivoted to each side of the table, a rock shaft at each side of the table, cams thereon acting upon the skids, with means for operating said cams in unison so as to raise the skids clear of the railway rails, substantially as described.

4. The combination of the railway rails, transverse rails, transfer truck mounted on said transverse rails, rails on said transfer truck, a skid pivoted to one side of said transfer truck, a rock shaft mounted below said

skid, a cam or cams on said rock shaft and acting upon the skid, an arm on said shaft, a hand lever and a connecting rod connecting the hand lever to the arm so that when the hand lever is moved the skids are raised, substantially as described.

5. The combination of the transfer truck, the skids pivoted on each side thereof, cam shafts mounted under the pivots of the skids, cams on said cam shaft, lugs depending from the skids against which the cams act, an arm on each shaft, with a pivoted operating lever, connecting rods, one attached to each arm and connected to the lever, one on one side of the lever and the other on the opposite side so that on operating the lever the skids will be raised or allowed to drop, substantially as described.

6. The combination of a transfer table, the skid pivoted thereto, supporting blocks on said skid, and plates thereon forming flanges so that when the skid is lowered upon the railway rails, it will be supported by the blocks and locked laterally by the plate, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

EDWARD SAMUEL.
VICTOR ANGERER.

Witnesses:

WILLIAM A. BARR,
JOSEPH H. KLEIN.