(No Model.)

2 Sheets—Sheet 1.

J. H. NORTON.

MACHINE FOR UNLOADING CARS.

No. 263,202. Patented Aug. 22, 1882.

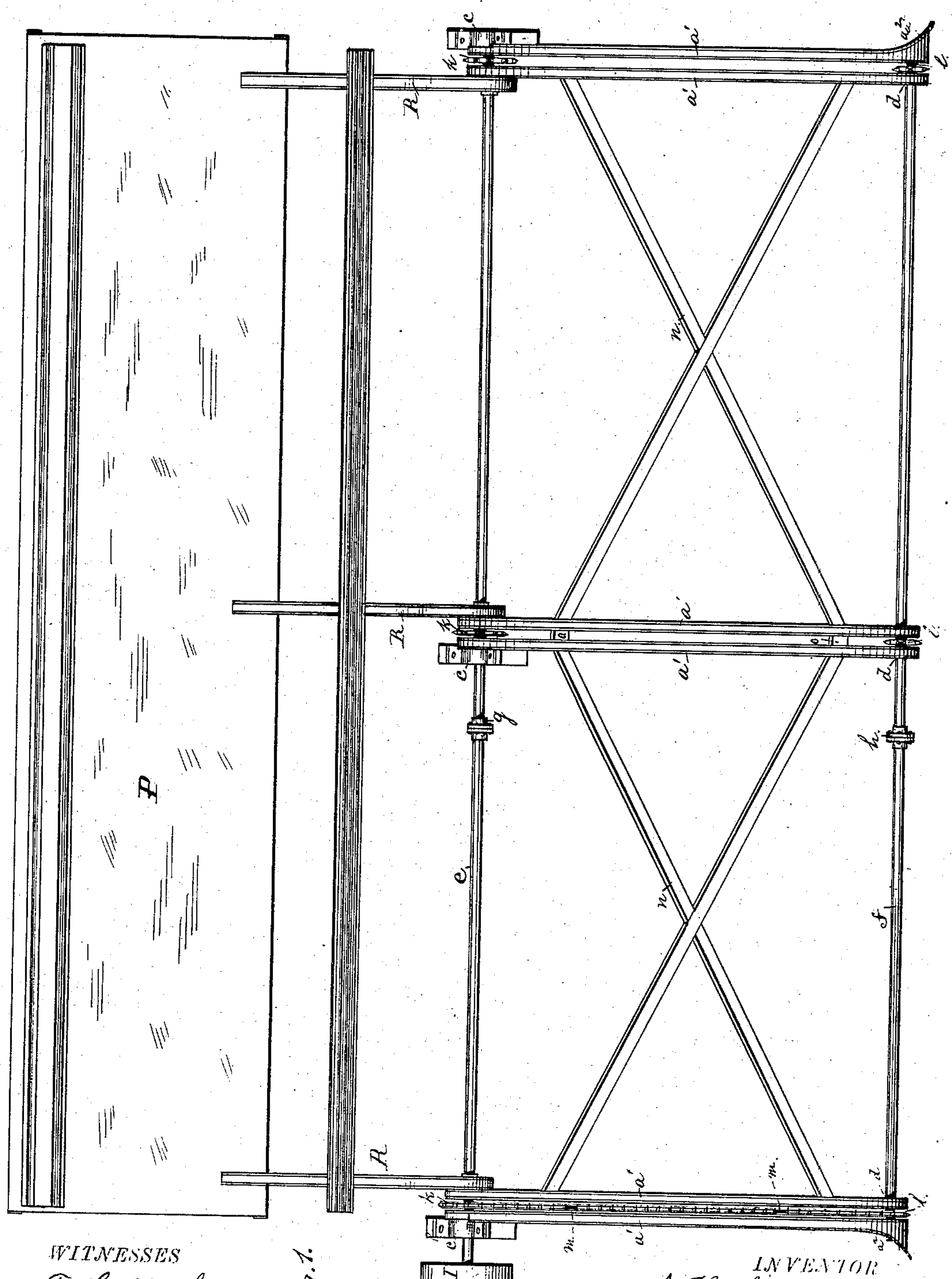

Fig. 1.

WITNESSES

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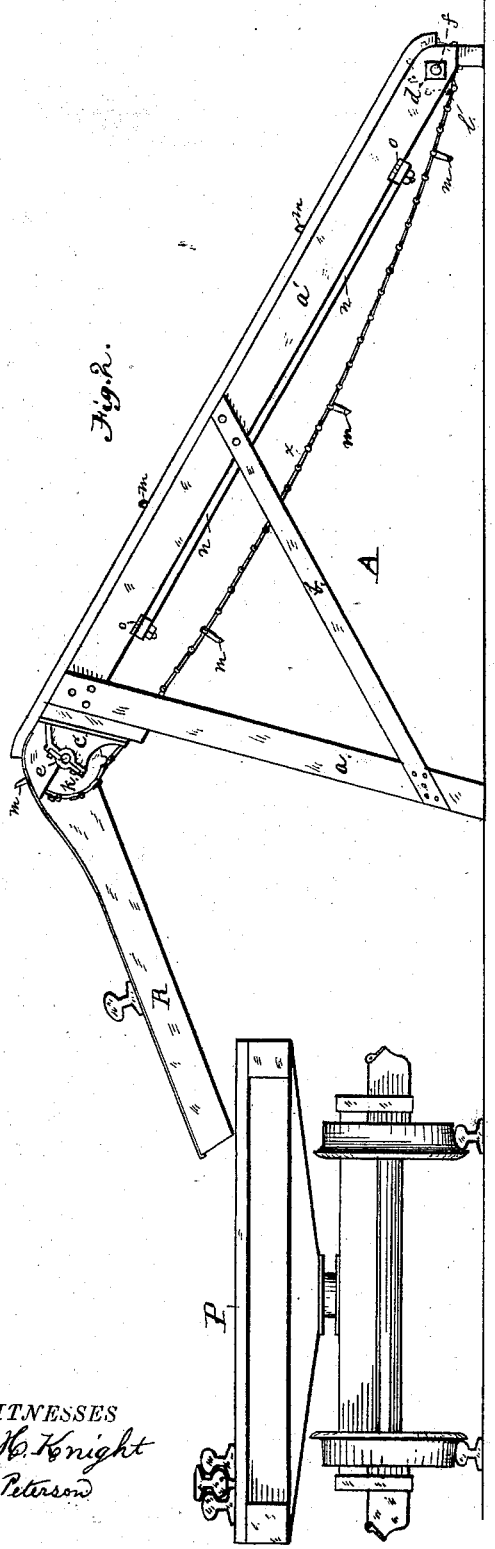

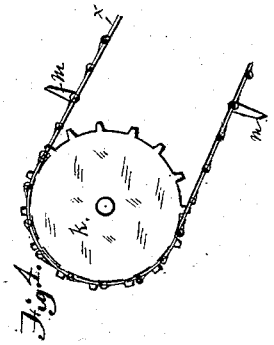

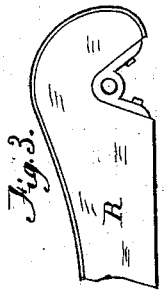

WITNESSES
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UNITED STATES PATENT OFFICE.

JAMES H. NORTON, OF NEW ORLEANS, LOUISIANA.

MACHINE FOR LOADING CARS.

SPECIFICATION forming part of Letters Patent No. 263,202, dated August 22, 1882.

Application filed July 5, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES HUDSON NORTON, a resident of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Machines for Loading Cars, &c.; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

My invention relates to a new and improved labor-saving machine, which is more especially intended for use in the loading of railroad-cars with iron rails. It can, however, be employed for transferring sticks of timber and other lengthy material to raised or elevated platforms. The construction of its parts and the arrangement of the same is clearly shown in the accompanying drawings, whereon the same is shown on two sheets.

Figure 1 represents a top view of the machine and of a railroad flat car. Fig. 2 is an end elevation of the same, and Figs. 3 and 4 enlarged views of certain parts of the machine.

My improved machine consists of a number of trusses or frames, A, each composed of inclined pieces *a' a''* and connecting-brace *b*. These trusses are arranged in pairs, with sufficient space between each for the free operation therein of a pair of chain-wheels and carrier-chain, as hereinafter described. Journal-boxes *c d* are connected with the upper end of the trusses, and with one of the lower ends thereof, so as to provide bearings for horizontal shafts *e f*, which operate therein. These shafts are made in sections and joined by couplings, as at *g h*, so that the same can be extended to as many trusses as may be desired, thereby permitting of the loading of one or more cars at the one time. The upper shaft is provided with a driving-pulley, I, to which power is applied in any desired manner. As before mentioned, the shafts are each furnished with chain-wheels, as at *k l*, over which the carrying-chains *x* operate. These chains are provided at certain distances apart with spurs *m*, against which the material rests while being moved up the inclined pieces *a'*. The upper surfaces of these pieces *a'* are faced with metal, so that both friction and wear may be diminished thereby. The trusses are connected with one another, so as to insure rigidity, by braces *n o*, the ends of which are bolted or otherwise secured to the under sides of the inclined pieces *a'*, so that they can be separated when the machine is to be taken apart for removal or storing. The lower ends of the pieces *a'* of the outer trusses are made somewhat wider than the balance thereof, and with concave iron-faced surface a^2, so as to hold one end of a rail while the other is being swung around over the inner trusses.

The letter P represents a flat car or platform, upon which the rails are delivered from the top of the trusses over slides R, the upper ends of which are recessed on their under sides and provided with journal-boxes *t*, of larger diameter than the shaft on which it is fitted, so as to hold the said end in its uppermost position. The opposite ends of the slides rest on the platform, thus forming an incline down which the rails are slid. From the manner in which these slides R are connected with the balance of the machinery it will be seen that they adapt themselves to the different heights of platforms.

The lower ends of the trusses may be provided with foot-pieces, as at *u v*, or the said ends can be finished so as to rest on any kind of foundation.

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

1. A machine for loading cars, the same consisting of trusses A, arranged in pairs and connected by braces *n o*, said trusses provided with journal-bearings to receive the operating-shafts *e f*, on which are secured chain-wheels *k l* for operating chains *x*, that are furnished with spurs *m*, as described, and for the purpose specified.

2. The trusses A and braces *n o*, whereby a frame of any desired length can be made, said frame provided with shafts *e f*, having couplings *g h*, as described, and furnished with chain-wheels and spur-chain, together with slides R, as described, and for the purpose set forth.

3. In a machine for loading railroad-cars, constructed as described, the concave surfaces a^2, formed at the lower ends of the outer trusses, for the purpose set forth.

In testimony whereof I hereunto sign my name.

JAMES HUDSON NORTON.

In presence of—
P. J. FINNEY,
J. C. HUBBELL.