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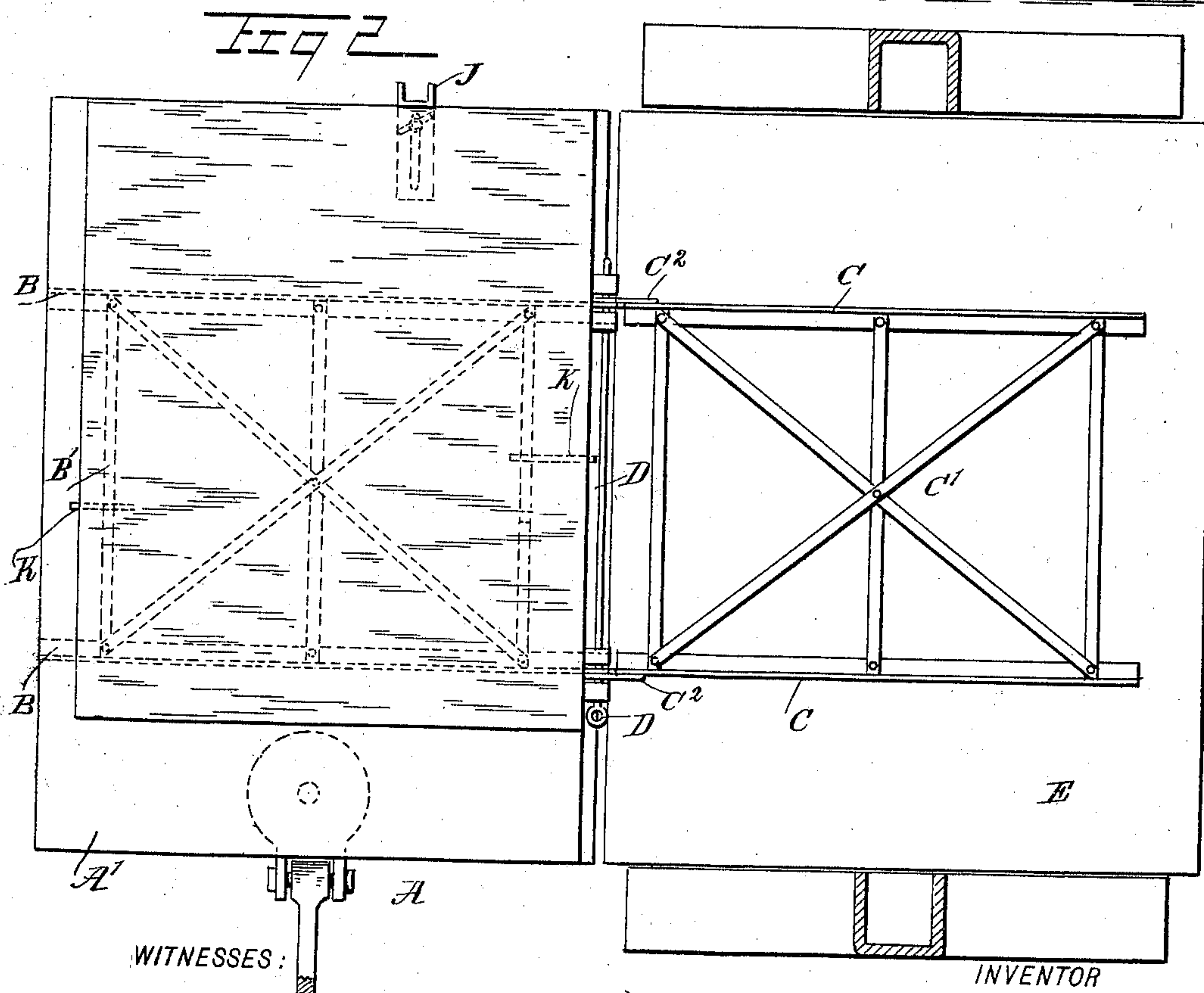
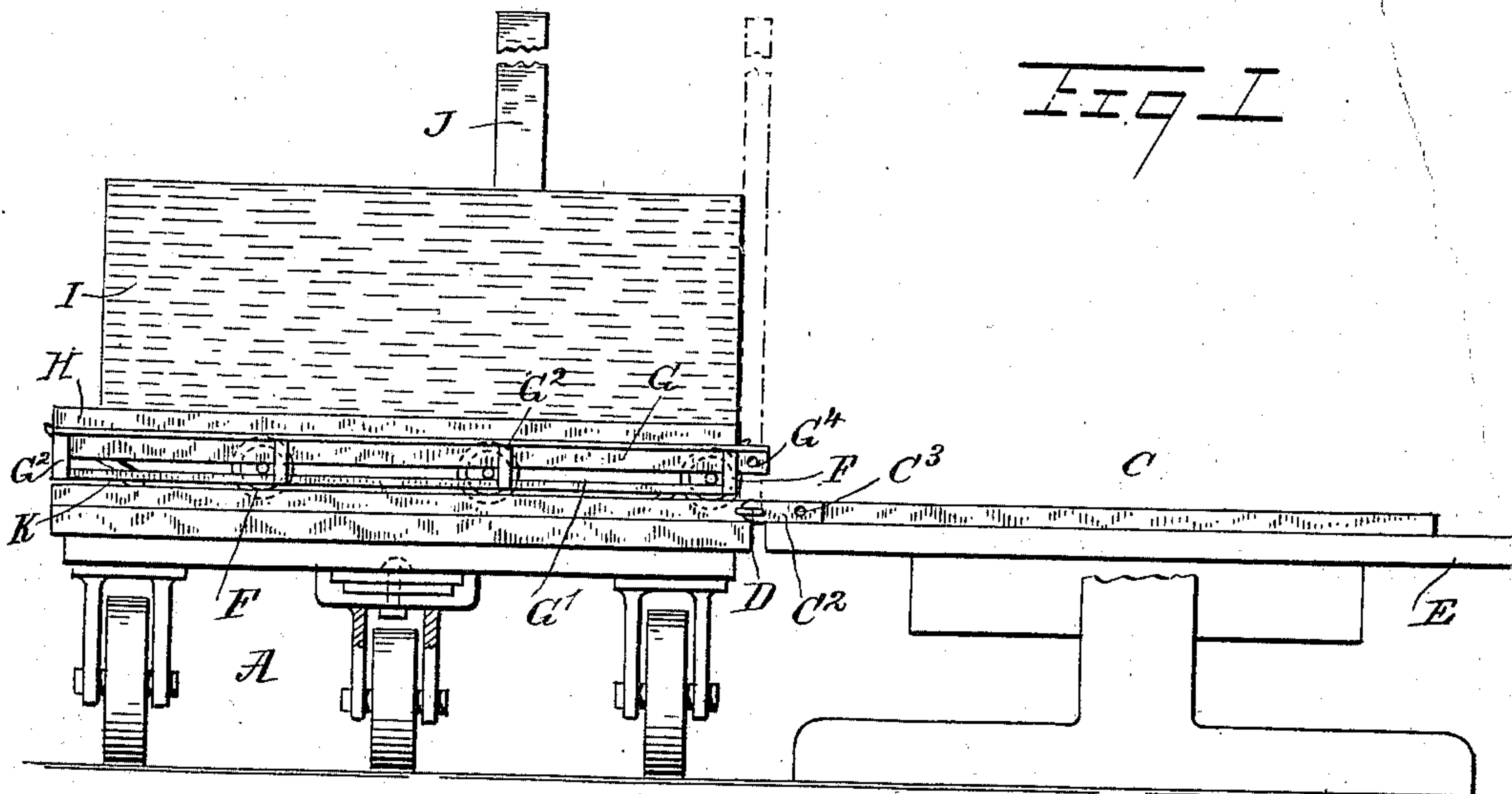
Patented Sept. 9, 1902.

J. H. SINNOTT.  
CARRYING AND TRANSFERRING DEVICE.

(Application filed Oct. 10, 1901.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:

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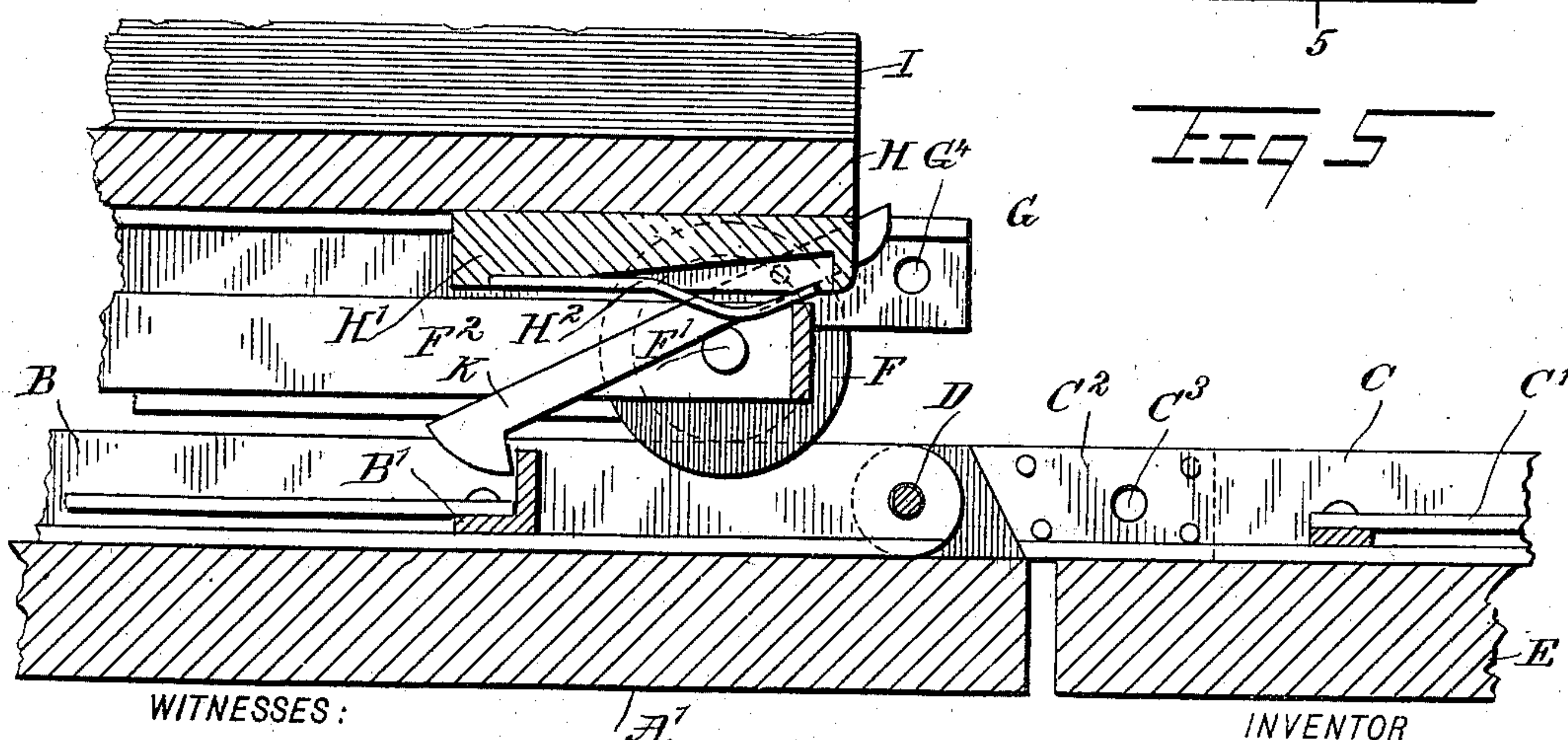
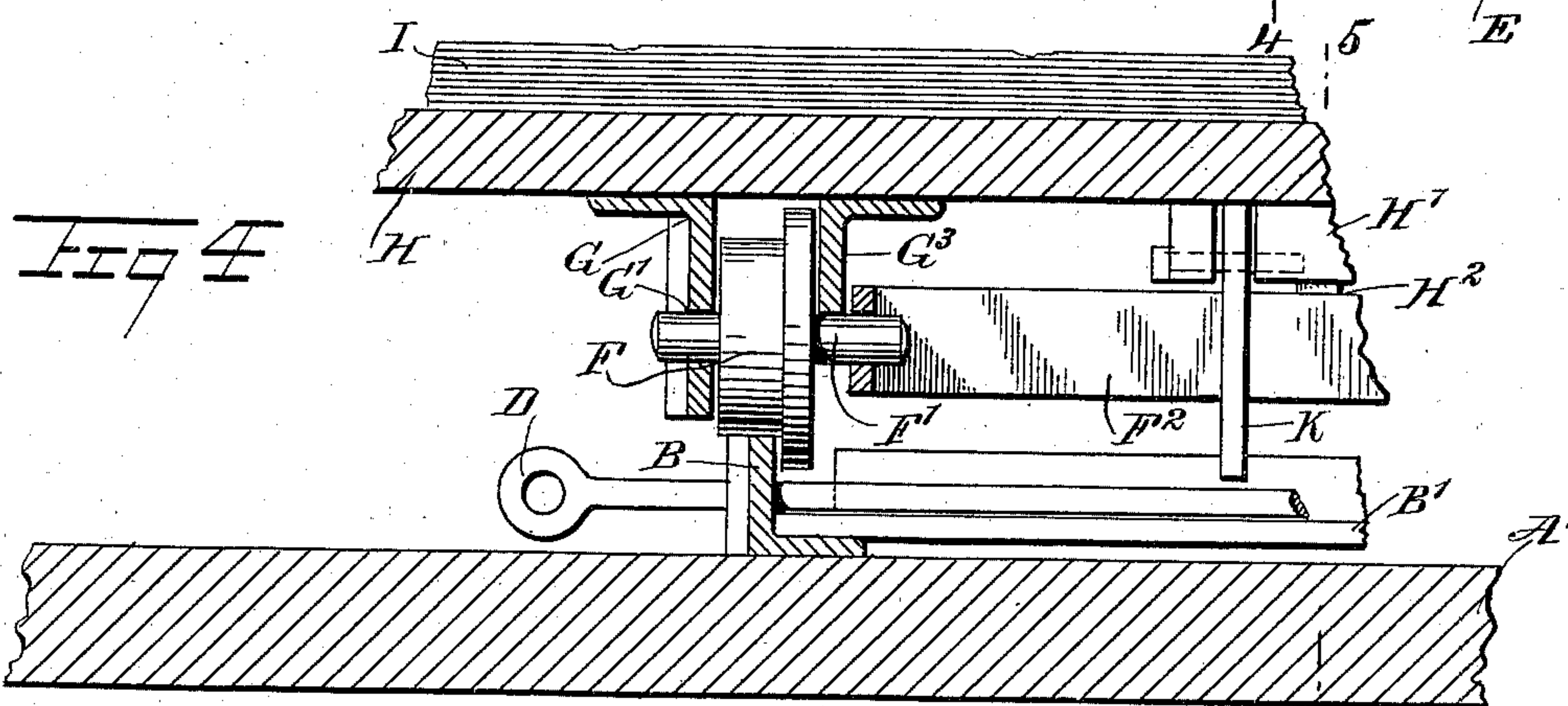
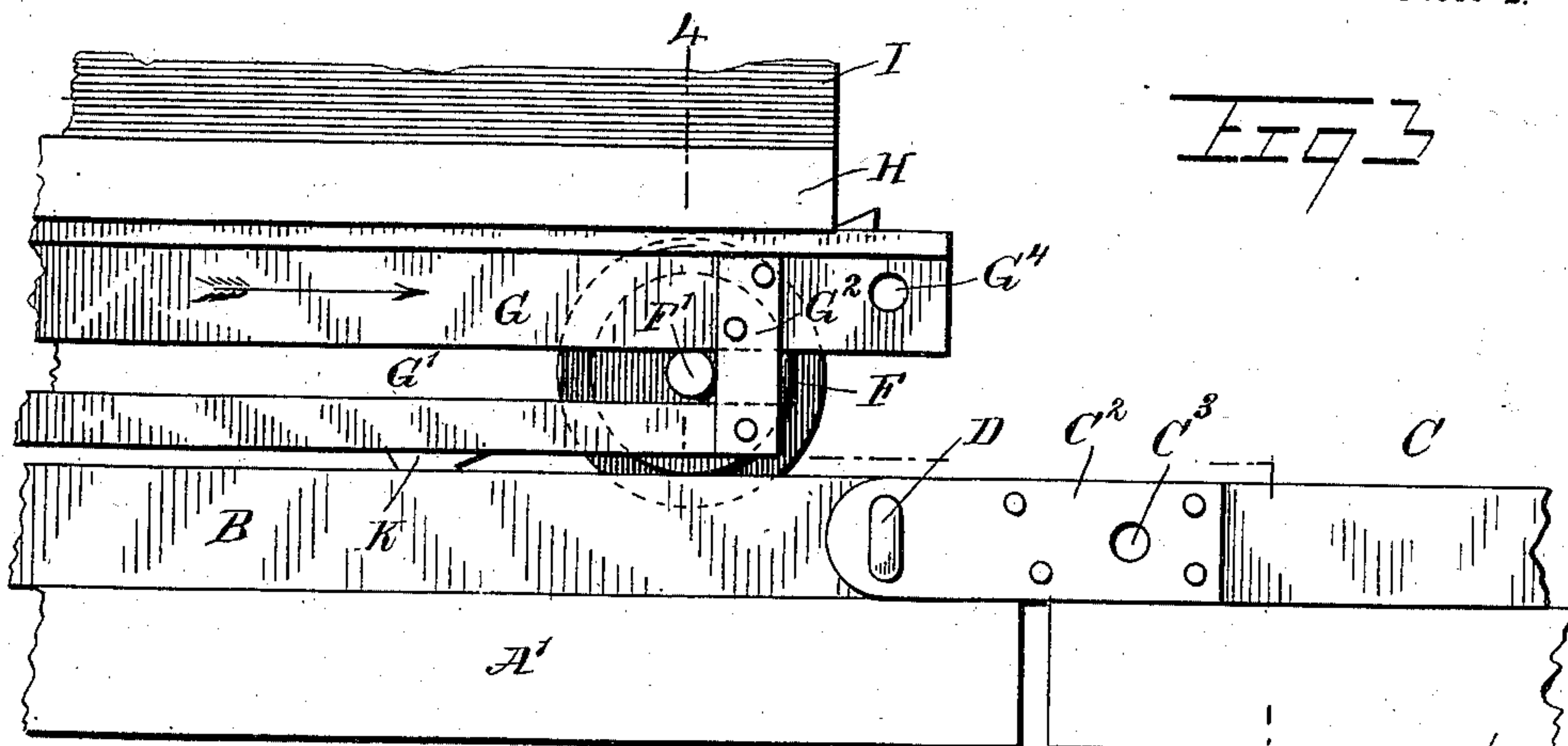
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# UNITED STATES PATENT OFFICE.

JOHN HENRY SINNOTT, OF BROOKLYN, NEW YORK.

## CARRYING AND TRANSFERRING DEVICE.

SPECIFICATION forming part of Letters Patent No. 708,595, dated September 9, 1902.

Application filed October 10, 1901. Serial No. 78,217. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN HENRY SINNOTT, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Carrying and Transferring Device, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved carrying and transferring device, more especially designed for use in printing establishments and arranged to insure accurate piling of sheets of paper on a transferring-carriage and to facilitate the transfer of the pile from the store-room to the machine and from one machine to another without much exertion on the part of the operator.

The invention consists of novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of the improvement in position alongside a printing-press. Fig. 2 is a plan view of the same. Fig. 3 is an enlarged front elevation of part of the improvement. Fig. 4 is a transverse section of the same on the line 4 4 of Fig. 3, and Fig. 5 is a sectional front elevation of the same on the line 5 5 of Fig. 4.

On the flat top A' of a wheeled vehicle A are secured the transversely-extending track-rails B B, rigidly connected with each other by suitable braces B' to prevent the track-rails from spreading. An extension-track may be connected with the track-rails B B, and for this purpose a track-section is provided having track-rails C C, rigidly connected with each other by braces C', and the said track-rails C C are adapted to form extensions for the track-rails B B, as plainly indicated in the drawings, the said track-rails C C being for this purpose provided at one end with apertured lugs C<sup>2</sup>, adapted to be engaged by a pin D, adapted to pass through correspondingly-registering apertures in the lugs and the track-rails B B, so that the extension-

track section is pivotally connected with the track-rails B B to allow of swinging said track-section into a vertical position to form a guide for the sheets of paper to be transferred, as hereinafter more fully described. The track-section, consisting of the rails C C and the braces C', is adapted to rest on the top of the receiving-table E of a printing-press, folding-machine, or other machine onto which a pile of sheet-paper is to be transferred or removed, the said receiving-table E being vertically adjustable to bring the track-rails C C in horizontal alinement with the track-rails B B. On the rails B B and C C is adapted to travel a carriage consisting of wheels F, having their axles F' journaled in a frame F<sup>2</sup>, the said axles engaging guideways G', formed on bars G, secured to the under side of a table or platform H, adapted to receive the sheets of paper I, as illustrated in the drawings. The guideways G' are provided with stops G<sup>2</sup> to limit the traveling movement of the axles of the several wheels F at the time the table H, with the sheets I thereon, is to be transferred from the wheeled vehicle A to the receiving-table E to bring the sheets I in position for feeding to the printing-press.

It is understood that when the table H, with the sheets I thereon, is pushed transversely the wheels F travel on the rails B B and finally onto the rails C C, and at the same time the axles F' of the wheels F roll off in the guideways G', so that the platform or table travels at a greater rate of speed than the wheel-carrying frame, and but very little power or exertion on the part of the operator will be required to push the table H, with its load of sheets I, to transfer the table from the wheeled vehicle A to the table E. A guard-rail G<sup>3</sup> is secured to the under side of the table or platform H to travel on the axles F', adjacent to the frame F<sup>2</sup>, so as to hold the wheels F in proper position relative to the table H and to the rails B B and C C. (See Fig. 4.) On the under side of the table H is secured a holder H' for a spring H<sup>2</sup>, adapted to engage the end of the frame F<sup>2</sup>, so as to normally lock the table H in position on the frame F<sup>2</sup> at the time the frame and table are at rest in position on the rails C C over the table E. On the table H at the



rear end thereof is adjustably held a guide-bar J, extending vertically to act as a guide for piling the sheets I in position on the table H, the said guide J acting in conjunction  
 5 with the extension-track section at the time the latter is swung into a vertical position, as indicated in dotted lines in Fig. 1, the rails C C then forming an abutment for the sheets I, so that the latter are uniformly piled on  
 10 top of the table H. In order to hold the track-section in this uppermost position, a suitable pin is inserted through registering apertures C<sup>3</sup> and G<sup>4</sup> in the lugs C<sup>2</sup> and the bars G.

The device is used as follows: When the  
 15 platform H is in position over the table A and the track-section is in a vertical position and locked to the guideway G', the sheets of paper I can be readily piled onto the said table H in the store-room of the establishment,  
 20 and when the desired pile of paper is on the platform the wheeled vehicle is drawn to the press-room and alongside the press, as illustrated in the drawings. The track-section is now unlocked by withdrawing the pin from the  
 25 registering apertures C<sup>3</sup> and G<sup>4</sup>, and the track-section is then swung downward onto the table E, and then the operator pushes the carriage, with its load, in a transverse direction to cause the wheels F to travel along the rails  
 30 B B onto the rails C C. Thus the carriage passes from the wheeled vehicle A onto the receiving-table E. The pin D is now withdrawn to disconnect the track-section from the rails B B, and the wheeled vehicle, with  
 35 its fixed rails B B, can now be moved back to the store-room to receive another carriage, consisting of the table H, the frame F<sup>2</sup>, and wheels F, to receive a new pile of sheets to be taken to another printing-press, if desired. The  
 40 sheets supported on the table H of the carriage left on the rails C C, resting on the table E, are fed to the press in the usual manner, and the printed sheets as delivered from the press may be fed onto the table H of an-  
 45 other carriage having wheels F and frame F<sup>2</sup>, with the wheels resting on a track-section, so that when the printed sheets have accumulated on this table the carriage may finally be transferred back onto the track-rails B B  
 50 of a wheeled vehicle A to carry the printed sheets to a folder or other machine.

From the foregoing it is evident that the connected rails C C not only form an extension for the fixed track-rails B B on the  
 55 wheeled vehicle to allow of moving the carriages supporting the sheets I from the wheeled vehicle onto the table E, but said connected rails also serve as a guide to insure proper piling of the sheets on the table H. A suitable locking device, such as a drop-latch K,  
 60 may be used on each side of the carriage to lock the same in place on some of the braces B', held on the top of the wheeled vehicle.

Having thus described my invention, I  
 65 claim as new and desire to secure by Letters Patent—

1. A device of the class described, comprising a wheeled vehicle, a track fixed thereon, a carriage mounted to travel on the said track, and a track-section adapted to be supported  
 70 on a receiving-table of a printing-press and forming an extension for the said fixed track, for wheeling the carriage from the wheeled vehicle onto the receiving-table, as set forth.

2. A device of the class described, comprising a wheeled vehicle, a track fixed thereon, a carriage mounted to travel on the said track, and a track-section adapted to form an extension for the said fixed track, for wheeling the  
 75 carriage from the fixed track onto the track-section, the said track-section being also adapted to form a guide for piling the sheets of paper on the said carriage, as set forth.

3. A device of the class described, comprising a wheeled vehicle, a fixed track thereon, a carriage mounted to travel thereon, and a track-section removably connected with the  
 85 said fixed track and adapted to be supported on a receiving-table of a printing-press and forming an extension therefor, to permit of wheeling the said carriage from the wheeled vehicle onto the receiving-table and leaving  
 90 it thereon, as set forth.

4. A device of the class described, comprising a fixed track, a carriage mounted to travel  
 95 thereon and adapted to receive a load, and a track-section pivoted on the said fixed track and adapted to form a guide for the sheets piled on the said carriage, as set forth.

5. A device of the class described, comprising a fixed track, a carriage mounted to travel  
 100 thereon and adapted to receive a load, a track-section pivoted on the said fixed track and adapted to form a guide for the sheets piled on the said carriage, and means for locking  
 105 the said track-section to the said carriage, as set forth.

6. In a device of the class described, a table or platform having longitudinally-extending  
 110 guideways, wheels having one end of their axles working in said guideways, and guard-rails carried by the table or platform and engaging the other ends of the axles of the wheels, as set forth.

7. In a device of the class described, a table  
 115 or platform having longitudinally-extending guideways, wheels having one end of their axles journaled in a support independent of the table or platform and their other ends working in the said guideways, and guard-  
 120 rails carried by the table or platform and engaging the ends of the axles mounted in the said support, as set forth.

8. A device of the class described, comprising a track, a frame having wheels mounted  
 125 to travel on the said track, a table, and guideways carried on the table and in which the axles of the said wheels work, as set forth.

9. A device of the class described, comprising a track, a frame having wheels mounted  
 130 to travel on the said track, a table, guideways carried on the table and in which the axles of



the said wheels work, and a locking device for locking the said table to the said frame, as set forth.

10. A device of the class described, comprising a track, a frame having wheels mounted to travel on the said track, a table, guideways carried on the table and in which the axles of the said wheels work, and means substantially as described, for limiting the ordinary motion of the guideways on the said axles, as set forth.

11. In a device of the class described, the combination with a frame, and wheels having one end of their axles mounted in said frame, of a platform having longitudinal guideways in which are mounted the other ends of the axles of the wheels and provided with guard-rails engaging axles adjacent to the frame, as set forth.

12. In a device of the class described, the combination with a frame, and wheels having one end of their axles mounted in said frame, of a platform having longitudinal guideways in which are mounted the other ends of the axles of the wheels and provided with guard-rails engaging axles adjacent to the frame, and means for locking the platform to the frame, as set forth.

13. A device of the class described, comprising

ing a wheeled vehicle, a fixed track on said vehicle, a track-section pivoted to the fixed track, means for locking the track-section in a vertical position, and a carriage comprising a frame having wheels mounted to travel on the fixed track and track-section, and a platform mounted to travel on the frame at a greater rate of speed than that of the frame on the track, as set forth.

14. A device of the class described, comprising a wheeled vehicle, a fixed track thereon, a track-section pivoted to the fixed track, means for locking the track-section in a vertical position, and a carriage comprising a frame, wheels having one end of their axles mounted in said frame, and a platform having longitudinal guideways in which are mounted the other ends of the axles and provided with guard-rails engaging the axles of the wheels adjacent to the frame, as set forth.

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

JOHN HENRY SINNOTT.

Witnesses:

JOHN J. O'REILLY,

PATRICK J. MCCARTHY.