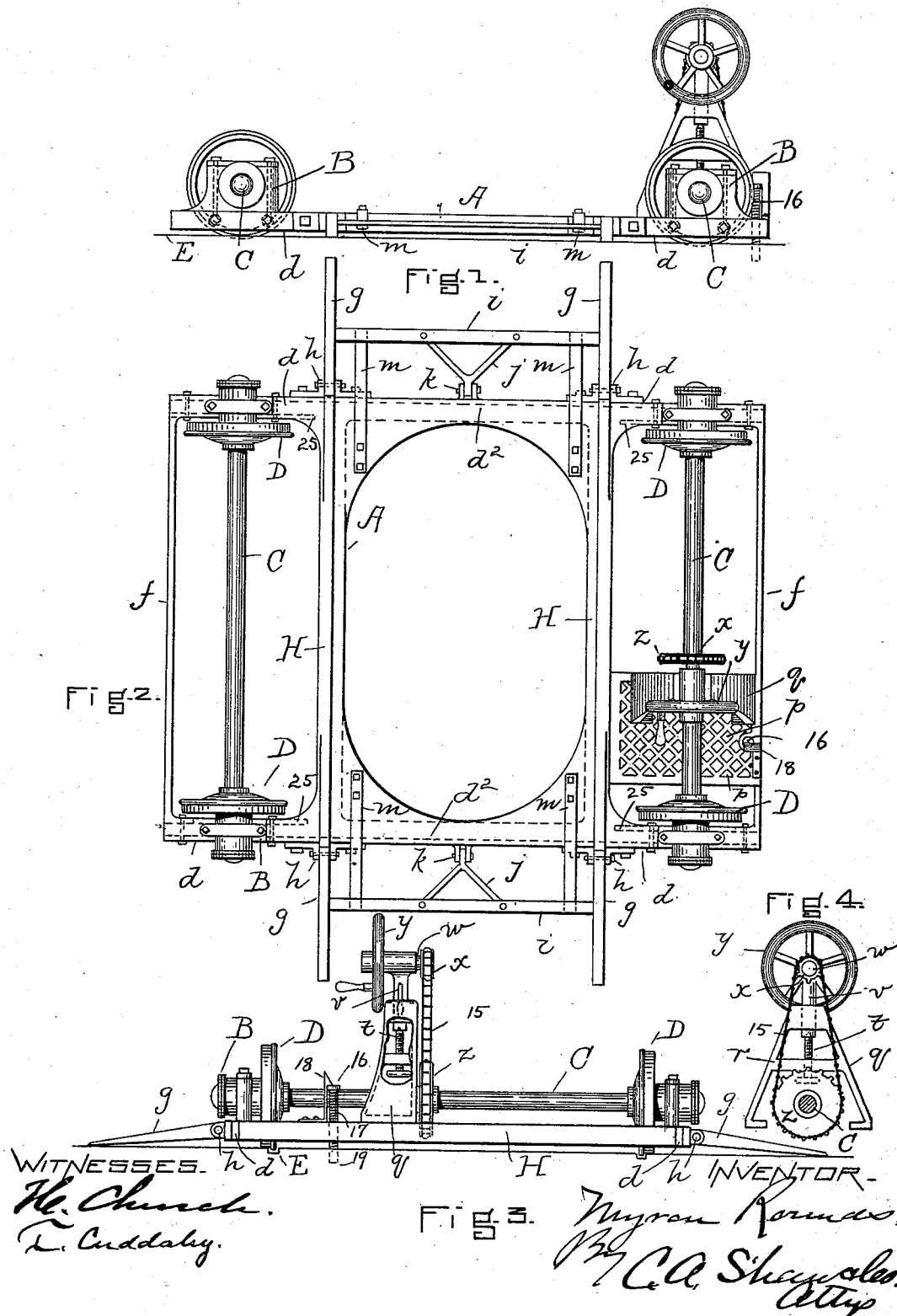


(No Model.)

M. ROUNDS.
TRANSFER TABLE.

No. 532,397.

Patented Jan. 8, 1895.



UNITED STATES PATENT OFFICE.

MYRON ROUNDS, OF PROVIDENCE, RHODE ISLAND.

TRANSFER-TABLE.

SPECIFICATION forming part of Letters Patent No. 532,397, dated January 8, 1895.

Application filed August 13, 1894. Serial No. 520,178. (No model.)

To all whom it may concern:

Be it known that I, MYRON ROUNDS, of Providence, in the county of Providence, State of Rhode Island, have invented certain new and useful Improvements in Transfer-Tables, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of my improved transfer table; Fig. 2, a top plan view of the same; Fig. 3, an elevation looking from the right in Fig. 2; and Fig. 4 an elevation showing the mechanism.

Like letters and figures of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to transfer tables for use in carrying street or other railway cars from one track to another in the car houses or yards; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simple, cheap and effective device of this character.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings A, represents the body of the table which consists of a solid rectangular metallic frame which is hung by pedestals, B, on axles, C, mounted on wheels, D, which travel on a track, E, arranged transversely of the ordinary car tracks in the usual manner. This frame carries transverse rails, H, which are adapted to register with the ordinary track-rails. Parallel side-bars, *d*, are bolted to the lower ends of the pedestals and project from the body, A, their outer ends being connected by bars, *f*. These side-bars, *d*, may be formed integral with the body, A, or secured thereto by bolts, as shown. As thus arranged the body, A, is hung so that its rails, H, are only a slight distance above the ordinary track. In alignment with each rail, H, and projecting from the body to which it is hinged at, *h*, there is a flat bar, *g*, each set of bars, *g*, being connected by a bar, *i*, forming a skid. A V-iron, *j*, bolted to each bar, *i*, is hinged at,

k, to the body to brace the skid. Flat springs, *m*, have an end bolted to the body and project therefrom, their free ends passing under the cross-bar, *i*, and tending to support said bar out of contact with the floor of the house. These skid bars, *g*, are reduced at their outer ends, as shown in Fig. 3.

Between the body, A, and one side-bar, *f*, a platform, *p*, is arranged. A standard, *q*, is mounted on this platform. A vertically arranged hand-screw, *t*, passes through a cross-bar, *r*, of the standard, *q*, and adjusts a bearing, *v*, fitted to slide vertically in the top of the standard. In said bearing a stub-shaft, *w*, is fitted to rotate in parallelism with the adjacent axle, C. Said stub-shaft carries a sprocket wheel, *x*, and is actuated by a hand-wheel, *y*. The adjacent axle, C, carries a sprocket-wheel, *z*, connected by a chain, 15, with the sprocket, *x*.

A device for locking the table in a determined position within the house comprises a bolt, 16, fitted to slide vertically through the platform, *p*, and pushed upward by a coiled spring, 17, surrounding said bolt.

A spring latch, 18, best shown in Fig. 3 locks the pin, 15, against the pressure of its spring, 17, when projected through the platform, *p*, into a suitable socket, 19, in the floor.

To release the table the operator has simply to force the latch, 18, downward to free the pin which is thrown upward by its spring, 17.

In the use of my improvement the car is run onto the skid which is easily depressed so that the car wheels may pass onto the skid bars, *g*. Thence it readily passes up the slight incline formed by the skid onto the rails, H, of the table. These rails may be formed integral with the body of the table, if preferred.

When not in use the skid may be thrown upward on its hinges so that as the table passes cars on the track other than that from which the transfer is to be made the skid will not engage them. To start the table for transferring the cars the hand-wheel, *y*, is rotated actuating the adjacent axle, C. The operator may stand on the platform, *p*.

The tension of the chain, 15, may be taken up by the screw, *t*, in a manner which will be understood by those conversant with such matters without a more explicit description.

The arms, *d*, may comprise a bar extending

completely across the end of the frame as indicated by dotted lines, d^2 , in Fig. 2, instead of being separable arms as above described. In this event a short bar, 25, is employed to engage the inner face of the pedestals and the bolts passed completely through both said bars and the pedestal.

By constructing the body, A, of a solid rectangular casting in which the rails, H, are formed integral I obtain many advantages over the ordinary built up tables which are constructed of rail-irons and girders and which are very liable to twist and get out of plumb. The side-bars, d , are preferably bolted to the body, but as described may be formed integral therewith.

Having thus explained my invention, what I claim is—

1. In a car transfer-table the body, A, formed of a solid casting and provided with integral rails, H; the bars, d , projecting laterally from said body and secured to pedestals mounted on the truck-axles; the skid-bars, g , hinged to said body in alignment with the rails, H, and connected by the cross-bar, i ; the flat springs, m , secured to said body and having their free ends in engagement with the under side of said cross-bar.

2. In a car transfer table the body, A, formed from a solid casting and having the integral rails, H, in combination with the bars, d , projecting laterally from said body

and secured thereto and pedestals mounted on the truck axles and secured to said bars; a skid hinged to said body in alignment with its rails, and push-springs on said body engaging the under side of said skid.

3. In a transfer table the axles, wheels and pedestals in combination with the solid body provided with rails; the side-bars, d , bolted to said body and pedestals and connected by cross-bars, f ; a platform supported by one cross-bar and the body; a stub-shaft bearing a sprocket and journaled in a support on said platform; and a sprocket on the adjacent axle chained to the stub-shaft sprocket.

4. In a transfer table, a spring supported locking pin fitted to slide vertically through said body and enter a socket in the track in combination with a spring latch for said pin.

5. In a car transfer table a body supported on pedestals pendent from the car axles in combination with a starting mechanism comprising a shaft journaled on said body; a hand-wheel for actuating the same, sprockets on said shaft and the adjacent axle connected by a jack-chain and devices for adjusting the bearing of said shaft vertically, substantially as and for the purpose set forth.

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Witnesses:

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