

W. E. RENNELLS & W. D. ENGLE.
 TRANSFERRING DEVICE.
 APPLICATION FILED OCT. 27, 1909.

950,957.

Patented Mar. 1, 1910.
 2 SHEETS—SHEET 1.

Fig. 1.

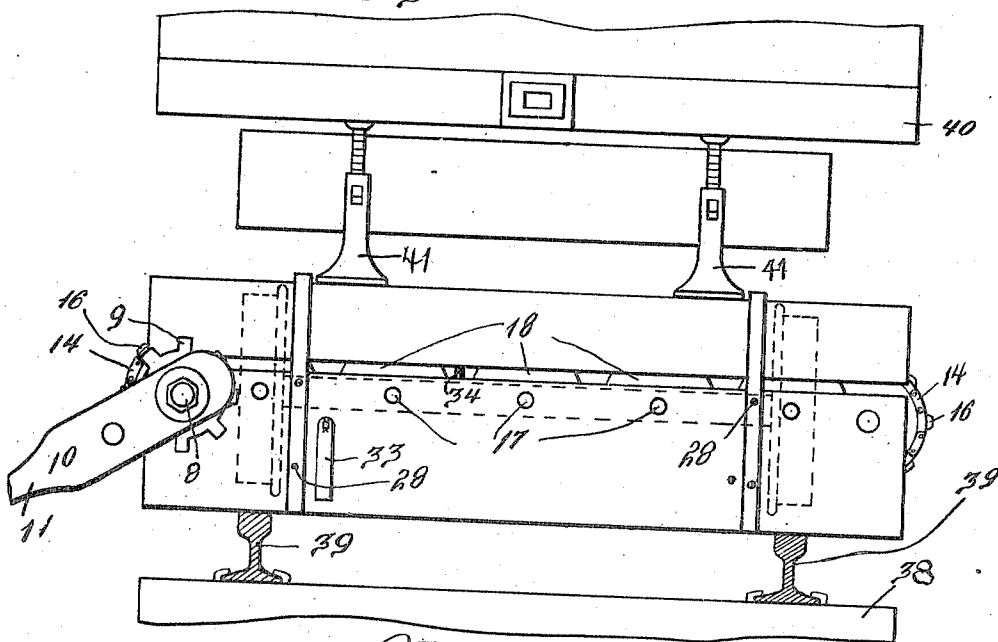


Fig. 2.

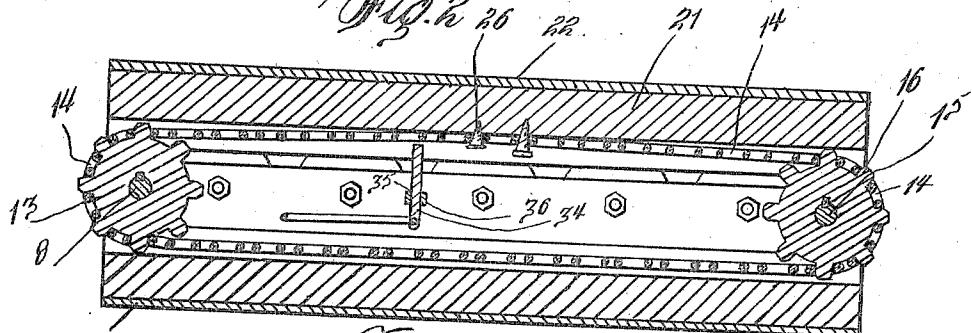
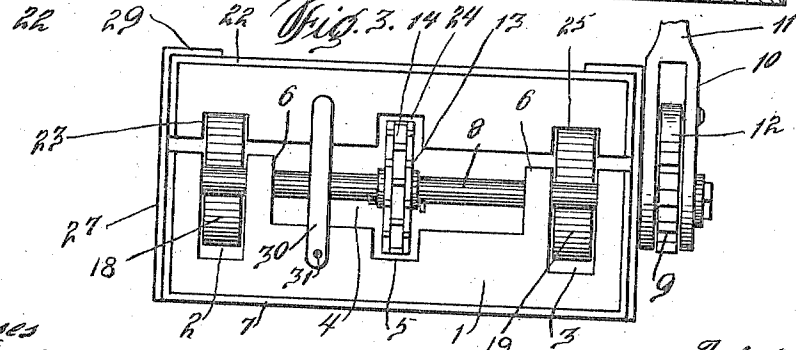


Fig. 3.



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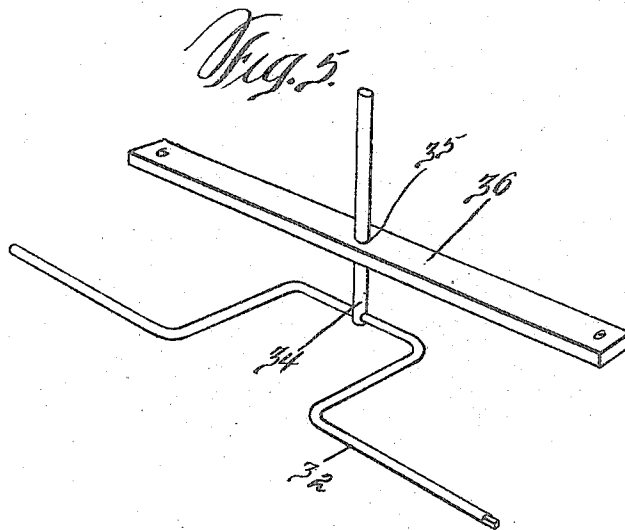
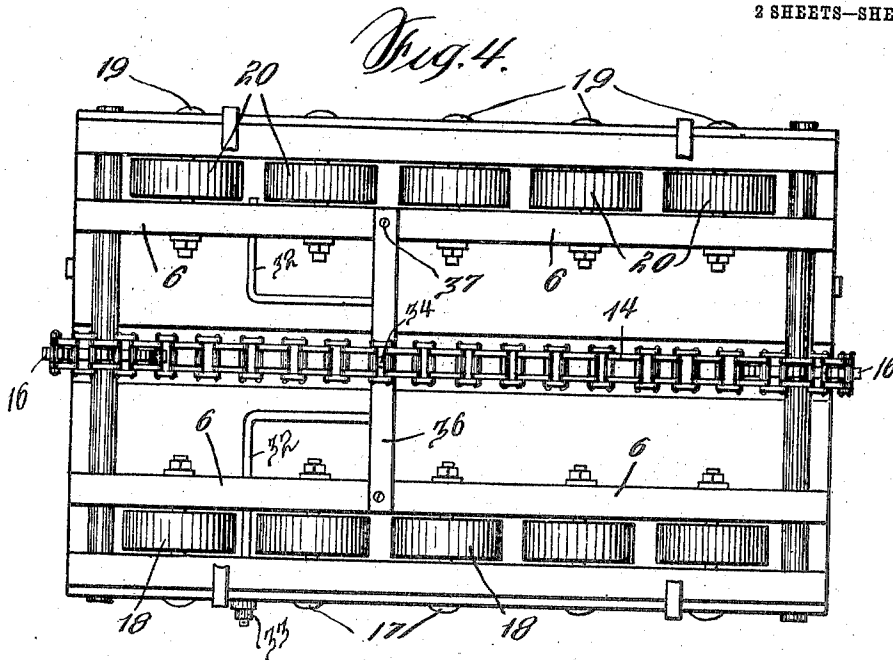
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

WILLIAM E. RENNELLS AND WALKER D. ENGLE, OF ALIQUIPPA, PENNSYLVANIA.

TRANSFERRING DEVICE.

950,957.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed October 27, 1909. Serial No. 524,817.

To all whom it may concern:

Be it known that we, WILLIAM E. RENNELLS and WALKER D. ENGLE, citizens of the United States of America, residing at Aliquippa, in the county of Beaver and State of Pennsylvania, have invented certain new and useful Improvements in Transferring Devices, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to transferring devices and the object thereof is to provide a device of such class which is particularly adapted for use in connection with the transferring of a jacked up body from one point to another and by way of example the device is adapted for shifting a derailed car from a position off the rails to a position over the rails, so that the car can be lowered whereby its wheels will engage the tread of the rails.

Although the device is particularly designed for the rerailing of cars, yet it is to be understood that it is adapted for any purpose wherein it is found applicable.

Further objects of this invention are to provide a transferring device which shall be simple in its construction, strong, durable, efficient in its use, readily set in operative position and inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists of the novel construction, combination and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawings, wherein is shown the preferred embodiments of our invention but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the claims hereunto appended.

In describing the invention in detail, reference is had to the accompanying drawings wherein like reference characters denote corresponding parts throughout the several views, and in which;

Figure 1 is a side elevation of a transferring device in accordance with this invention, showing the adaptation thereof for the rerailing of a car, the car being shifted to a position over the rails, Fig. 2 is a vertical sectional view of the transferring device, Fig. 3 is an end view thereof, Fig. 4 is a sectional plan with the transferring platform

removed, and Fig. 5 is a detail, illustrating the means for arresting the movement of the transferring platform in either direction.

Referring to the drawings, the transferring device which is portable so that it can be readily shifted from place to place comprises a base 1 which is cut away to provide a pair of longitudinally extending grooves 2, 3 and furthermore cut away to provide a longitudinally extending recess 4 having its bottom formed centrally with a longitudinally extending groove 5. The forming of the recess 4 and grooves 2, 3 provide vertically extending arms 6. The base 1 is inclosed by a metallic casing 7.

Journaled in the base 1 at one end thereof is a transversely extending shaft 8 which projects from one side of the casing 7 and has fixed thereon a ratchet wheel 9 and upon said projecting end of the shaft 8 is mounted the bifurcated lower end 10 of an actuating lever 11 which is provided with a pawl or dog 12 capable of being reversed and which is adapted to engage with the ratchet wheel 9 when the lever is oscillated so as to rotate the shaft 8. The shaft 8 intermediate the ends thereof has fixed thereto a cog wheel 13 which engages with a cog chain 14, the latter constituting a carrier and which is caused to travel when the shaft 8 is rotated. Journaled at the other end of the base 1 is a transversely extending shaft 15 which has secured thereto a cog wheel 16, the latter also engaging with the cog chain 14. The cog chain 14 is endless and is adapted to travel through the groove 5. The latter provides a clearance for the operation of the cog wheels 13 and 16.

Connected to one side of the base 1 and casing 7 and furthermore connected to one of the arms 6 is a series of transversely extending spindles 17 upon which are mounted friction rollers 18, the groove 3 constituting a clearance for the said rollers 18. Connected to the other side of the base 1 and to the other side of the casing 7 and also to the other arm 6 are a series of transversely extending spindles 19 upon which are mounted friction rollers 20. The groove 2 constituting a clearance for said rollers.

The transferring device further comprises a transferring platform which consists of a rectangular member 21 inclosed by a metallic casing 22 and having its inner face

provided with longitudinally extending grooves 23, 24 and 25 which oppose the grooves 2, 3 and 5 and constitute clearances for the friction rollers 18 and 20 and cog wheels 13 and 16 and into the groove 24 extends the cog chain 14 which is connected by holdfast devices 26 to the inner face of the member 21. The transferring platform is seated upon the friction rollers 18 and 20 and travels thereon when motion is imparted to the shaft 8 as it is evident that when motion is imparted to the shaft 8, the carrier will be shifted through the medium of the cog wheel 13 and will move the transferring platform upon the friction rollers.

To prevent side-wise shifting of the transferring platform and also to maintain the transferring platform in engagement with the friction rollers, retaining straps 27 are employed and which are secured by the holdfast devices 28 to the sides of the casing 7 and the said straps 27 project above the casing and extend at the sides of the transferring platform and are bent at right angles, as at 29 so as to engage the top of said platform. By such an arrangement the platform is coupled to the base. To prevent the shifting of the platform beyond either end of the base when the transferring device is not in use, a pair of shiftable stops are provided, one arranged at each end of the base and each of the stops is of a length as to project against the end of the platform. The construction of such stop is shown in Fig. 3 and consists of a vertically extending bar 30 hinged as at 31 to the end of the base 1.

The transferring device is provided with means for limiting the shifting movement of the platform in either direction and said means consists of a crank shaft 32 which is journaled in the base 1 and projects from one side of the casing 7. The projecting end of the shaft 32 carries a handle 33 for the purpose of rocking the shaft when occasion so requires. Connected to the shaft 32 centrally thereof is a vertically disposed stop pin 34 which extends through a guide opening 35 formed in a guide bar 36, the latter being secured by the holdfast devices 37 to the arms 6. When the pin 34 is in its operative position it will extend elevated to one of the links of the carrier whereby the movement of the platform will be arrested in one direction.

The reference character 38 denotes a track-bed upon which are secured track rails 39,

the reference character 40 denotes a car sill and 41 indicates a pair of jacks.

It will be assumed that a car has been derailed and it is desired to rerail the same. The transferring device is then positioned transversely of the track rails 39, as shown in Fig. 1. The lever 10 is then oscillated whereby the platform is shifted to a position below the car sill. The jacks 41 are then mounted upon the platform and operated to engage and elevate the car so that the wheels thereof will be in a plane above the tread of the rails 39. The lever 10 is then oscillated in the opposite direction whereby the platform is shifted back to the position shown in Fig. 1, the platform carrying the jacked end of the car therewith until the car wheels are moved directly over the track rails 39; the jacks are then lowered to allow the car wheels to settle upon the track rails. The jacks and transferring device are then removed from the track rails 39.

What we claim is:—

1. A transferring device comprising a base, friction rollers mounted therein and projecting thereabove, a shiftable platform mounted upon said rollers, means carried by the base and engaging with the platform for coupling the platform with the base and for preventing side-wise movement of the platform with respect to the base, a carrier mounted in the base and connected to the platform, and means carried by the base for operating said carrier causing thereby the shifting of the platform.

2. A transferring device comprising a base, friction rollers mounted therein and projecting thereabove, a shiftable platform mounted upon said rollers, means carried by the base and engaging with the platform for coupling the platform with the base and for preventing side-wise movement of the platform with respect to the base, a carrier mounted in the base and connected to the platform, means carried by the base for operating said carrier causing thereby the shifting of the platform, and means for arresting the movement of the platform.

In testimony whereof we affix our signatures in the presence of two witnesses.

WILLIAM E. RENNELLS.
WALKER D. ENGLE.

Witnesses:

CHAS. BUNKARDT,
JOHN GRINDELL.