

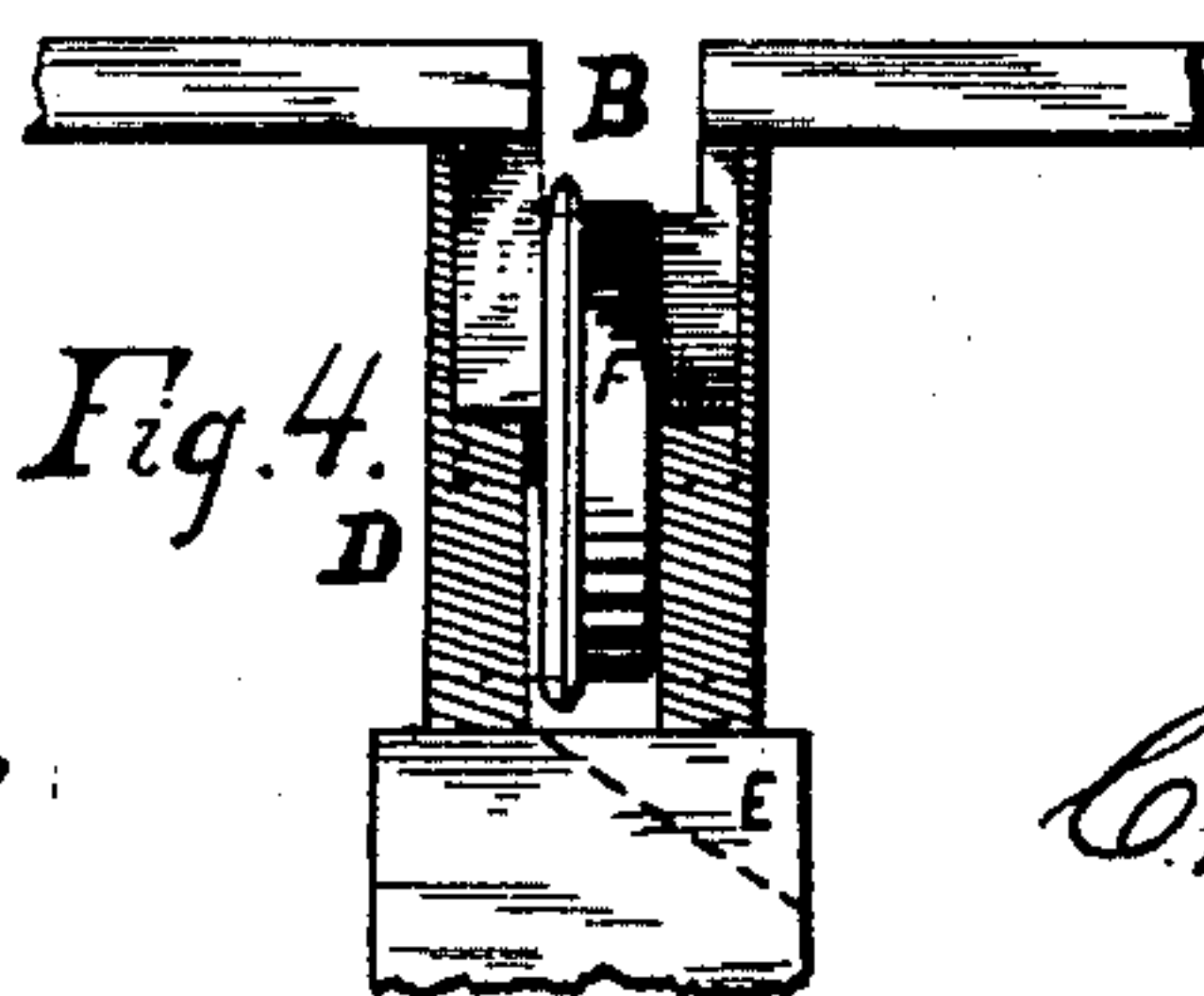
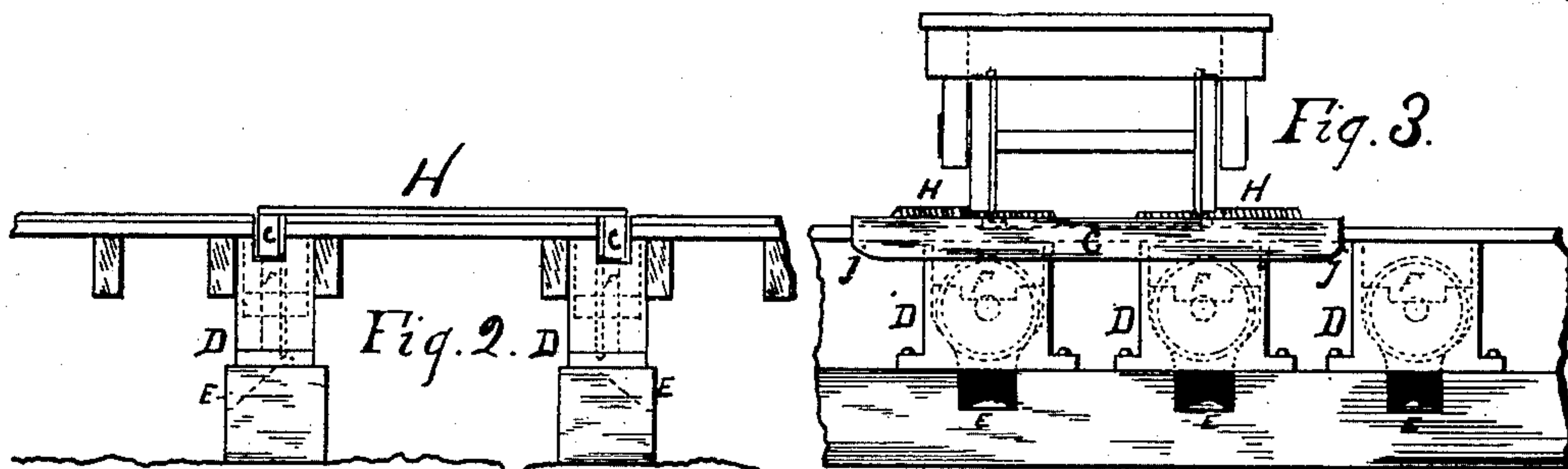
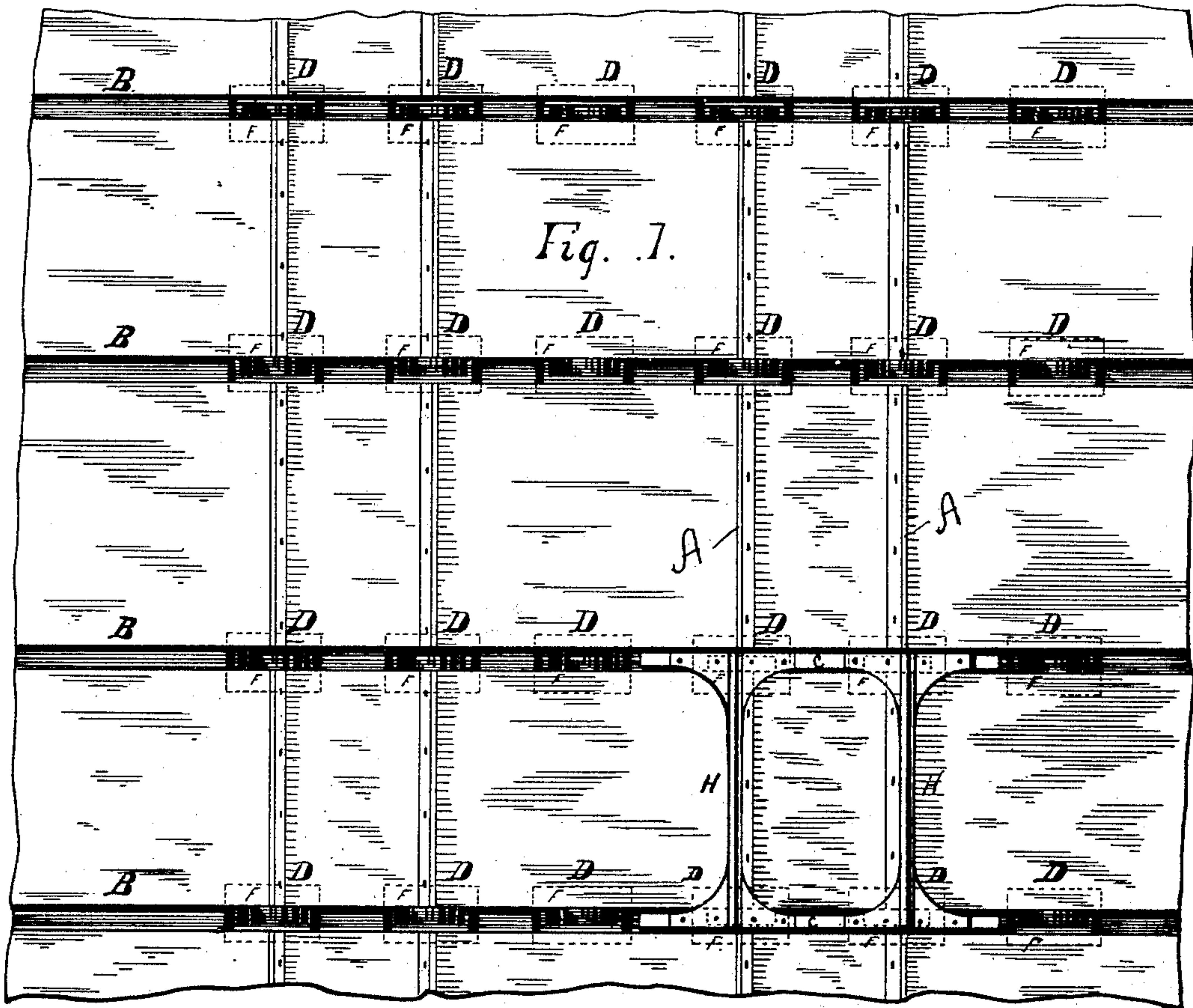
(No Model.)

C. HATHAWAY.

RAILROAD TRANSFER TABLE.

No. 338,407.

Patented Mar. 23, 1886.



ATTEST.

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RAILROAD TRANSFER-TABLE.

SPECIFICATION forming part of Letters Patent No. 338,407, dated March 23, 1886.

Application filed June 5, 1884. Serial No. 133,875. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HATHAWAY, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented an Improvement in the Mode of Operating Railway Transfer-Tables, of which the following is a specification.

My invention relates to improvements in transfer-tables, such as are used in railroad-yards and car-houses for the purpose of transferring cars laterally from one track to another, obviating the use of the pit and its attendant inconvenience.

By referring to the accompanying drawings an illustration of the device will be readily seen.

Figure 1 is a plan of tracks A A A A, intersected by the run or ways B B B B. Fig. 2 is an end view of transfer-table and the run or ways. Fig. 3 is a side view of transfer-table and rolls or flanged wheels, showing general construction of same. Fig. 4 is a sectional view of a conveniently-arranged box, in which are placed the rolls or flanged wheels.

The transfer-table is made of the most suitable material that would give sufficient strength to transfer the load required; but care must be taken to have the transferable sections of rails of table of sufficient height to just clear the rails of the main track.

In Fig. 1 will be seen the construction of the run or ways B B B B of the transfer-table across the main tracks, giving clearance in width to allow a free and easy movement of the transfer-table from one track to another.

H H are the metal rails or plates connecting the inner bars or beams, C, and forming the sole lateral connection between said beams. These rails or plates are preferably grooved for the flanges of the car-wheels, and are widened at their opposite ends, to enable them to have an extended bearing on the beams C, to which these enlarged ends are secured.

The upper surfaces of the beams rest in the plane of the rails of the main tracks, and hence the plates or rails H are the only parts of the transferring device that project above the main rails.

In transferring a car from one track to another, the car is placed in position on the table and pushed in the direction required, and in so doing the runner bar or beam C of Figs. 3 and 5 are passed over the rolls or flanged wheels F, which are placed in a conveniently-arranged box, said box having an opening on the bottom side, to allow dirt, rubbish, and water to fall through, thus keeping the bearings of the boxes D free from destroying substances.

In Fig. 3, E is the outlet under the boxes D, for the destroying matter to escape.

In the drawings will be seen a number of rolls or flanged wheels, F, which revolve in the boxes D, the same being placed directly under the run or ways B B B B, as shown in Figs. 1 and 4. The boxes D are placed in such relation to each other as may be seen fit, according to the load to be moved. Thus, for locomotives more than two ways with rolls would be required.

I am aware that prior to my invention transfer-tables have been made with sub-rails. I therefore do not claim such a combination, broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In a transfer-table, track rails or plates H, secured at their respective ends to supporting traveling devices, said rails or plates forming the sole lateral connection between such traveling devices.

CHARLES HATHAWAY.

Witnesses:

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R. T. MORROW.