

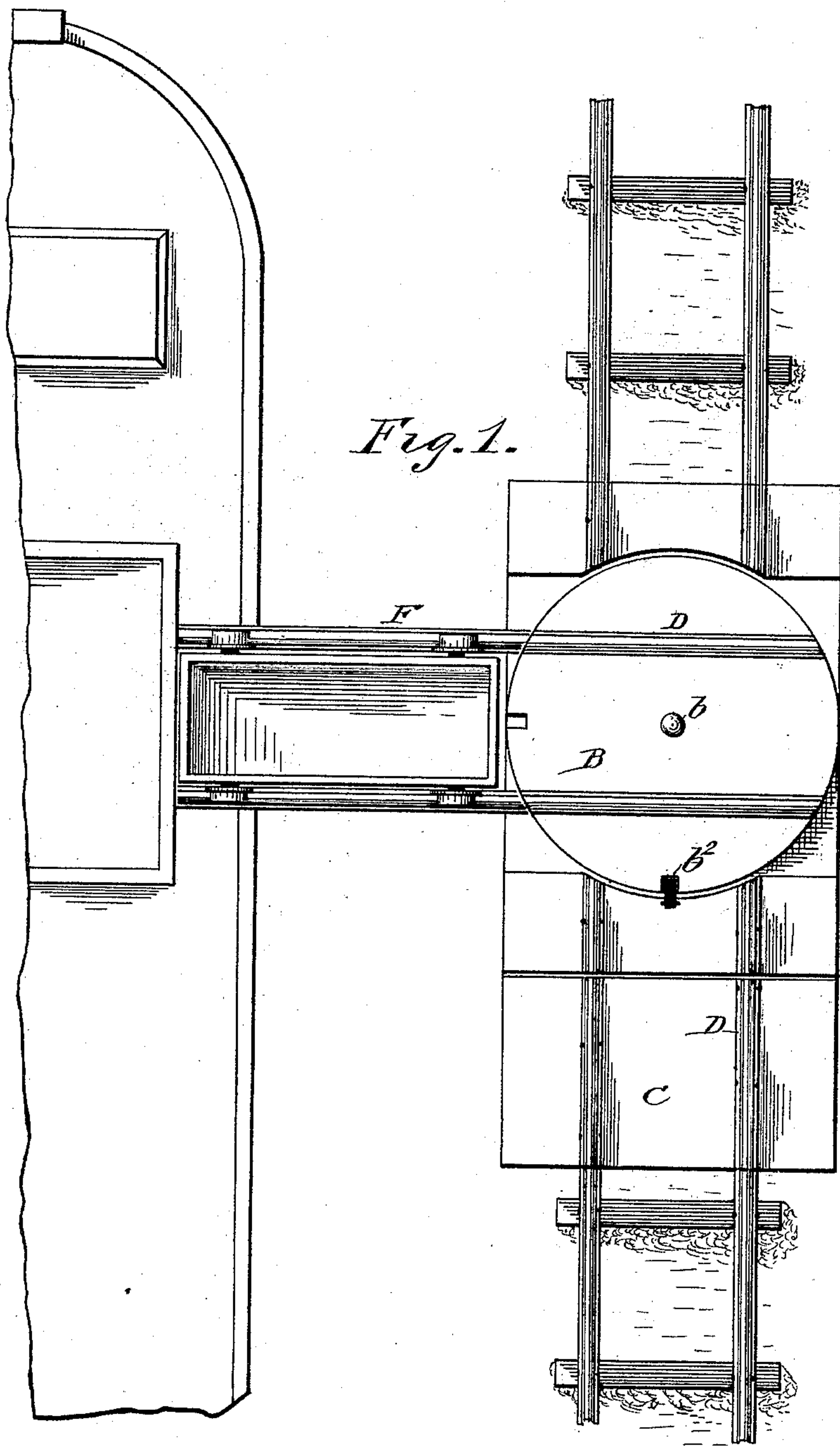
(No Model.)

2 Sheets—Sheet 1.

J. H. WELCKER.
TRANSFERRING CAR.

No. 424,390.

Patented Mar. 25, 1890.



Witnesses
H. B. Bryant.
Edw. R. Miller,

Inventor
James H. Welcker,
By *his* Attorney *Geo. R. Byington*

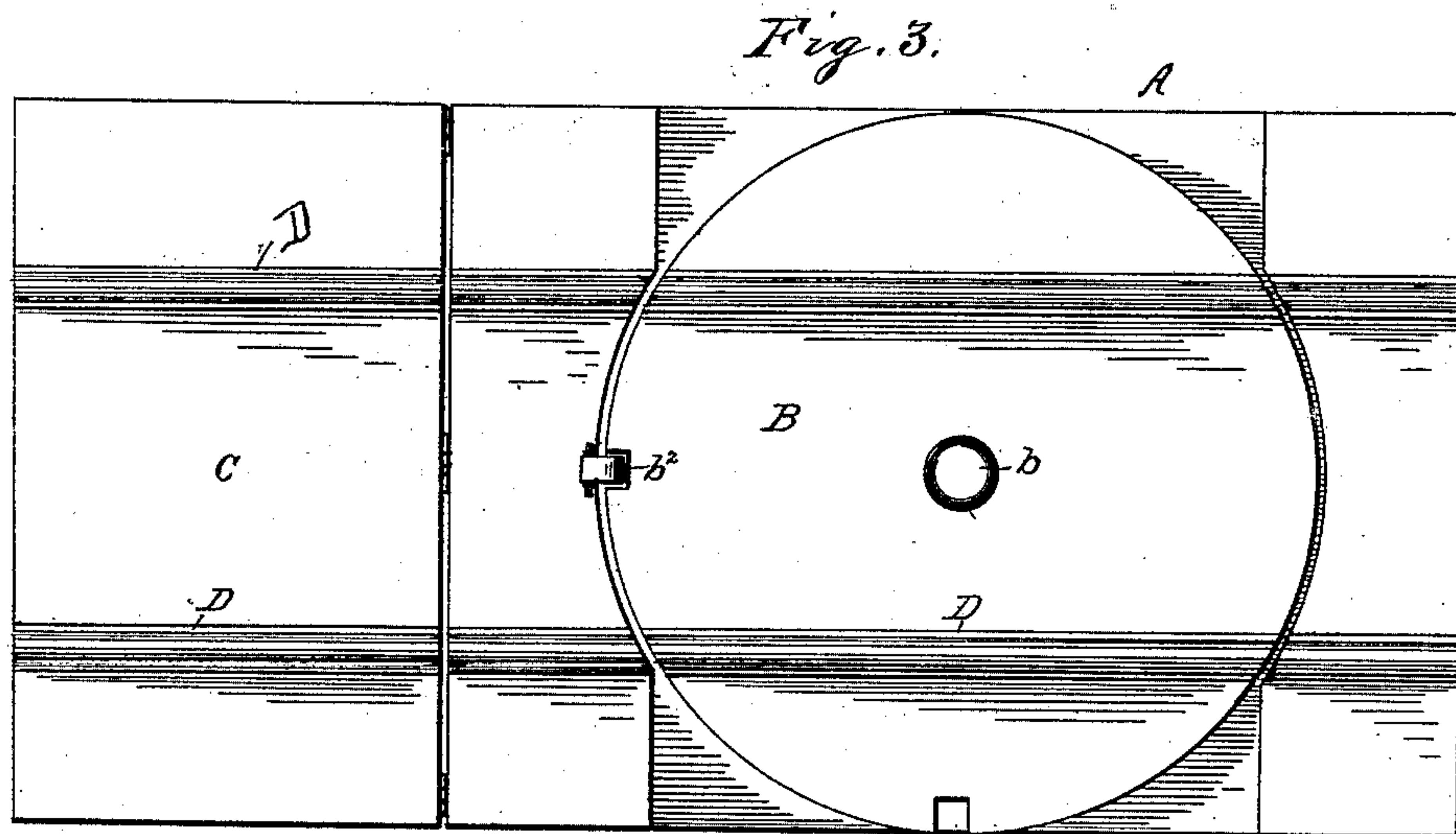
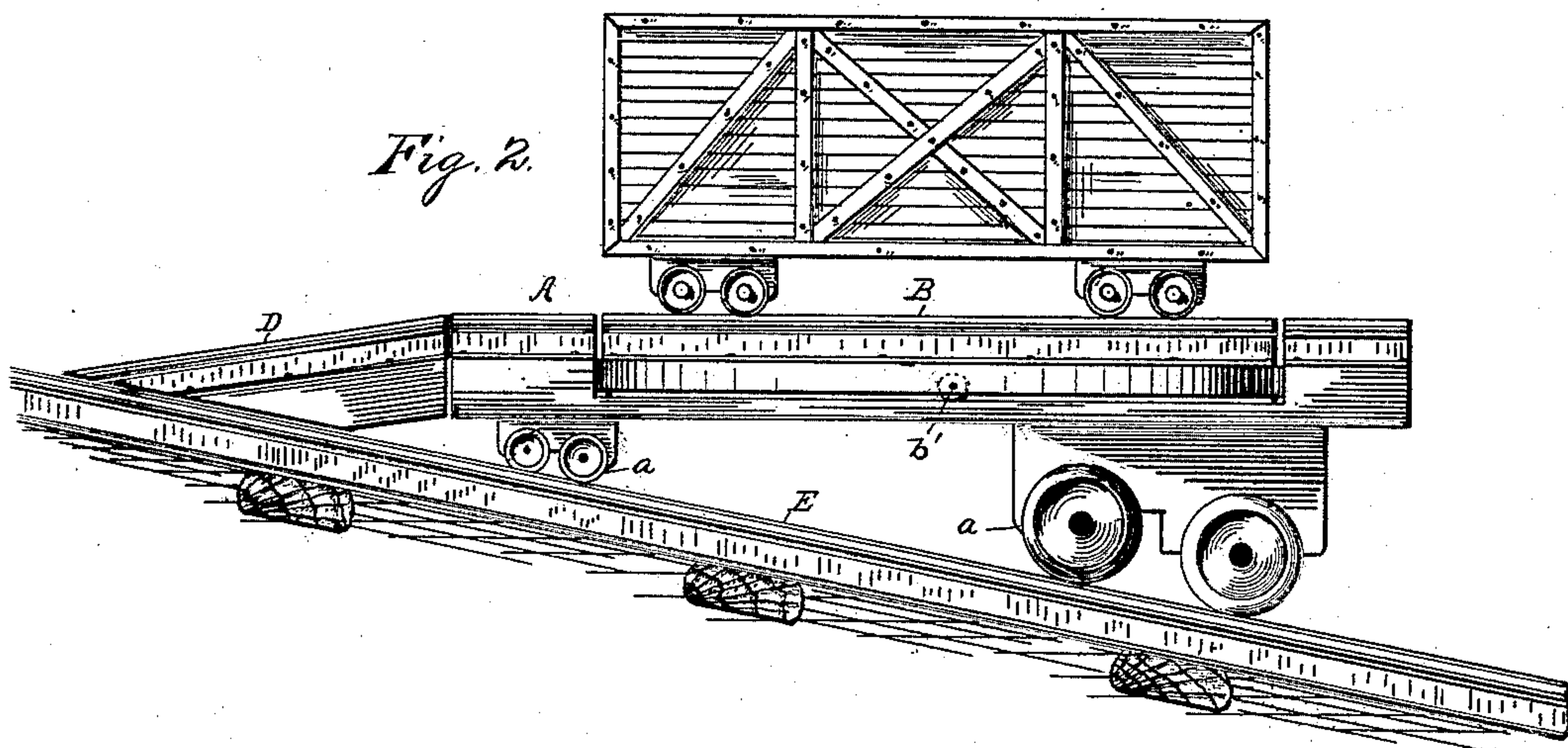
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2 Sheets—Sheet 2.

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TRANSFERRING CAR.

No. 424,390.

Patented Mar. 25, 1890.



WITNESSES
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UNITED STATES PATENT OFFICE.

JAMES H. WELCKER, OF KINGSTON, TENNESSEE.

TRANSFERRING CAR.

SPECIFICATION forming part of Letters Patent No. 424,390, dated March 25, 1890.

Application filed May 6, 1889. Serial No. 309,732. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. WELCKER, a citizen of the United States, residing at Kingston, in the county of Roane and State of Tennessee, have invented certain new and useful Improvements in Transferring Cars; 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.

My invention relates to trucks or platform-cars for unloading ore-cars upon barges at different levels.

Heretofore ore-cars have been unloaded upon barges at different levels by running them directly from the main track upon a movable track by means of a stationary turn-table, and then onto the barge and unloaded; but in those localities where the rivers rise and fall rapidly a stationary turn-table is only practicable at one stage or level of the river. Therefore the object of my invention is to construct a turn-table that can be moved up and down the inclined track or bank; so as to run the cars from the main line onto barges at any stage of the river; and to this end the nature of my invention consists of constructions and combinations, all as will hereinafter be set forth in the specification, and particularly pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view. Fig. 2 is a side view, and Fig. 3 is a top view.

A is the truck or platform-car having wheels *a a* on axles of different planes, for the purpose of keeping the bottom or floor of the car level when the car is upon the inclined track. At or near the center of the platform-car or truck is a turn-table B, which revolves upon a pivot *b* by means of small wheels *b'*, and is locked in position by a suitable locking device *b²*.

C is an adjustable apron or extension hinged or otherwise secured to the end of the truck or platform-car A. The lower end of said apron or extension rests upon the rails and can be raised from or lowered to the track by any suitable means.

D are track-rails upon the apron or extension

C and upon the platform-car A and turn-table B, upon which the ore-car is run from the main track E to the turn-table B on the truck or platform-car A, ready to be turned upon said turn-table and run onto the movable track F, leading from the car A to the barge.

I have described the wheels of the platform-car as having axles of different planes; but I do not wish to confine myself to this construction, as they can be arranged in any suitable manner. I have also described the platform-car in connection with an inclined track; but it is obvious that it can be used in connection with a level track, and when so employed the trucks are made in the usual or any other suitable manner. It is also obvious that my device can be employed for unloading as well as loading.

The operation is as follows: The loaded car is run from the main track E at any point along the incline leading to the water-level upon the platform-car A and turn-table B by means of the track D on the apron or extension C, car A, and turn-table B. The truck or platform car A is then lowered along the inclined track until it reaches the barge to be unloaded, the movement of the car being controlled by an ordinary car-brake or other device. When the platform-car A has reached the level of the barge, the fastening *b²* is removed and the turn-table revolved until the track D on said turn-table is in line with the movable track F, leading onto the barge, when the car is run from the turn-table onto the barge and unloaded. After unloading, the car is run back onto the turn-table, which is again revolved until the rails on the turn-table are in line with the raise on the platform-car and apron or extension, when the car is ready to be removed from the platform-car onto the main track.

Having described my invention, what I claim is—

1. A car having a horizontal platform, trucks or wheels adapted to an inclined railway, a turn-table at or near its center, and an adjustable apron or extension at one end, substantially as set forth.

2. A car having a horizontal platform, too

trucks or wheels adapted to an inclined railway, a turn-table, an adjustable apron or extension at one end, and track-rails on said car, turn-table, and extension, substantially
5 as set forth.

3. A car having a horizontal floor or platform, trucks or wheels adapted to an inclined railway, a turn-table on said car, and tracks on the turn-table and on the car, substantially
10 as set forth.

4. In combination with an inclined trackway, a traveling turn-table having track-rails thereon and trucks or wheels adapted to said inclined trackway, substantially as set forth.

15 5. In combination with an inclined trackway, a traveling turn-table having at one end an adjustable apron or extension, substantially as and for the purpose set forth.

20 6. In combination with a car, a hinged or pivoted end extension, a turn-table on the car, and track-rails on said car, turn-table, and extension, substantially as set forth.

7. In combination with an inclined trackway, a traveling turn-table and a line of

tracks at an angle to the inclined trackway, 25 substantially as set forth.

8. In combination with an inclined trackway, a car having a horizontal platform, trucks or wheels on axles of different planes, a turn-table, and track-rails on the car and
30 turn-table, substantially as set forth.

9. The combination, with a line of railway, of a car having a turn-table, track-rails on said turn-table and car, and another line of track-rails at an angle to said railway, substantially
35 as set forth.

10. In combination with an inclined trackway, a car having a horizontal floor or platform with a turn-table at or near its center, and trucks or wheels adapted to said inclined
40 trackway, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAS. H. WELCKER.

Witnesses:

E. E. YOUNG,

R. H. DELANY.