

No. 630,235.

H. P. JOHNSON.
ROLLING PLATFORM.

(Application filed Mar. 20, 1899.)

Patented Aug. 1, 1899.

2 Sheets—Sheet 1.

(No Model.)

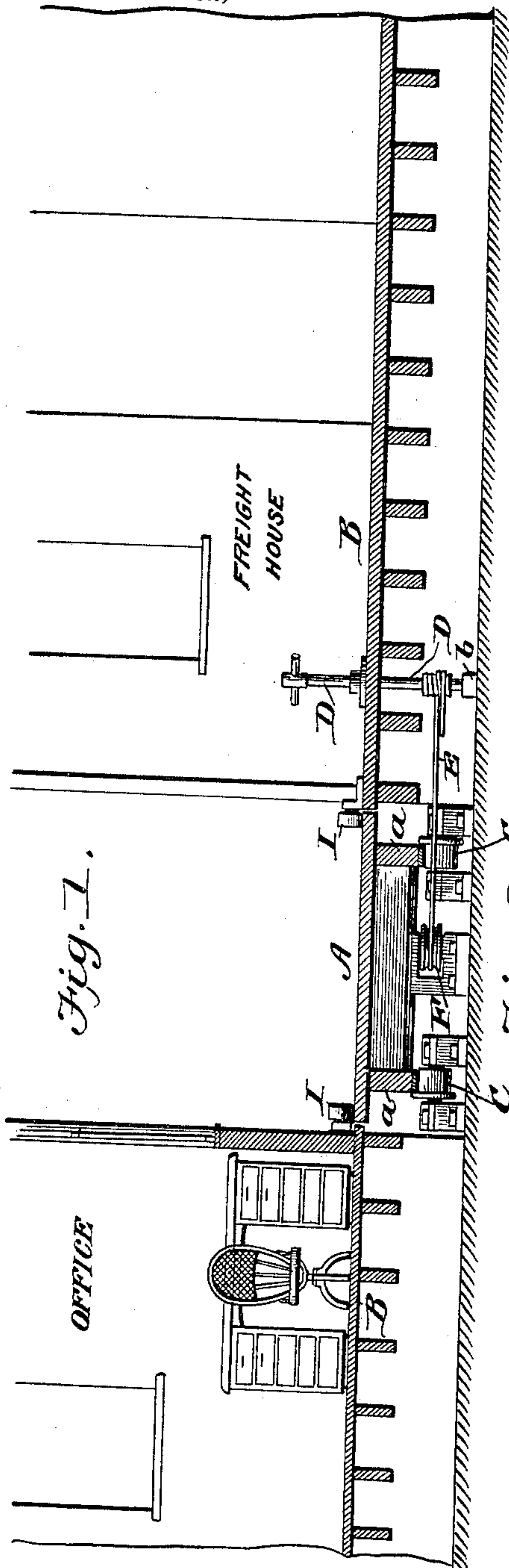
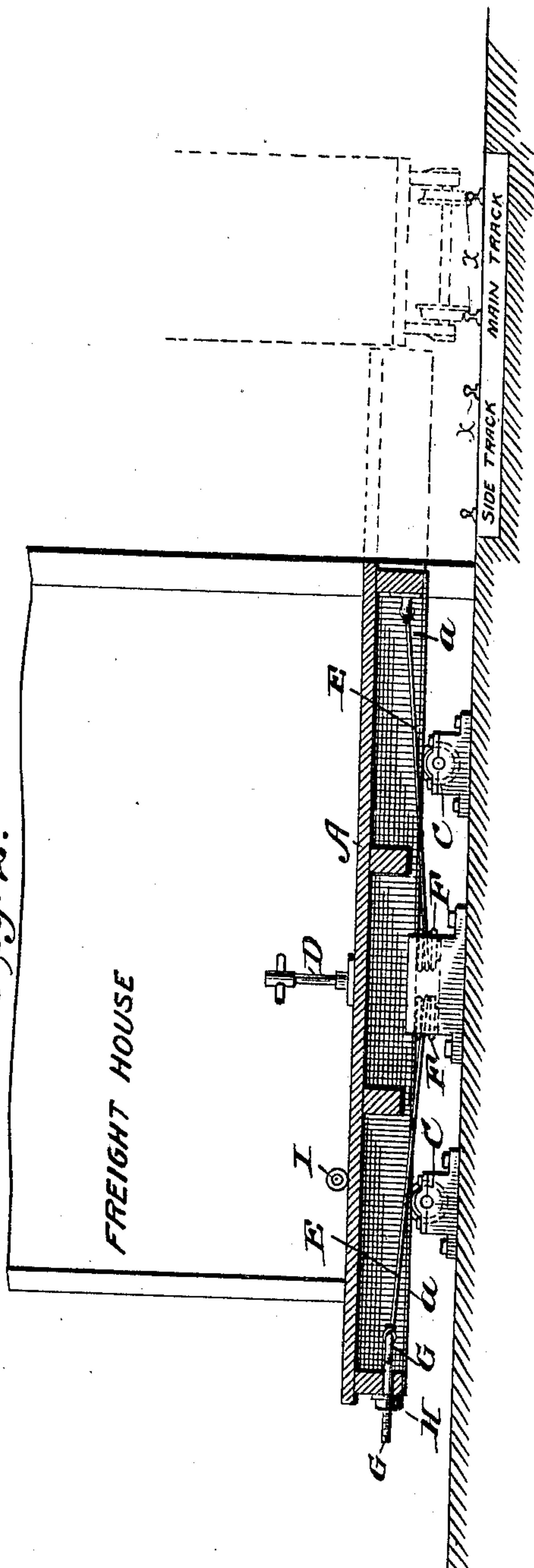


Fig. 1.

Fig. 2.



WITNESSES:
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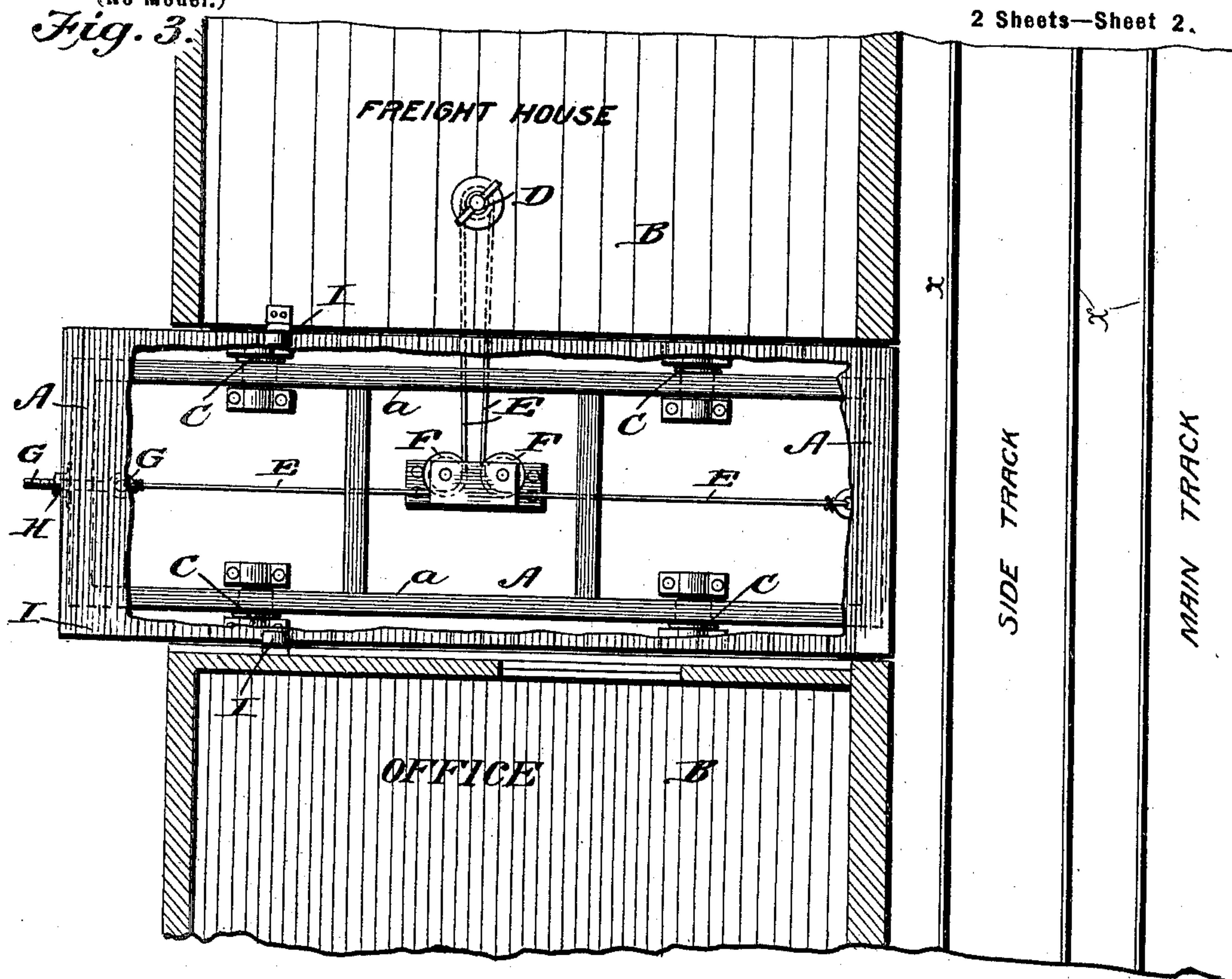
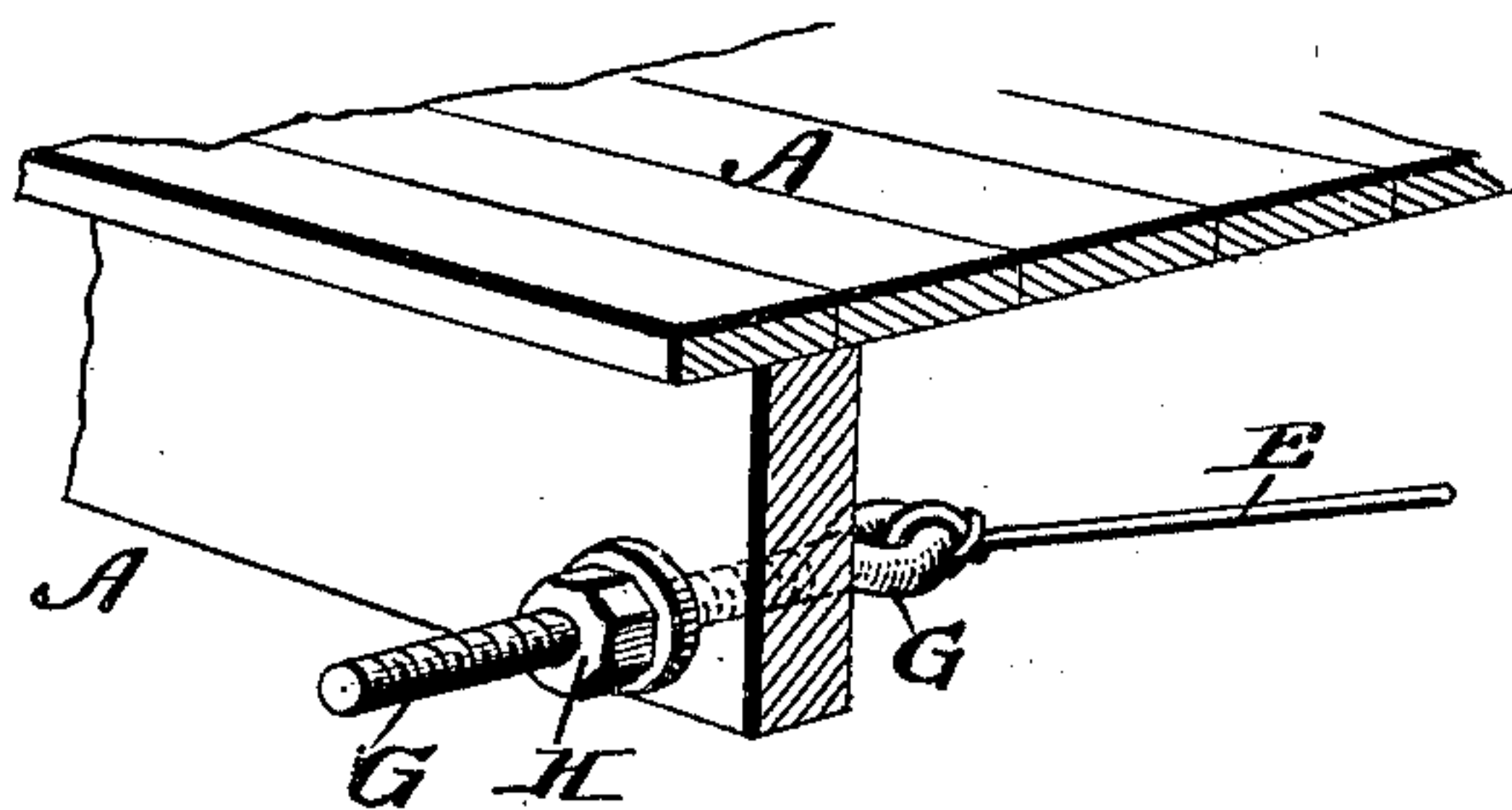


Fig. 4.



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UNITED STATES PATENT OFFICE.

HENRY P. JOHNSON, OF DILLON, SOUTH CAROLINA, ASSIGNOR OF THREE-FOURTHS TO C. HEYWARD JERVEY, S. H. MCGHEE, AND T. BASCOMB STACKHOUSE, OF SAME PLACE.

ROLLING PLATFORM.

SPECIFICATION forming part of Letters Patent No. 630,235, dated August 1, 1899.

Application filed March 20, 1899. Serial No. 709,867. (No model.)

To all whom it may concern:

Be it known that I, HENRY P. JOHNSON, residing at Dillon, in the county of Marion and State of South Carolina, have made certain new and useful Improvements in Movable Platforms for Railway-Stations, of which the following is a specification.

My invention consists in providing the platform of a railway station or depot with a movable section for use in transferring freight with convenience and despatch. The said section is flush with the fixed portion of the platform and mounted on rollers and arranged to move at a right angle to the edge or side of the platform adjacent to the railway-track.

The details of construction, arrangement, and operation are as hereinafter described, and shown in the accompanying drawings, (two sheets,) in which—

Figure 1 is a vertical section of my improved movable section or rolling platform and a portion of a fixed platform or floor of a freight-house, the line of section being transversely of said movable platform. Fig. 2 is a vertical section of the same parts, taken through the movable platform longitudinally. Fig. 3 is a horizontal section of the same parts, the top of the movable platform being broken away. Fig. 4 is a perspective sectional view of a portion of the movable platform.

A indicates my movable section or rolling platform, which is arranged at a right angle to the railway-tracks X, as shown in Figs. 2 and 3, and in a transverse opening or passage-way in the fixed platform B. In this instance the latter is represented as the floor of a freight-house. The movable part A is arranged with its top flush with such platform or floor B, as shown in Fig. 1. It is provided with parallel side frame-pieces or sills *a*, that rest on two sets of flanged guide-rollers C, which are mounted on shafts rotating in suitable bearings in the aforesaid passage-way. Strap or flat-bar iron is applied to the under sides of the sills *a* to take the wear incident to use. It is apparent that the platform A is thus adapted to be easily moved on the rollers C forward and back in the passage-way or opening in the fixed platform B,

being practically a flat-top car and adapted for use as such. For effecting this movement I employ a vertical shaft D and a wire rope or a chain E, which is wound around said shaft and whose ends are attached to the respective ends of the movable platform A. At a point intermediate the ends of the latter the rope or chain E runs on pulleys F, which are pivoted in fixed position in the center of the passage-way for the platform or car A. The shaft D is arranged in suitable bearings in the platform B and a step-block *b*.

It is apparent that by rotating the shaft D (by hand or by power) the rope or chain E will be taken up on one side and let out on the other and the platform A thereby moved correspondingly toward or away from the track, so that freight placed thereon may be easily and quickly conveyed to a car standing on the track or removed therefrom to the rear portion of the fixed platform B or the rear portion of the freight-house. The movable platform thus enables freight to be handled much more easily than is practicable by the ordinary method and saves time, labor, and expense.

One end of the rope or chain E is secured to an adjusting device G, Fig. 2, in the form of a screw, which passes through the end frame-piece of platform A and is provided with a nut H for adjusting it to take up slack in said rope or chain.

In order to prevent the movable platform A being tilted by the weight of freight that may be placed on its front end in unloading a car, (the front rollers C then acting as fulcrum,) I provide guards in the form of rollers I, Figs. 1 and 3, which are arranged to bear upon the rear end of the platform A, the same being for this purpose mounted on fixed journals attached to the frame of the fixed platform or freight-house floor B.

What I claim is—

1. The combination with the freight-house platform, having a transverse passage-way, pairs of rollers C, fixed in such passage-way, two pulleys arranged adjacently and between said rollers, a movable platform arranged in said passage-way, and having sills *a* that rest and run upon the rollers, and with its top

flush with the freight-house platform, a rope
attached to the ends of the movable platform
and passing over the aforesaid pulleys, and
a shaft arranged in the fixed platform, for
5 winding the rope, as shown and described.

2. The combination with a fixed platform
or floor, having a transverse passage-way, of
a movable platform arranged in such passage-
way, and having its top flush with that of the
10 fixed platform, rollers fixed in the passage-

way for supporting the movable platform, a
winding-shaft, a rope or chain attached to
the movable platform, and wound upon the
shaft at an intermediate point, substantially
as shown and described.

H. P. JOHNSON.

Witnesses:

W. W. SELLERS,

P. B. SELLERS.