

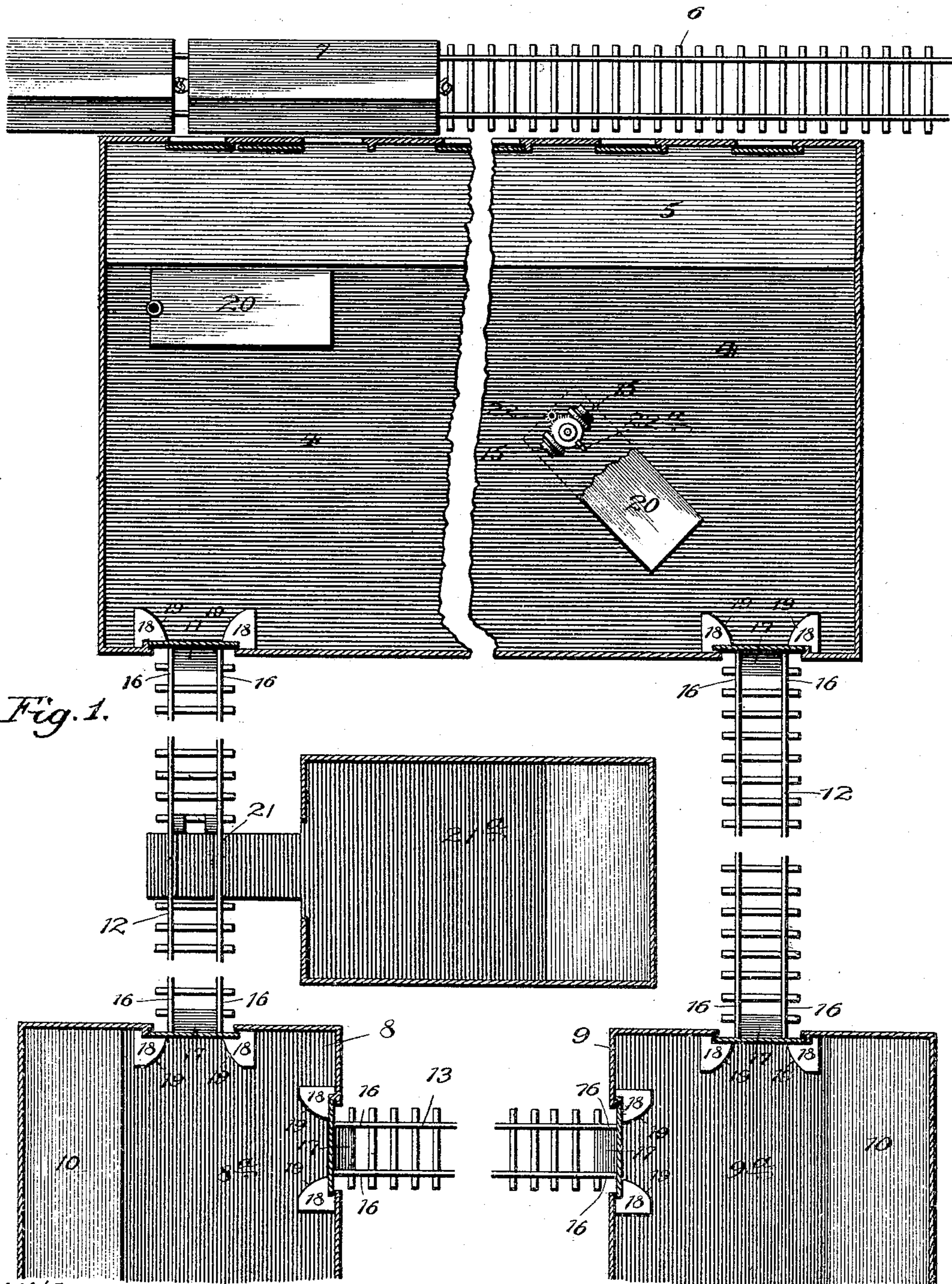
No. 792,071.

PATENTED JUNE 13, 1905.

H. H. PORTER, JR.
RAILWAY TRANSFER APPARATUS.

APPLICATION FILED DEC. 24, 1901.

2 SHEETS—SHEET 1.



Witnesses:
E. E. Saylor.
John Anders S.

Inventor:
Henry H. Porter Jr.
By Paul Symmestvedt
Att'y.

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2 SHEETS—SHEET 2.

Fig. 2.

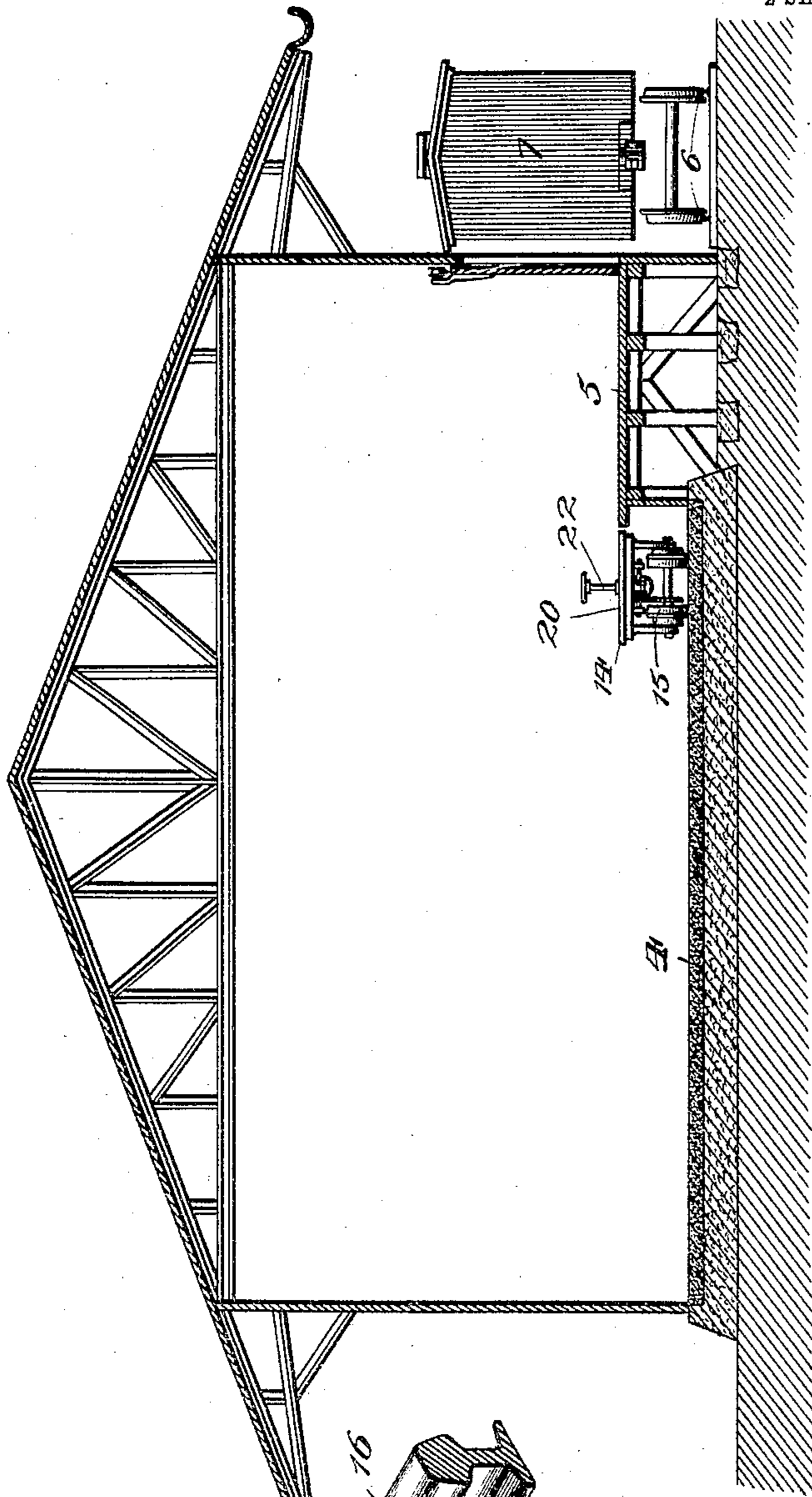
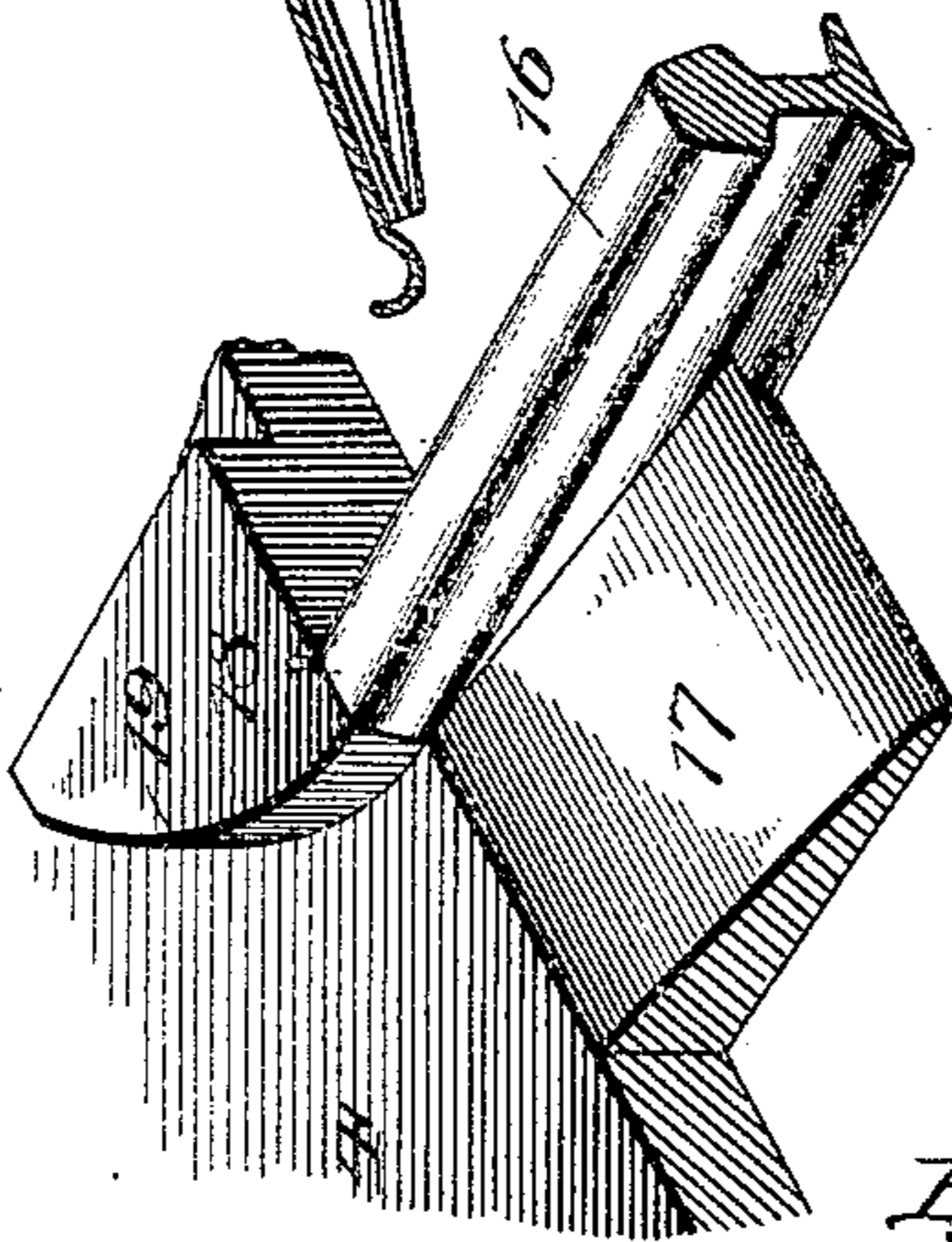


Fig. 3.



Witnesses:
Charles Gaylord.
John Enders Jr.

Inventor:
Henry H. Porter Jr.
By Paul Symmesworth
Att'y.

UNITED STATES PATENT OFFICE.

HENRY H. PORTER, JR., OF CHICAGO, ILLINOIS, ASSIGNOR TO SWANITZ COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF DELAWARE.

RAILWAY TRANSFER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 792,071, dated June 13, 1905.

Application filed December 24, 1901. Serial No. 87,124.

To all whom it may concern:

Be it known that I, HENRY H. PORTER, JR., a citizen of the United States of America, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway Transfer Apparatus, of which the following, taken in connection with the accompanying drawings, is a specification.

10 This invention has reference to improvements in transfer apparatus for use in conjunction with power driven or other trucks or vehicles designed to run either on a railroad track or a traction floor, and has for its
15 object the provision of mechanism whereby a plurality of traction floors at different points may be connected by means of suitable tracks, so as to permit the transfer of merchandise from one point to another with
20 great facility and economy.

In order that my invention may be better understood I will proceed to describe the same in connection with the accompanying drawings, in which in

25 Figure 1 I have shown in plan view an arrangement comprising a number of traction floors connected by suitable railway tracks, and in

30 Figure 2 a cross section taken on the line 2 of Figure 1, and in

35 Figure 3 a perspective view of a detail showing the means which I employ for connecting the traction floors with the railroad tracks, so as to permit the trucks to be run from one on to the other, and vice versa without difficulty.

Referring more particularly to Figure 1, it will be seen that I have shown therein a transfer house containing a traction floor 4, a platform 5, a railway track 6 adapted to receive railway cars, one of which is indicated at 7, and a couple of additional transfer houses or stations marked 8 and 9 respectively, each of which is preferably provided with a suitable
45 platform as shown. In the station 8 there is a section of traction floor 8^a, and in the station 9 a section of like traction floor.

Between the transfer house which contains the traction floor 4 and the station 8, I have provided a track 11, which may be of any preferred construction, a like track 12 is provided between the traction floor 9^a, and a track 13 is provided connecting the traction floors 8^a and 9^a. 50

In conjunction with the apparatus just described I use one or more power driven trucks 20 (see Figure 2), which may be driven by any suitable power, as electricity or compressed air or other motive means, said trucks being constructed with wheels 15, adapted to run with equal facility upon the traction floor 4, 8^a or 9^a, or upon the tracks 11, 12 or 13. The construction of wheel which I prefer to employ for this purpose I have made the subject matter of another application of even date herewith, which I am about to file. For the purposes of the present application it is only necessary to state relative to said wheels that they are formed with tread portions for use on the traction floors, and with flange devices for use on the tracks 11, 12, and 13. In passing from the floors to the tracks I have provided mechanism substantially such as is shown in Figure 3, wherein, adjacent to the traction floor 4, and abutting against the end thereof is a rail 16, alongside which is an incline block 17, and an upwardly projecting guide block 18, formed with a curved surface 19, adapted to guide the wheels of the trucks on to the rail. 75 80

The operation of my invention is substantially as follows.

Freight having been brought in by the car 7 it is taken off the same to the platform 5. From the platform 5 it is loaded on to the trucks 20, two of which are shown in plan view on Figure 1, and can be taken by these trucks by the track 11 to the traction floor 8^a, and on the same to any point adjacent thereto which may be desired, or by the track 12 to the traction floor 9^a, and thence to any point which may be desired, or across from one of these to the other by the track 13, as may be preferred, the trucks, if a plu- 85 90

rality are used, being permitted to pass each
 other upon the several traction floors, so as
 to make the rails free for use for trucks pass-
 ing in either direction, without interfering
 5 with each other, and for such number of
 trucks as may be desired.

From the above it is obvious that since the
 length of the several connecting tracks 11,
 12, and 13 is in no wise limited, my improve-
 10 ments are applicable to cover the necessities
 of a case where the traction floors 4, 8^a, and
 9^a are far apart, and also where there may be
 but two traction floors used, as 4 and 8^a, or 4
 and 9^a, and the traction floors may be ar-
 15 ranged, one of them in a railway transfer
 house, and another, or any additional num-
 ber in any warehouse where it may be de-
 sired to install them.

If desired, an additional means for running
 20 the trucks from the rails to a plane surface or
 vice versa may be provided, in the form of a
 derailing block, one construction of which I
 have shown at 21, applied to the rails in po-
 sition to cause the trucks to run therefrom
 25 on to an adjacent traction floor indicated at
 21^a, or back again as necessity may require.
 Such blocks may be carried with each truck
 in order to make it convenient to get on or
 off the rails at any desired point. In order
 30 to guide the trucks when on any of the trac-
 tion floors, I provide steering mechanism
 which includes a pivoted front axle provided
 with a circular rack and a revolving handle
 rod with a pinion, as indicated at 22. The
 35 rack on the axle is notched and engages a
 dog 22^a for locking such steering mechan-
 ism in fixed position while the truck is run-
 ning on the rails.

Having thus described my invention, what

I claim as new, and desire to secure by Let- 40
 ters Patent, is—

1. A plurality of traction floors con-
 structed for use in transfer of merchandise,
 in combination with rail connections be-
 45 tween said floors, substantially as described.

2. The combination of a railroad track, a
 connected area free from rails, a truck hav-
 ing wheels constructed to run on either, and
 means for running said truck from the track
 to said area and vice versa at will, substan- 50
 tially as described.

3. In transfer apparatus the combination
 of a plurality of traction floors constructed
 for carrying trucks, with a series of tracks
 for said trucks connecting said floors to- 55
 gether so that a truck may run from the floor
 on to the track and vice versa.

4. The combination of a railroad track, a
 connected area free from rails, a truck with
 wheels constructed to run on either, the 60
 truck being provided with means for running
 from the track to said area and vice versa at
 will, and having steering mechanism, sub-
 stantially as described.

5. The combination of a railroad track 65
 connected to, an area free from rails, a truck
 with wheels constructed to run on either the
 area or rails, and means for running said
 truck from the track to said area and vice
 versa at will, steering mechanism for said 70
 truck, and a locking device for securing said
 steering mechanism, substantially as de-
 scribed.

HENRY H. PORTER, JR.

In presence of—

PAUL CARPENTER,
 H. W. SMAILEY.