F. BURNESS & W. KINCAID.

TRANSIT-RAILS FOR SLAUGHTER-HOUSES.

No. 185,427. Patented Dec. 19, 1876.

Fig. 1.

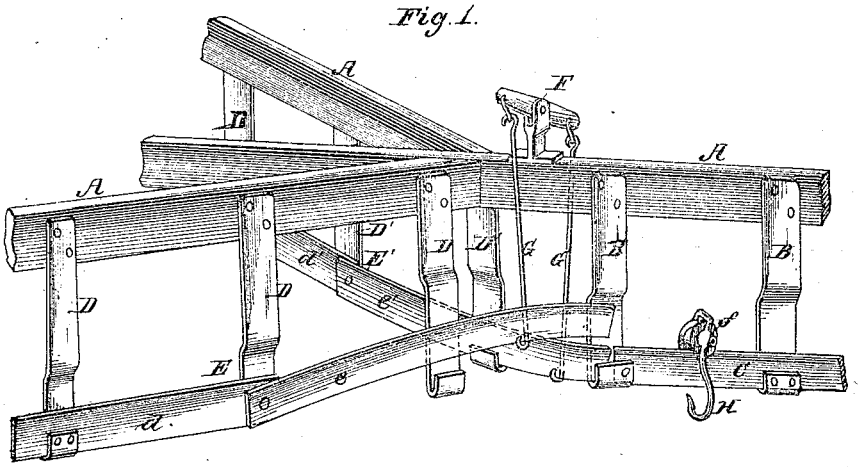
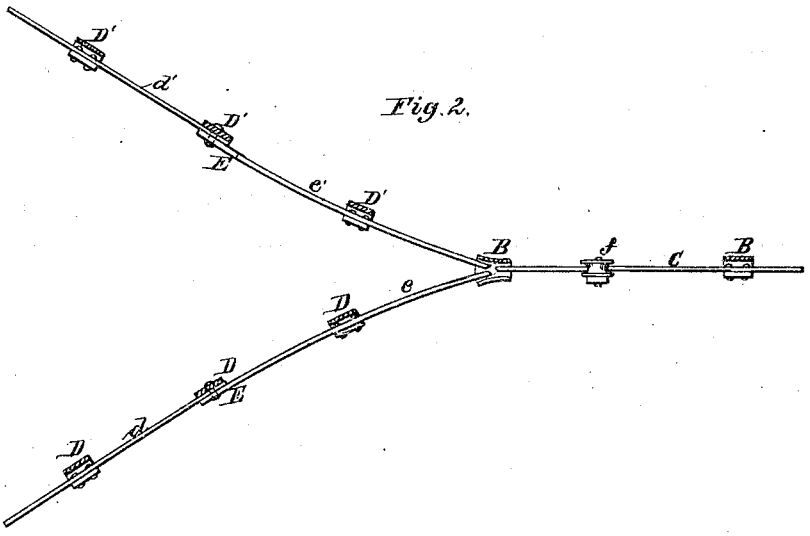


Fig. 2.



Witnesses.

Julius Wilcke

N. H. Sherburne.

Inventor:

Frank Burness

William Kincaid.

By Sherburne & Co

Attorneys

UNITED STATES PATENT OFFICE.

FRANK BURNESS AND WILLIAM KINCAID, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN TRANSIT-RAILS FOR SLAUGHTER-HOUSES.

Specification forming part of Letters Patent No. **185,427**, dated December 19, 1876; application filed March 9, 1876.

To all whom it may concern:

Be it known that we, FRANK BURNESS and WILLIAM KINCAID, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Transit-Rails for Slaughter-Houses; and we do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a side elevation of a transit-rail embodying our said invention, and Fig. 2 is a sectional plan of the same.

Similar letters of reference indicate like parts in both figures of the drawing.

Our invention relates to that class of rails used in slaughter-houses for conveying the slaughtered hogs from the dressing-table to the cooling-room, and has for its object to so arrange the same that one main rail will communicate with two tables. To that end it consists in providing the end of the main rail adjacent to the table with two switch-rails, so arranged that as the hog is moved over either one of the switch-rails the opposite switch-rail is disconnected from the main rail, and the one supporting the hog connected with the main rail, so that the hog may be conveyed from either table over the main rail to the cooling-room, as will be more fully understood by the following description and claims:

In the drawing, A represents the frame-work supporting the rails, which is suspended from the ceiling-joists of the building in any suitable manner. B is a series of pendants, permanently attached to the frame A, and extending downward, as shown in Fig. 1. C is the main rail, which is permanently attached to the lower end of the pendants B, and communicating with the cooling-room. D and D′ are series of pendants, which are also permanently attached to frame A, and extend downward to a point in the same plane with the lower end of pendants B. E and E′ are the switch-rails, attached to the lower end of pendants D D′, and diverging from the end of the main rail to the dressing-tables. These switch-rails are each made in two parts, *d e* and *d′ e′*, the parts *d* and *d′* being permanently attached to pendants D D′, and the parts *e e′* hinged at one end to the parts *d* and *d′*, so as to admit of a free and easy tilting movement. F is a horizontal lever, fulcrumed upon frame A, as shown in Fig. 1, and so arranged as to admit of a free and easy tilting movement. G and G′ are depending rods, which are separately attached at their upper ends to the ends of lever F, and at their lower ends to the parts *e* and *e′* of the switch-rails, near the end of the main rail. H is the hook for supporting the hog when being conveyed from the dressing-table to the cooling-room. This hook is pivoted to a sheave-wheel, *f*, adapted to rest upon the rails, and so arranged as to pass from either switch-rail to the main rail when the switch-rail is at the limit of its downward movement.

The operation of my invention is as follows: Hook H being at rest on the part *d* of the switch-rail, the hog is taken from the dressing-table and suspended upon the hook. The latter is then moved forward, and as it passes upon part *e* the weight of the animal causes the forward end of said part *e* to descend, intersecting the main rail and elevating part *e′* of the opposite switch-rail through the medium of rods G G′ and lever F, disconnecting said part from the main rail, when the hook is moved forward over part *e* and the main rail to the cooling-room. A second hook (not shown) being at rest on part *d′* of the opposite switch-rail, a hog is taken from the adjacent dressing-table and suspended on said hook, when the latter is moved forward, causing part *e′* to descend, intersecting the main rail and elevating part *e*, disconnecting it from the main rail, when the hook is moved forward over part *e′* and the main rail to the cooling-room.

Having thus described our invention, we claim—

1. The combination, with the main rail C, switch-rails E *d* and E′ *d′*, of the parts *e* and *e′*, arranged to admit of an ascending and

descending movement, whereby the said parts are alternately connected with the main rail, substantially as and for the purpose described.

2. The combination, with the parts *d e* and *d' e'* of the switch-rails, of the rods G G' and lever F, as specified.

The above specification of our invention signed by us this first day of November, 1875.

FRANK BURNESS.
W. KINCAID.

Witnesses:
J. T. WHIPPLE,
N. H. SHERBURNE.