

(No Model.)

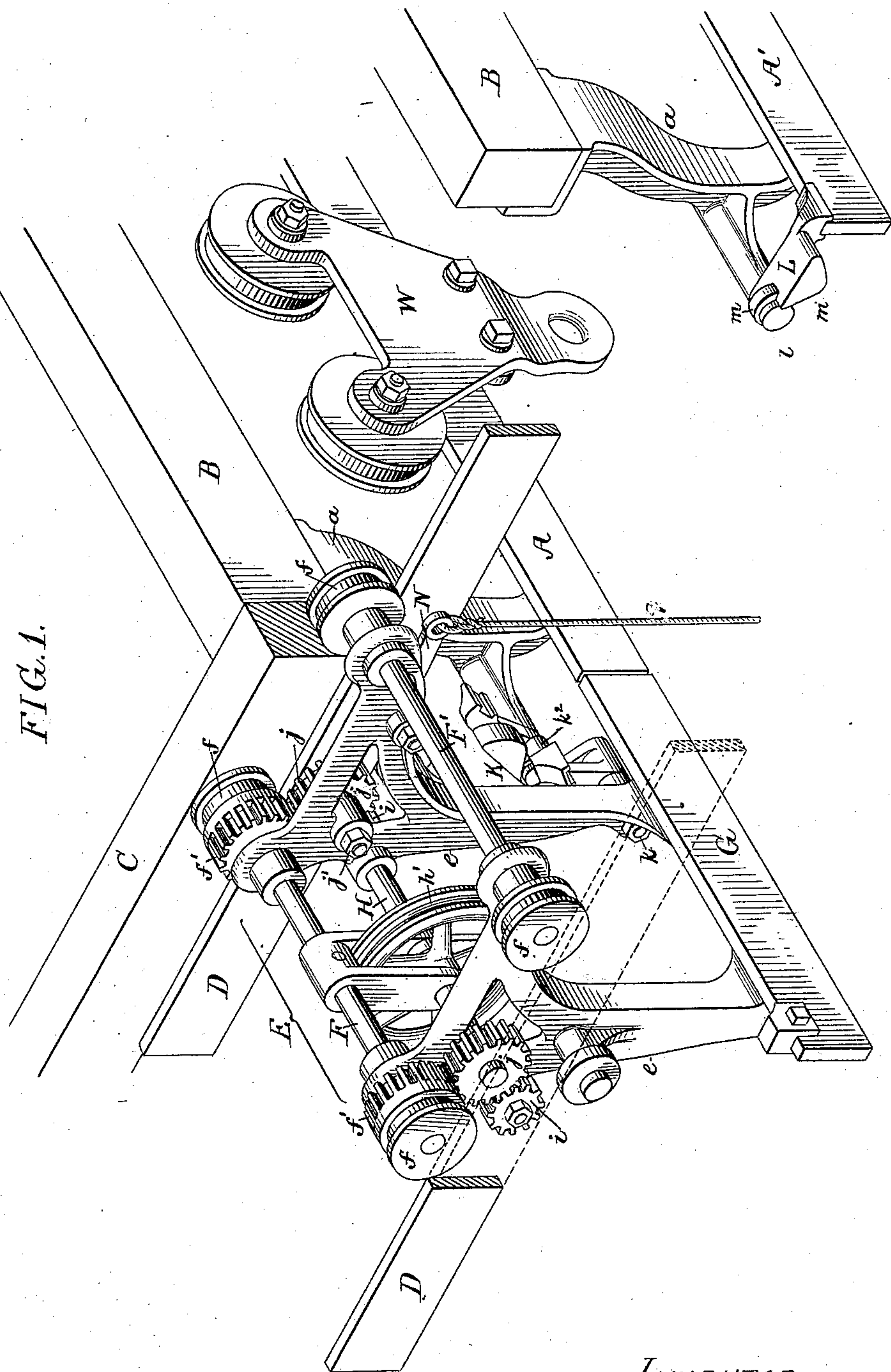
2 Sheets—Sheet 1.

V. ANGERER.

SWITCH FOR OVERHEAD RAILWAYS.

No. 364,626.

Patented June 14, 1887.



WITNESSES:

David S. Williams,
William D. Bonner

INVENTOR:

Victor Angerer
by his Attorneys
Howson & Sons

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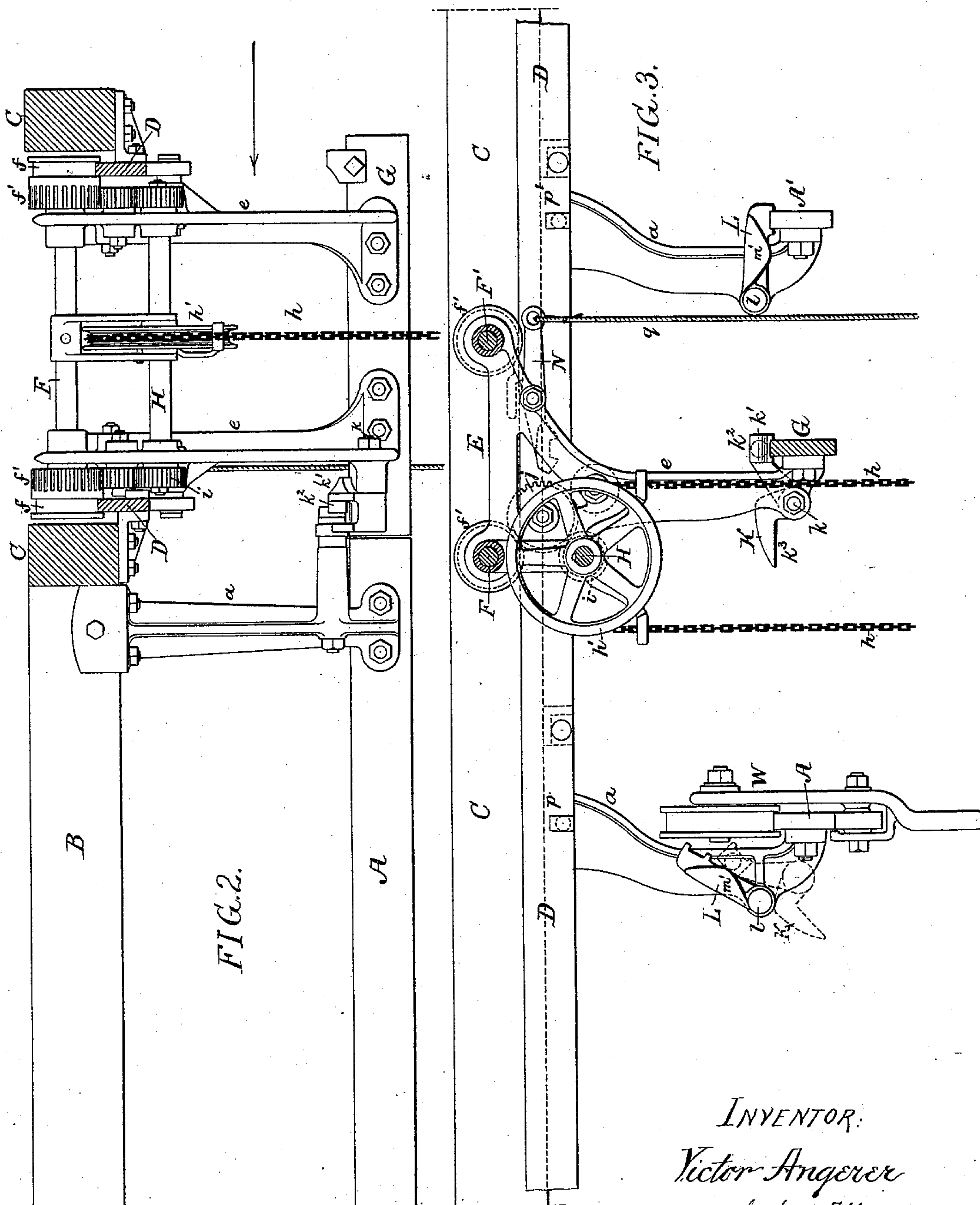
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UNITED STATES PATENT OFFICE.

VICTOR ANGERER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO WILLIAM WHARTON, JR., & COMPANY, OF SAME PLACE.

SWITCH FOR OVERHEAD RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 364,626, dated June 14, 1887.

Application filed March 17, 1887. Serial No. 231,262. (No model.)

To all whom it may concern:

Be it known that I, VICTOR ANGERER, a subject of the Emperor of Austria, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Overhead Railways, of which the following is a specification.

My invention relates to overhead railways where one rail is used and a truck or block travels on the rail, carrying its load below the rail. These railways are used more especially in machine-shops and like places, and are generally built between rows of machinery and secured to the rafters above, and are intended to transfer heavy work from one machine to another. Usually ordinary switches have been used to transfer the truck from one track to the other; but these switches are greatly in the way, as space has to be left directly under them for the passage of the load.

The object of my invention is to dispense with the switches by having a rail carried by a carriage adapted to rails at right angles to the series of main rails, as fully described hereinafter.

In the accompanying drawings, Figure 1 is a perspective view of my improved overhead-railway transfer. Fig. 2 is a side view; and Fig. 3, an end view, looking in the direction of the arrow, Fig. 1.

A A' are the main rails, hung from the timbers B by hangers *a*. I have shown in the present instance two rails; but it will be understood that more than two rails may be used.

Secured to timbers C, running transversely to the timbers B, are rails D D, on a plane above the main rails, and constituting a track on which travels the transfer-carriage E. This carriage E is formed of two frames, *e e*, connected together at the top by the axles F F', on which are the traction-wheels *f*, adapted to the rails D D, and are secured together at their lower extremities by a rail, G, which is on the same plane as the rails A A'.

The carriage G is moved on its rails by a chain, *h*, which passes over a chain-wheel, *h'*, on a shaft, H. This shaft H is provided at each side with pinion-wheels *i*, which mesh into pinions *j* on studs *j'* on the frames *e e*. These pinions mesh with gears *f'*, formed on the trac-

tion-wheel *f* on the axle F, so that by turning the chain-wheel *h'* the carriage E is traversed on the tracks D D.

Pivoted to a stud, K', on one of the hangers *a*, nearest the rails A, is a cam-lever, K, and on the hangers *a a* of the rails A A' are provided cam-levers L. These two levers K L, as the carriage E passes the ends of the rails A A', act upon each other, as shown, in order to raise the stops clear of the rails and allow the carrying truck to pass on or off of the rail G. The above-described automatic stops form the subject of a separate application for a patent, filed by me on March 25, 1887, Serial No. 232,371.

N is a catch-lever hung to one side of the carriage E, and to one arm, *n*, of this lever is attached an operating-cord, *q*, and the other arm, *n'*, is notched and beveled on each side of the notch, in order that it may ride over and catch on the stationary lugs *p p'* at each rail A A', in order that the rail G may be locked in line with the rail A or A', as the case may be. To unlock the catch N, the cord *q* is pulled, raising the catch free from the lug.

The operation of the device is as follows: If, for instance, a truck, W, on the rail A has to be transferred to the rail A', the carriage E is traversed by the chain and chain-wheel on the rails D D until its rail G is opposite the rail A, when the catch-lever N will rise and drop over the lug *p*. The rail G will then be locked in line with the rail A; at the same time an arm, *k*³, of the lever K will strike a roller, *m*, of the lever L, which will depress the arm *k*³ and raise the arm *k'*, the wheel *k*² on this arm raising the lever L by riding under the cam-face *m'*, thus lifting the lever. Both levers, when the rails G and A are in line, will be in the position shown by dotted lines in Fig. 3, and the truck W can be transferred onto the rail G from the rail A. The catch-lever is then raised clear of the stop-lug *p* and the carriage E traversed over the rails D D until its rail G is in line with the rail A', when the catch-lever N drops over the stop-lug *p'*, and the two levers K L are raised again to the position shown in Fig. 3, and the truck W is transferred to the rail A', and as soon as the

carriage E is moved out of line with the rail the stop-lever L drops back into place on the rail A, as also does the lever K on the rail G.

I claim as my invention—

5 1. The combination, in an overhead railway, of a series of main rails and a track, D, at an angle thereto and on a higher plane, with a carriage, E, traveling on said track and carrying a rail, G, which can thereby be moved
10 into line with any one of the main rails, all substantially as specified.

2. The combination, in an overhead railway, of the main rails A A', rails D D at right an-

gles thereto, and a carriage, E, carrying the rail G, shafts F, F', and H, and chain-pulley h' 15 on the shaft H, and geared to the wheels on the shaft F and adapted to drive the carriage, all substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two sub- 20 scribing witnesses.

VICTOR ANGERER.

Witnesses:

HENRY HOWSON,
HARRY SMITH.

It is hereby certified that the name of the assignee in Letters Patent No. 364,626, granted June 14, 1887, upon the application of Victor Augerer, of Philadelphia, Pennsylvania, for an improvement in "Switches for Overhead Railways," was erroneously written and printed "William Wharton, Jr., & Company;" that said name should have been written and printed *William Wharton, Jr., and Company, Incorporated*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed, this 28th day of June, A. D. 1887.

[SEAL.]

D. L. HAWKINS,
Acting Secretary of the Interior.

Countersigned:

BENTON J. HALL,
Commissioner of Patents.