

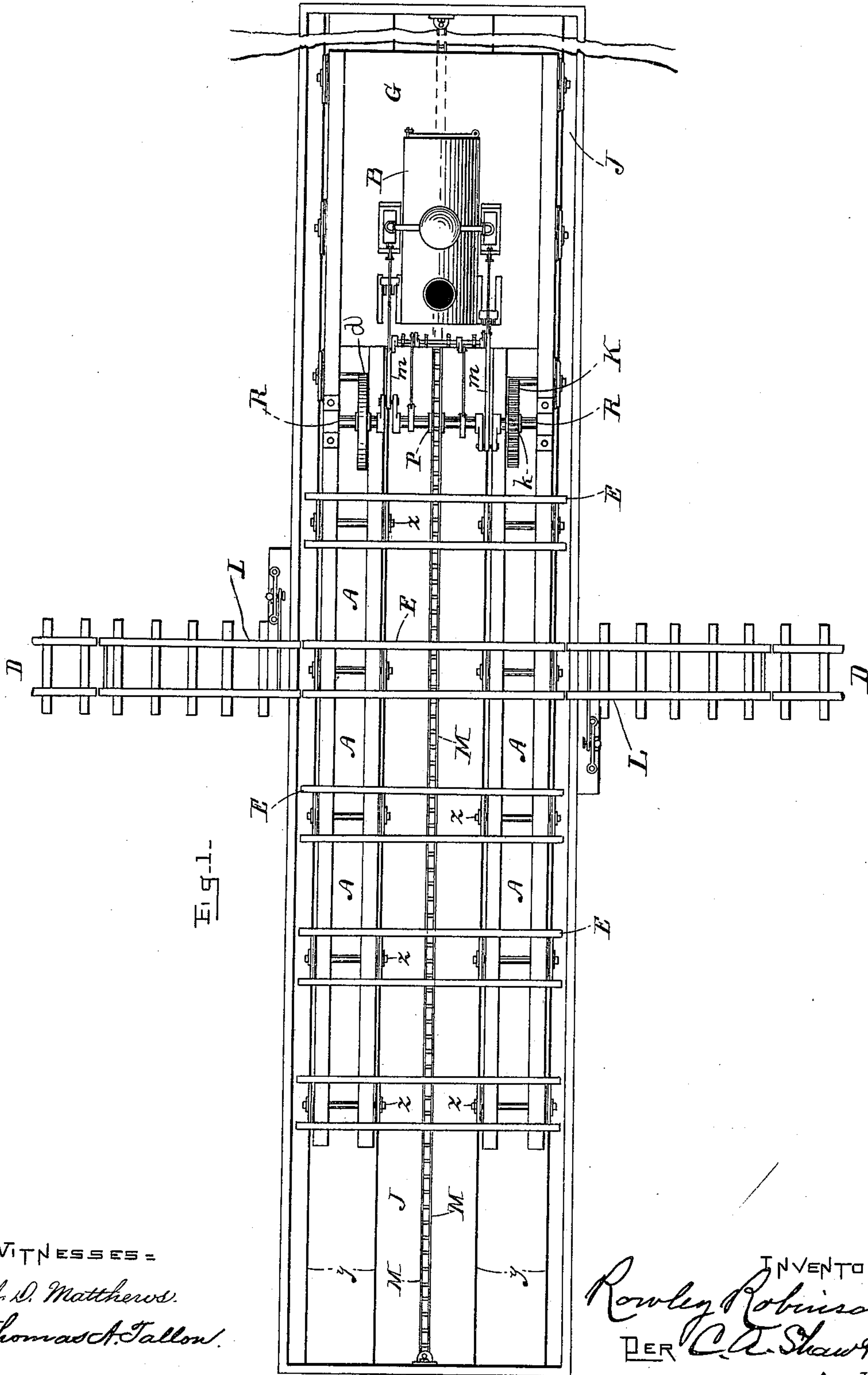
(No Model.)

2 Sheets—Sheet 1.

R. ROBINSON.  
APPARATUS FOR TRANSFERRING CARS.

No. 377,117.

Patented Jan. 31, 1888.



WITNESSES =  
J. D. Matthews.  
Thomas A. Tallon.

INVENTOR =  
Rowley Robinson,  
PER C. A. Shaw & Co.  
ATTYS =

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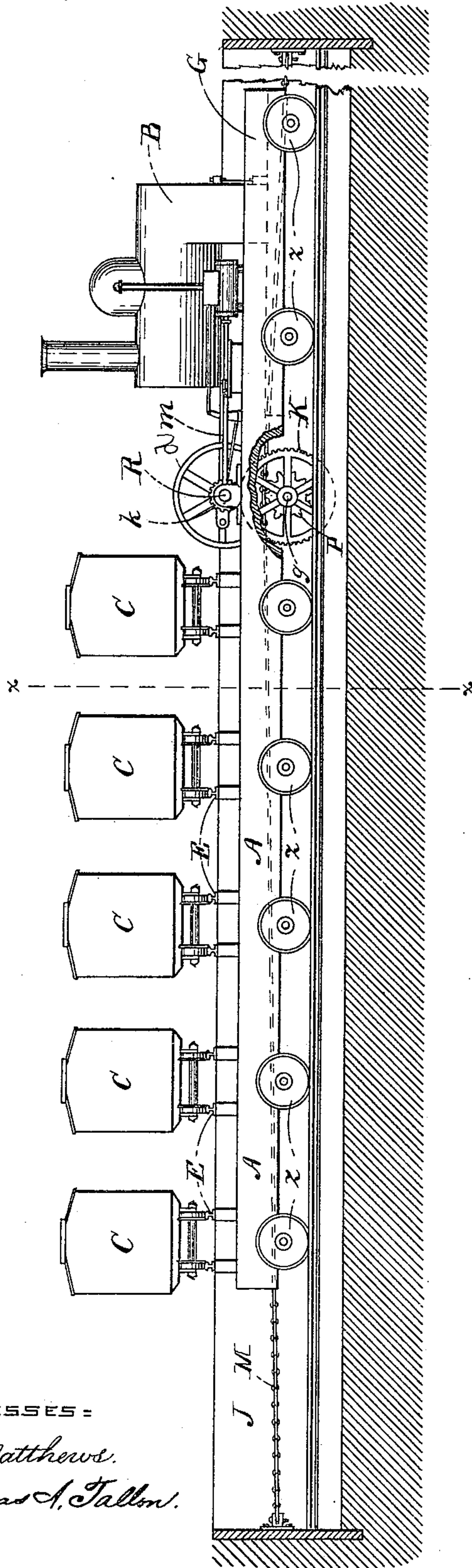
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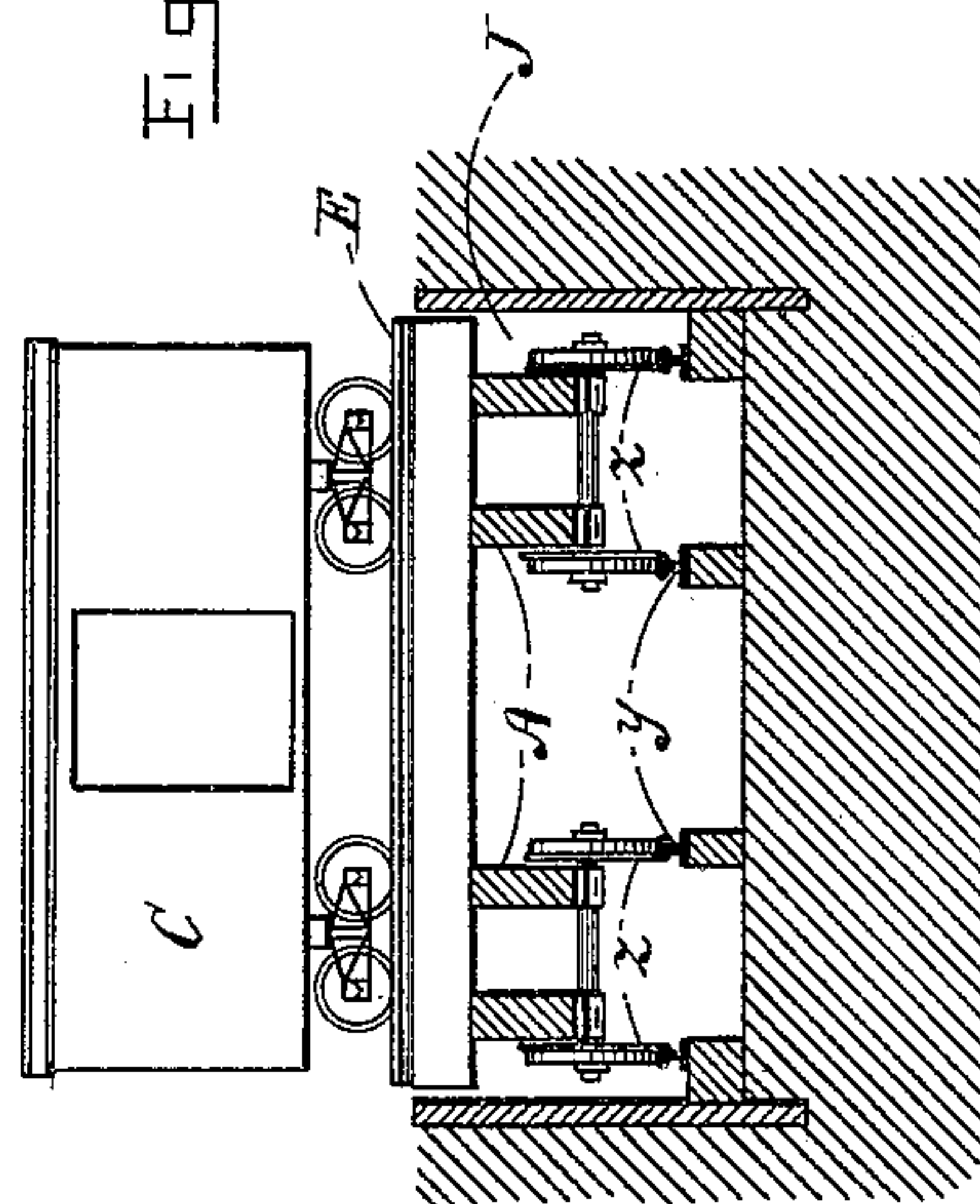
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Fig-2-



WITNESSES:  
*J. D. Matthews.*  
*Thomas A. Fallon.*

Fig-3-



INVENTOR=  
*Rowley Robinson,*  
BY *C. A. Shaw & Co.*  
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# UNITED STATES PATENT OFFICE.

ROWLEY ROBINSON, OF WYMORE, NEBRASKA.

## APPARATUS FOR TRANSFERRING CARS.

SPECIFICATION forming part of Letters Patent No. 377,117, dated January 31, 1888.

Application filed August 24, 1887. Serial No. 247,701. (No model.)

*To all whom it may concern:*

Be it known that I, ROWLEY ROBINSON, of Wymore, in the county of Gage, State of Nebraska, have invented a certain new and useful Improvement in Apparatus for Transferring Cars, 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 top plan view; Fig. 2, a side elevation of the device, with the pit in longitudinal section; and Fig. 3, a vertical transverse section taken on line *x x* in Fig. 2.

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

My invention relates more especially to that class of apparatus for transferring cars which has a carriage mounted on wheels and provided with transversely-arranged sets of rails adapted to register with the rails of the main track; and it consists in a novel construction and arrangement of parts, as hereinafter more fully set forth and claimed, the object being to produce a simpler and more effective device of this character than is now in ordinary use.

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 carriage, B the engine, C C the cars, and D the main track of the railway.

The carriage A consists of a frame-work mounted on a series of trucks, *z*, which run on double tracks *y*, disposed on the bottom of a pit, J, extending transversely across the main track D.

Arranged transversely on the carriage A are sets of short track-rails E, adapted to register with the main track D as the carriage is moved back and forth to shift the cars. Five sets of these rails are shown in the drawings; but any number desired may be used. The pit J is formed at right angles to the road-bed, and the carriage A is of such height that the rails E stand on the same plane with the rails of the main track D, the rails *y y* being arranged longitudinally in the bottom of said pit.

The length of the pit J is determined by the number of rails E required or by the length of the carriage A, said carriage being of such dimensions as to enable it to be moved longitudinally a sufficient distance to bring either set of its tracks E opposite the main track D.

The engine B is mounted on a platform, G, at one end of the carriage A, and is provided with two pitman-rods, *m m*, by which it drives a double-crank shaft, R, journaled transversely on the frame-work of said carriage. An ordinary fly-wheel, *d*, is mounted on one end of the shaft R, and on the opposite end of said shaft is disposed a pinion, *k*, which intermeshes with a gear, K, (see Fig. 2,) disposed on a counter-shaft, *g*, which is journaled horizontally below the shaft R and in parallelism therewith. A sprocket-wheel, P, is centrally disposed on the shaft *g*, its teeth engaging the links of a horizontally-arranged jack-chain, M, which is disposed in the pit J, the ends of said chain being fastened to the end walls of said pit.

The main track D is provided at either side of the pit J with an ordinary switch, L, by means of which the rails of said track may be made to register with the rails E on the carriage A, thus obviating the necessity of stopping said carriage in the exact position necessary to cause the tracks to register.

In the use of my improvement the carriage A can be moved by means of the engine B and jack-chain M, so that any set of tracks E desired will register with the main track D. It is designed that there shall be enough sets of tracks E on the carriage to receive all the cars of an ordinary train, one car being disposed on each set of tracks. By moving the carriage A back and forth by means of the engine B, as described, the cars C may be shifted onto the main track D and the train "made up" in any order desired; or any required number of cars may be removed from the train and left on the carriage.

Having thus explained my invention, what I claim is—

1. In a device of the character described, the combination of the following instrumentalities, to wit: a pit formed at right angles to the main track, longitudinally-arranged tracks within said pit, a carriage mounted on trucks adapted to run on said tracks, sets of trans-



versely-arranged rails mounted on said carriage and adapted to register with the main-track rails, a jack-chain disposed longitudinally in said pit and secured at or near the ends thereof, an engine disposed on said carriage, a crank-shaft journaled on said carriage and provided with a pinion and fly-wheel, a counter-shaft journaled on said carriage and provided with a sprocket-wheel engaging said chain and a gear engaging said pinion, and a pitman rod or rods connecting the engine with said crank-shaft, substantially as described.

2. In a device of the character described, the carriage A, provided with the rails E, trucks z, the engine B, mounted on said carriage, the crank-shaft R, provided with a fly-wheel and pinion, k, the counter-shaft g, provided with the sprocket-wheel P and gear K, the track y and chain M, disposed in the pit J, the pitman-rods m, connecting the engine with said crank-shaft, and the main track D, all constructed, combined, and arranged to operate substantially as described.

3. In a device of the character described, the combination, with a carriage provided with a series of tracks, either of which is adapted to register with a main track, of the track on which said carriage moves, a fixed jack-chain disposed in the path of said carriage, a shaft mounted on said carriage, a sprocket-wheel on said shaft and engaging said jack-chain, and mechanism for operating said shaft, substantially as described.

4. In a device of the character described, the main track D, provided with a switch, L, at either side of the carriage A, to enable said main track to be so adjusted as to register with the tracks E on said carriage when the carriage is not stopped in position to cause the tracks to register, substantially as described.

ROWLEY ROBINSON.

Witnesses:

E. N. KAUFFMAN,  
J. L. DORWARD.