

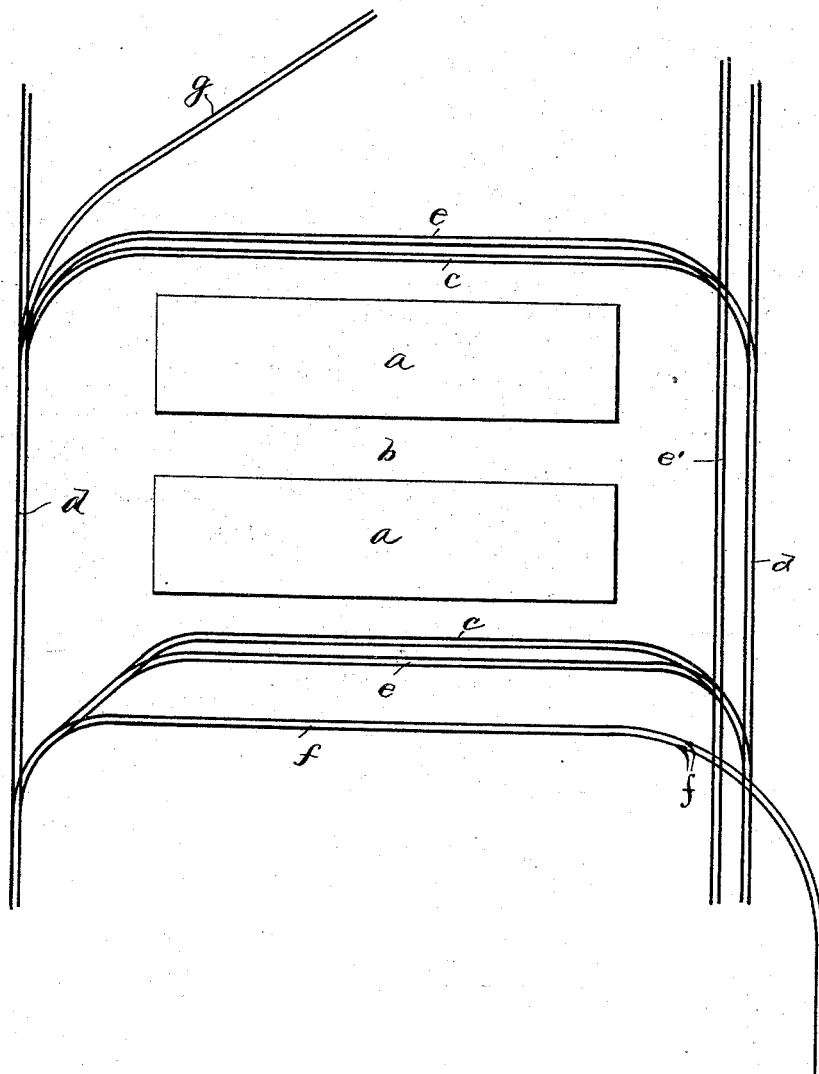
(No Model.)

W. W. BIERCE.

SYSTEM OF TRACKS FOR TRANSFERRING COTTON BALES.

No. 492,319.

Patented Feb. 21, 1893.



WITNESSES:

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SYSTEM OF TRACKS FOR TRANSFERRING COTTON-BALES.

SPECIFICATION forming part of Letters Patent No. 492,319, dated February 21, 1893.

Application filed June 6, 1892. Serial No. 435,771. (No model.)

To all whom it may concern:

Be it known that I, WILL W. BIERCE, of Montgomery, in the county of Montgomery and State of Alabama, have invented certain new and useful Improvements in Systems for Transferring Cotton-Bales; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

This invention relates to a certain improved arrangement of railroad tracks and warehouses for handling cotton bales and like articles.

The object of the invention is to provide an improved system for economically and rapidly handling cotton bales or the like, and whereby loaded trains can be moved off onto the main track or tracks without disturbing the cars being loaded, and whereby cars can be unloaded and other cars loaded at the same time.

The invention consists in certain novel arrangements and combinations of parts more fully described hereinafter and particularly pointed out in the claims.

The accompanying drawings shows in diagram, a warehouse and the improved arrangement of railroad tracks.

In the drawings the reference letter *a*, indicates several warehouses separated as shown by the gang way *b*. The warehouses have doors opening onto said gangway so that cotton bales can be received into the warehouse through said doors from wagons driven in at the gangway. The inner sides of the warehouses along which the gang way extends, and also the outer sides of the warehouses along which railroad tracks extend are provided with doors. The outer doors opening on platforms extending along the outer sides of the warehouses. By this arrangement cotton bales can be easily delivered at the inner side of the warehouses from trucks driven in said gang way, and can be loaded on the tracks at the outer sides of the warehouses. This arrangement is of great advantage and utility enabling cotton bales to be handled with great rapidity and economy. Railroad tracks *c*, ex-

tend along on each side of the warehouses and connect separately with the main line tracks *d, d*, so that cars and trains can be moved separately and independently on the branch tracks *c*, or so that cars can be loaded on one track while they are being moved on the track on the other side of the warehouses. Each loading or branch track *c*, is provided with a relief track *e*, extending parallel therewith so that the two loading tracks are located between the relief tracks and the warehouses. The relief tracks at their ends preferably connect directly or indirectly with their respective loading tracks and are of a suitable length to receive sufficient cars to permit free movement of the cars on the loading tracks.

If desired, cars on the relief track can be loaded through empty cars correspondingly located on the loading track. These relief tracks are longer than the length of the warehouses as shown.

e', and *f*, indicate two more main or trunk lines of railways which connect with the branch tracks to the warehouse.

g, indicates a spur track. By means of this peculiar arrangement four main or trunk line railways are brought to the warehouses. By means of the relief tracks running the full length of the warehouse along the loading tracks a train can be pulled out at one track and put in at the other so it is impossible to block or crowd the warehouses or tracks thereof. Trains can be pulled out from either end of the tracks. Cotton can also be received on one side of the warehouses one day and delivered upon the other side, and reverse the situation the next day, receiving on the other side and delivering on the side that received the previous day. It is very important to get these railroad lines direct as not only the expense of switching is saved but all delays are obviated, as always in transfers there is a delay because the yardmaster must be looked up and kept in a good humor and various complications arise which make it decidedly advantageous to have the lines direct.

The many and great advantages of this invention are obvious without further explanation.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In combination, the warehouses, the four
main line tracks passing in proximity thereto,
and the two branch line tracks connected
with all of the main line tracks and passing
5 along the outer sides of the warehouses and
provided with the relief tracks.

2. The combination of two parallel ware-
houses, a gangway between said warehouses,
railroad tracks extending parallel with the
10 outer sides of said warehouses for the purpose
mentioned, each of such tracks having a re-
lief track as set forth, parallel therewith and
of the same length as or greater length than
the warehouses, as shown.

15 3. In combination, warehouses, railroad

tracks on opposite ends of the warehouses, a
branch track connecting said railroad tracks
and located close to and parallel with one side
of one of the warehouses, said branch track
having a relief track parallel therewith and of 20
the same or greater length than the ware-
houses, substantially as described.

In testimony that I claim the foregoing as
my own I affix my signature in presence of
two witnesses.

WILL W. BIERCE.

Witnesses:

W. D. CHEATHAM,
R. P. DEXTER.