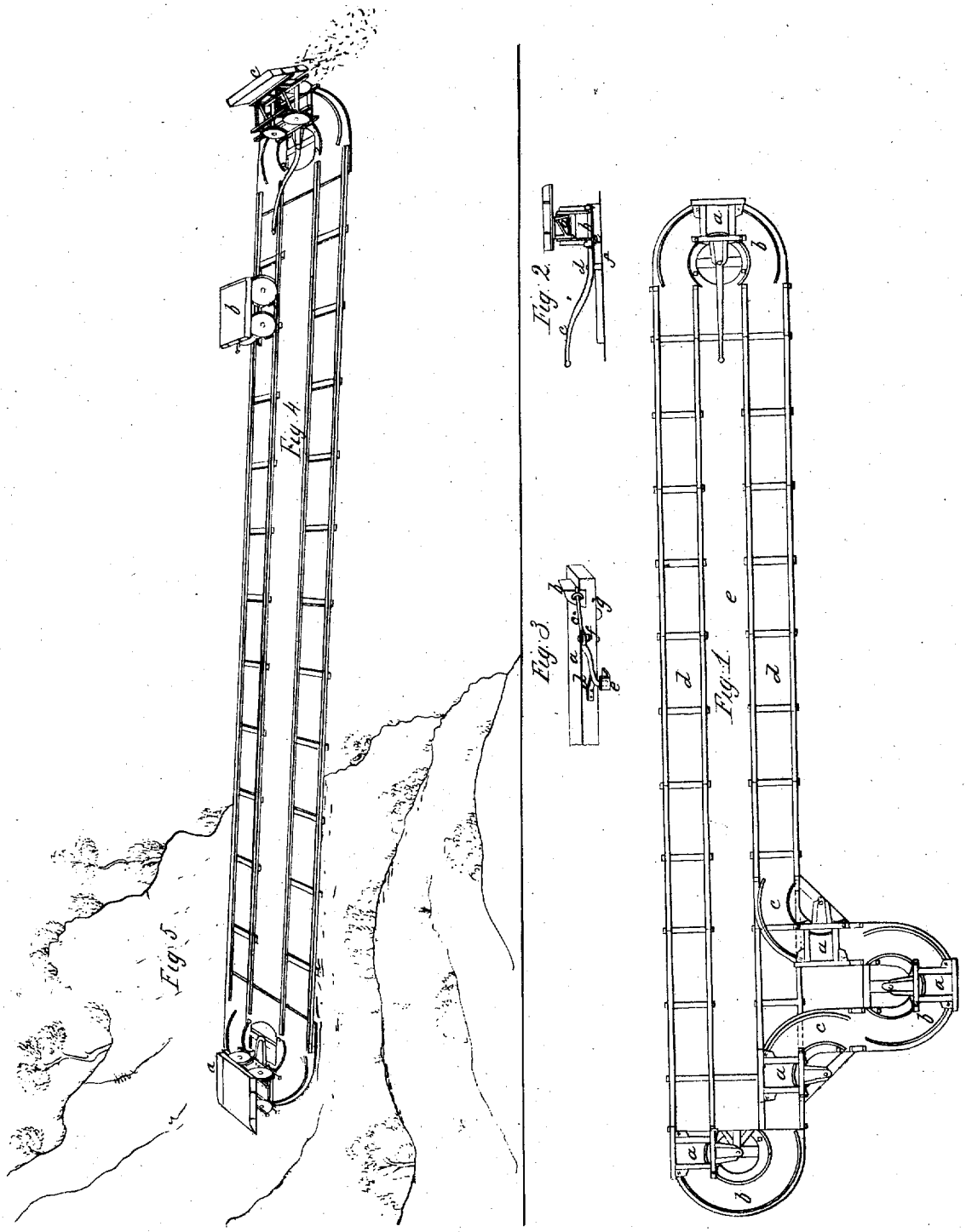
6115X

J. Crane.

Turn-Table.

Patented Oct. 1, 1830.

NO PRINTED COPY OF SPECIFICATION IN OFFICE.



Ed. A. 1890

6115x

Jonathan Crane
Letters Patent

The drawing referred to in these Letters Patent and forming part of the same containing a description in the name of the said Jonathan Crane himself of his improvement in the Circular Car Receiver

---

The utility of the circular Car Receiver consists mainly in the facility which it affords in removing the car or other vehicle from one rail to the other. It is believed that important advantages will be derived from its use in removing from deep cuts bodies of earth from hillsides to valleys so that it can be effected with great economy in grading for rail roads and at the termination of rail ways in removing the car or other vehicle when loaded or empty from one rail to the other whether the rail ways are parallel or at right angles. In removing banks of earth with teams in the ordinary way great inconvenience arises especially where the cutting is deep & the embankment of considerable height & more especially in grading for rail ways where the cutting is narrow & the top of the embankment so narrow that an ordinary team cannot be turned on the embankment or in the field without difficulty & hazard. In using the ordinary rail way for the aforesaid purpose difficulties are encountered especially in removing the earth to the spot where it is wanted for embankment. In the last case a number of cars in succession are to unload at the same time. & only one on the same rail way can be made to deposit its contents where it is needed viz. at the brink or edge of the embankment & as it cannot return until the others are unladen considerable expence must necessarily attend the removing of the earth from the place where it is excavated to the end of the embankment where it is required finally to be deposited. This difficulty must arise when more than one car is used on the same rail way & it can be overcome by removing the loaded car from one rail to the other at the extremity of the embankment. & this it is believed the circular car receiver fully accomplish. By means of it the

6115x

the aforesaid difficulty is removed in as much as the car can be moved as while in the act of removing across a platform (on the brink of the embankment) from one rail to the other. The petitioner would state explicitly by that also on the drawing accompanying this specification. There is a representation of a rail road railway yet he does not pretend to have made any discovery either in the formation of the rail or in the ordinary railway but his invention or improvement is confined to the removing of the car on a horizontal circular platform from one rail to the other. whether the rails are parallel or at right angles by means of the following process. When a car or other vehicle is to be removed from one line of the railway to the other the platform is placed at the termination of the rail way even with the lower than the terminating line of the railway & on this platform is placed a carriage with two rails that are on a level with the rails of the main line. This Carriage is placed upon rollers which while receiving the car is secured by means of a spring catch. When the car is placed on this platform the Catch is loosed & the carriage containing the car is removed with great ease by means of a lever moving on a fulcrum placed in the centre of the circular sweep of the platform. & the car may be removed without the use of the lever. It is to be observed that there are necessarily two platforms one at each extremity of the rail way on the one of course the car is placed to receive its load & on the opposite one the car while in the act of turning discharges its contents. It is conceived that not only will the process of the circular car receive a sale at the termination of rail ways but with equal advantage also at the conjunction of two railways running at right angles or at any other angle. In the latter case the fulcrum of the lever by means of which the car is to be removed may be so placed that the car can be removed from the one rail way to the other rail way at what ever point may be required.

Witnesses
Sidney Conant
Giles F Yates

Jonathan Cone

Patented 1 October 1830

Engd.