(No Model.)

R. P. REVER.

MEANS FOR TRANSFERRING RAILWAY CARS TO AND FROM FLOATING VESSELS, &c.

No. 466,516. Patented Jan. 5, 1892.

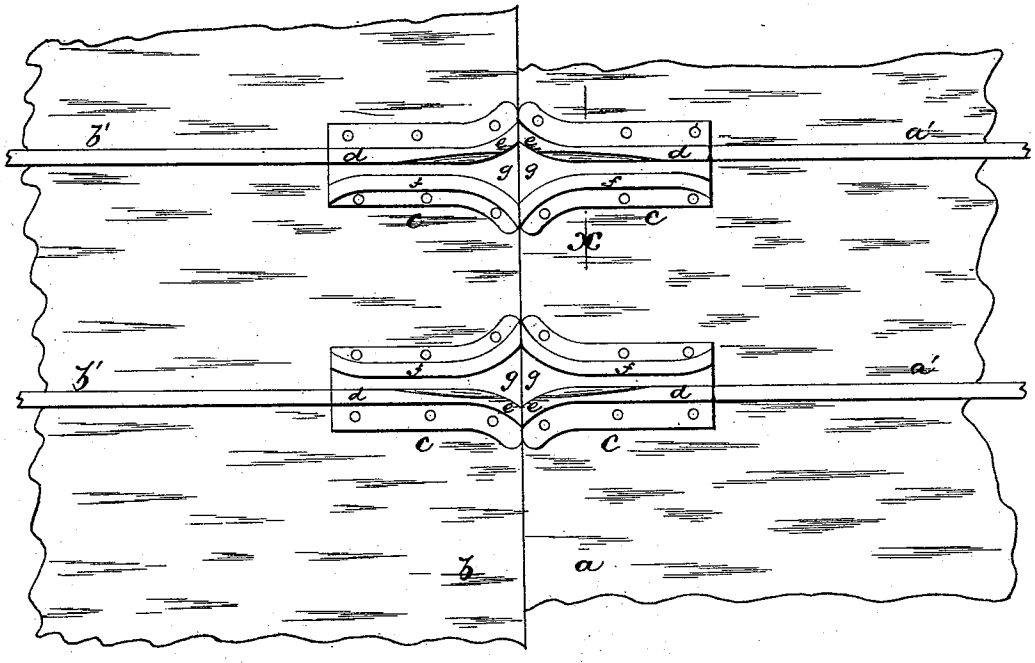

Fig. 1.

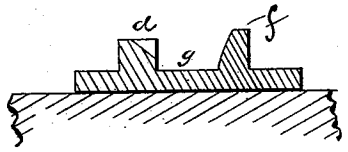

Fig. 2.

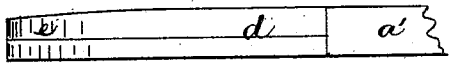

Fig. 3.

Witnesses:
Oscar A. Michel.
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By Drake & Co. Atty's.

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UNITED STATES PATENT OFFICE.

ROBERT P. REVER, OF NEWARK, NEW JERSEY.

MEANS FOR TRANSFERRING RAILWAY-CARS TO AND FROM FLOATING VESSELS, &c.

SPECIFICATION forming part of Letters Patent No. 466,516, dated January 5, 1892.

Application filed May 1, 1891. Serial No. 391,294. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. REVER, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Means for Transferring Railway-Cars to and from Floating Vessels, &c.; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of this invention is to enable railways-cars to be transferred from and to boats or floats with greater ease and facility; and it consists in the improved frog and in the arrangements and combinations of parts, substantially as will be hereinafter set forth, and finally embodied in the clauses of the claims.

Referring to the accompanying drawings, in which like letters indicate corresponding parts in each of the views, Figure 1 is a plan of the improved construction. Fig. 2 is a sectional view taken on line x, and Fig. 3 is a side view of a rail-tread.

In said drawings, a indicates a portion of a barge, ferry-boat, or float having rails a', and b a dock or landing having the terminus of a track b' thereon, and $c\ c\ c\ c$ are frogs having on each a rail-tread d, curved at its extremity, as at e, and a guard f, the opposite extremities of which are also curved in a direction away from the tread. At the meeting extremities of the frog the same presents a broad and thick plate g, on which the flange of the car-wheels may run without cutting or breaking the metal, and at said meeting extremities the rail-treads are vertically beveled, so that the wheels may run from the tread onto said plate without jar or concussion, as will be understood. By this construction the boat need not be brought into exact position with relation to the dock or landing, and thus time will be saved in making transfers, and the frog-rails being tapered and lowered toward their outer or diverging ends, the treads of the wheels are raised slightly above and insure their engagement with the top of said rails at their converging extremities, as will be understood.

What I claim as new is—

1. The improved frog having both the guard and rail-tread outwardly turned at the extremity, substantially as set forth and shown.

2. In combination with the barge or boat a, having rails a', and frogs $c\ c$, with curved rail-treads e, and curved guards f, and plates g, a dock b, with rails b', and frog c, with corresponding curved treads e, and guards f, substantially as set forth.

3. The improved frog for transferring cars to boats, consisting of a plate g, having the curved and beveled tread d, and curved guard f, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of April, 1891.

ROBERT P. REVER.

Witnesses:
CHARLES H. PELL,
OLIVER DRAKE.