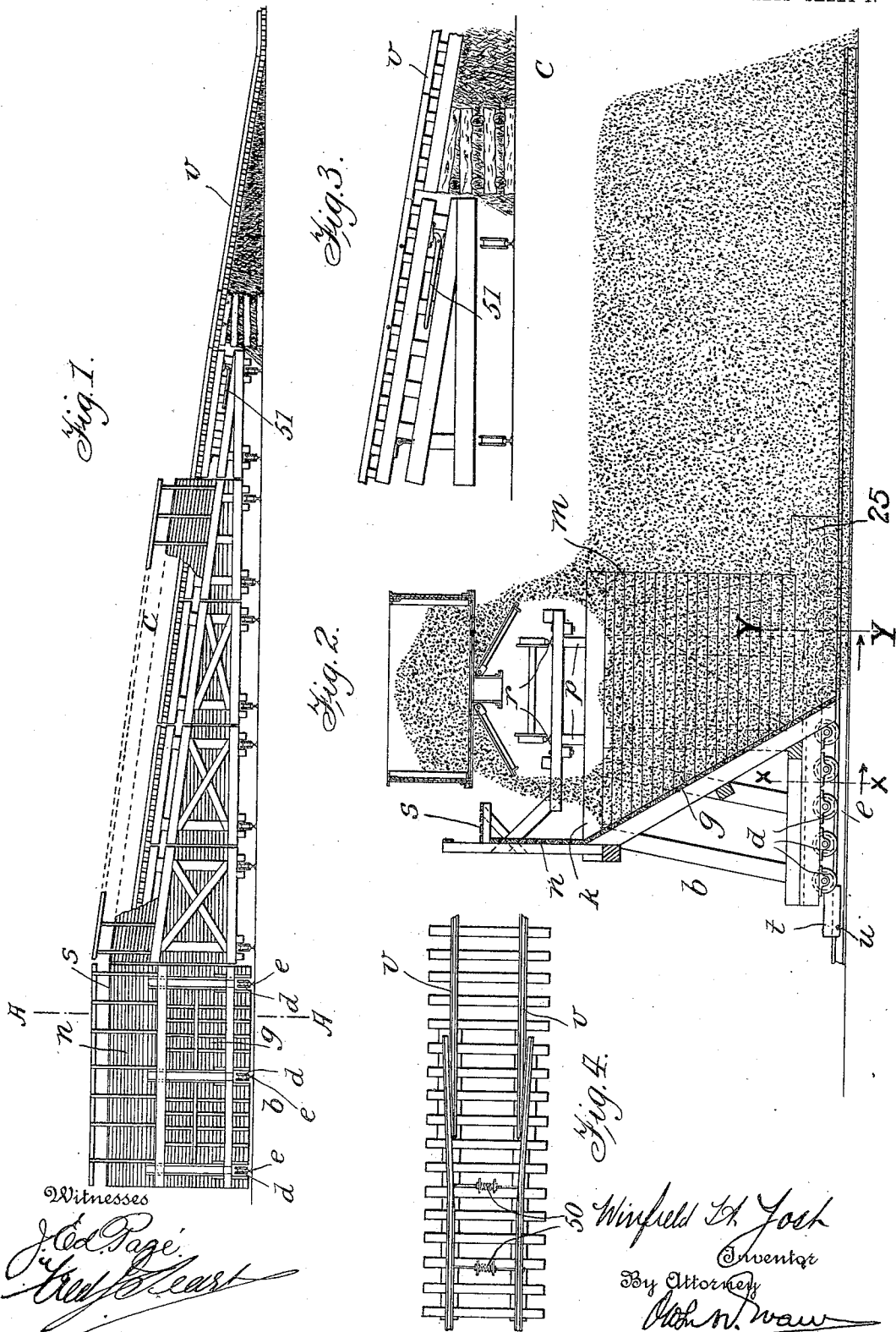


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 APPLICATION FILED JUNE 30, 1908.

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Patented Apr. 5, 1910.

3 SHEETS—SHEET 1.



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3 SHEETS—SHEET 2.

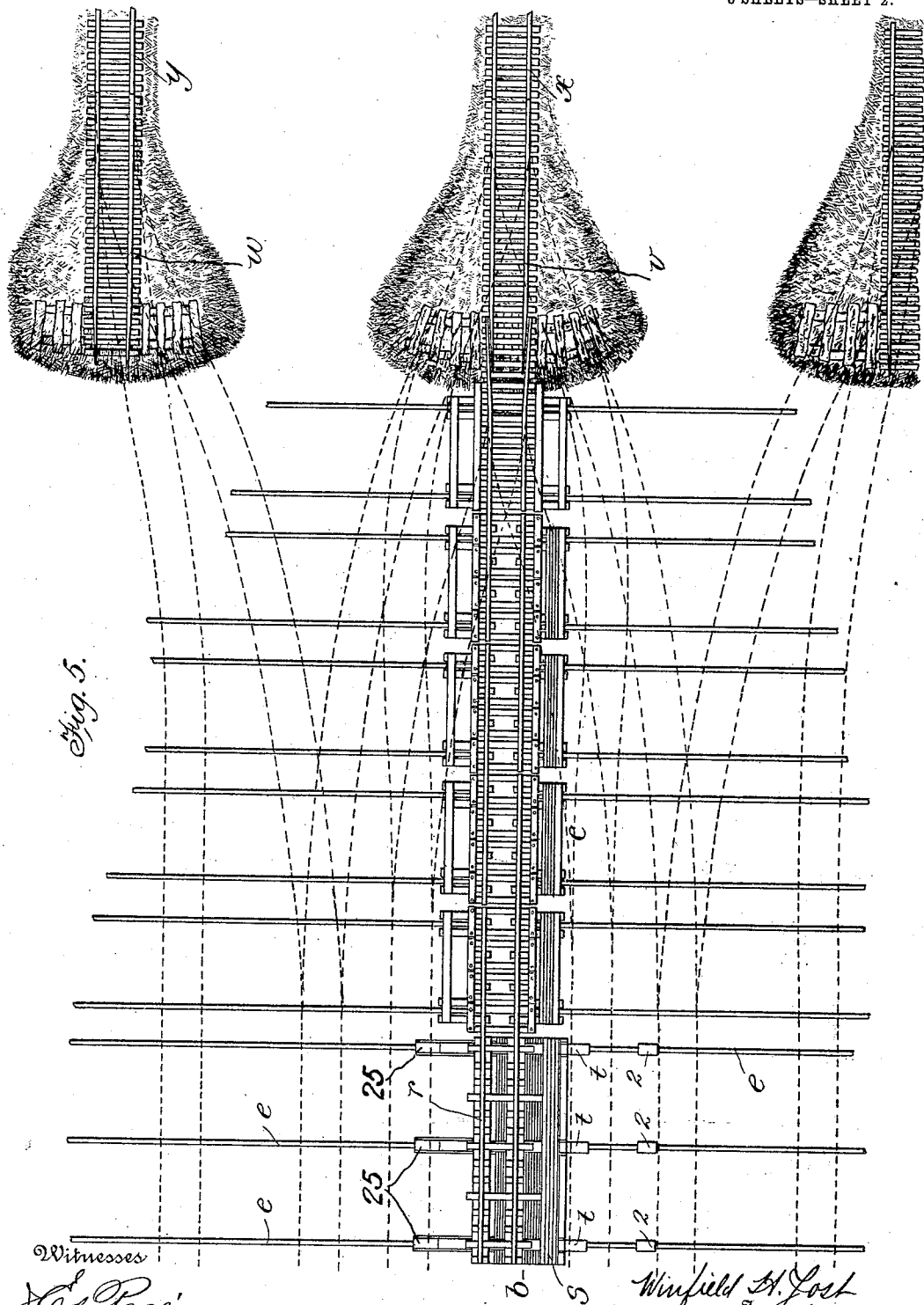


Fig. 5.

Witnesses

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3 SHEETS—SHEET 3.

Fig. 6.

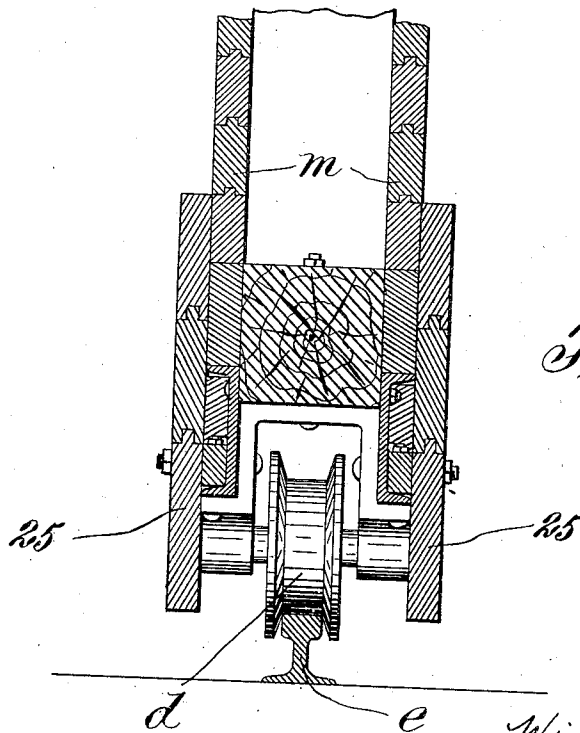
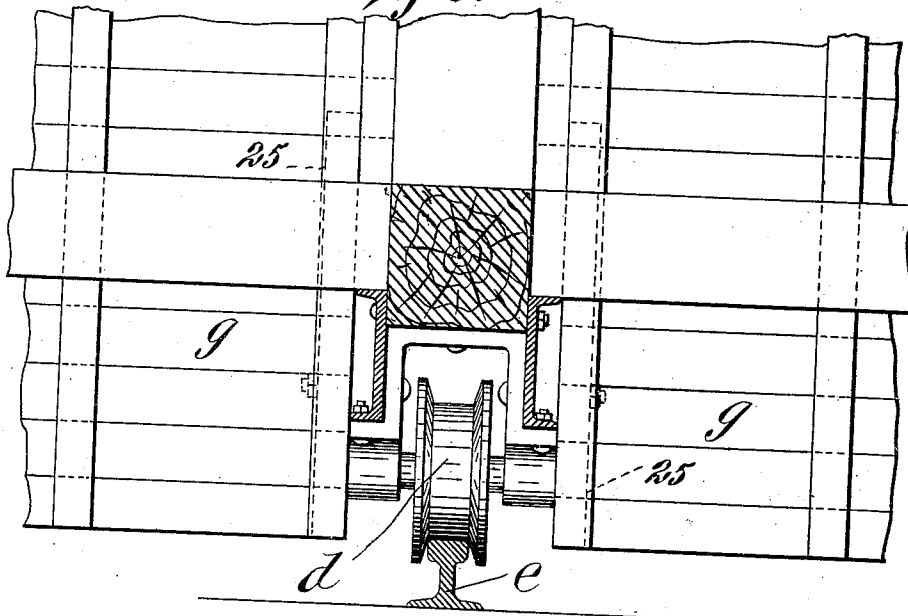


Fig. 7.

Witnesses
Stanley G. King
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UNITED STATES PATENT OFFICE.

WINFIELD HANCOCK YOST, OF MONTREAL, QUEBEC, CANADA, ASSIGNOR OF ONE-HALF
TO OTTO WILLIAM MEISSNER, OF WESTMOUNT, CANADA.

MEANS FOR PILING COAL AND THE LIKE.

953,888.

Specification of Letters Patent.

Patented Apr. 5, 1910.

Application filed June 30, 1908. Serial No. 441,249.

To all whom it may concern:

Be it known that I, WINFIELD HANCOCK YOST, of the city of Montreal, Province of Quebec, Canada, have invented certain new and useful Improvements in Means for Piling Coal and the Like; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates particularly to the stocking of loose commodities, such as coal, gravel, grain and the like in piles and it has for its object to facilitate the work and economize the power required, thereby reducing the cost of stocking commodities of this nature.

The invention may be said to consist, broadly, of means whereby the potential energy of the commodity being piled is converted into dynamic force and applied to a device for delivering the commodity.

For full comprehension, however of my invention reference must be had to the accompanying drawings forming a part of this specification, in which similar reference characters indicate the same parts, and wherein—

Figure 1 is a side elevation of my improved piling apparatus; Fig. 2 is a transverse vertical sectional view taken on line A A Fig. 1; Fig. 3 is a detail enlarged side elevation of portions of the lead and permanent track illustrating the variable rail joint; Fig. 4 is a plan view of such variable rail joint; and Fig. 5 is a plan view of a portion of a yard tracked to accommodate my invention; Figs. 6 and 7 are detail transverse vertical sectional views taken on lines X X and Y Y, respectively Fig. 2.

The preferred embodiment of my invention comprises a trestle *b* which is of usual construction, such trestle having a lead *c* at one end for the cars to mount and descend, while a plurality of wheels *d* adapted to run along tracks *e* laid permanently in the yard where the commodity is to be piled, enable the trestle to be moved bodily sidewise.

The trestle is preferably made in sections and an inclined wall *g* extends in sections from end to end of the said trestle, each section of the latter containing a section of the wall which is located between the usual bents *h*, while sheathing *m* is carried upon the opposite sides of such bents, and a vertical wall *n* forms an upward continuation of the inclined wall. These wall sections and sheath-

ing extend from the top of the lead to within a short distance of the lower end thereof.

The sheathing *m* is extended as at 25 to form a housing for the wheels *d*, the purpose of such sheathing including the portion acting as the housing being to facilitate the withdrawal of the trestle from the pile and at the same time prevent clogging of the wheels.

Stringers *p* extend along the trestle and support the track *r* upon which are run the cars to be emptied and carrying the commodity to be piled, while a footboard *s* for various uses is mounted at the top of the vertical wall *n*.

A series of blocks *t* clamped to the rail by bolts *u* or otherwise secured at any desired place along the rails of the permanent ground tracks, retain the trestle against movement.

A pair of swinging tracks *v* and *w* leading from and forming part of and pivoted to the ends of a pair of spurs *x* and *y* are slidably and pivotally connected to the end of the track upon the movable lead and each of these swinging tracks is adapted to move to a limited extent with the movable lead thus enabling the cars to be run onto the trestle whatever its position may be along the yard.

Spring yokes 50 yieldingly connect together the ends of the rails at the free end of the lead, and a lever 51 enables these ends to be lifted, while the contacting sides of these rails and the rails of the swinging tracks are sheared off. This structural feature forms the sliding connection above mentioned.

Operation: Blocks 2 similar to *t* are secured at points a short distance in advance of the trestle which is previously moved to the end of the yard faced by the inclined wall, the movable lead accompanying it or being independently moved to proper position to register with the other spur. The loaded cars are then run upon the trestle and discharged, their contents falling into the spaces inclosed by the inclined wall sections and the sheathing, the weight of a large proportion of the mass thus precipitated leaning upon the inclined wall-sections *g*. When the pile has attained the desired height the portion thereof leaning upon the wall sections will possess considerable potential energy which, when the blocks *t* have

been removed, is converted into dynamic force by the inclined wall sections and applied thereby to the trestle which is thus moved until it comes into contact with the blocks 2, such operation being repeated as required. The trestle and lead constitute the means whereby the commodity is delivered and the inclined wall-sections the means whereby the potential energy of the commodity is converted into dynamic force and applied to the trestle and its lead, or if desired the inclined wall of the lead can be dispensed with and such lead moved independently.

What I claim is as follows:—

1. The combination with a movable support adapted to have a conveyer for carrying a loose commodity run thereon for the purpose of having its load discharged in a pile, of a member carried by the support in position to have a portion of the piled commodity bear thereagainst and adapted to transmit the potential energy of the pile to the support for the purpose of moving the latter.

2. The combination with a movable trestle adapted to have cars for carrying a loose commodity run thereon for the purpose of having their contents discharged in a pile, of a member carried by the trestle in position to have a portion of the piled commodity bear thereagainst and adapted to transmit the potential energy of the pile to the trestle for the purpose of moving the latter.

3. The combination with a wheeled trestle for temporarily supporting a car adapted to be run thereon to discharge the load upon or against such trestle and to be run therefrom, of means for facilitating the withdrawal of the trestle from the piled commodity.

4. The combination with a wheeled trestle for temporarily supporting a car adapted to be run thereon discharged and run therefrom, of a housing for the trestle wheels.

5. The combination with a wheeled trestle for temporarily supporting a car adapted to be run thereon discharge and run therefrom, of sheathing for the portions of the trestle liable to be inclosed by the piled material.

6. The combination with a movable trestle adapted to have cars for carrying a loose commodity run thereon for the purpose of having their contents discharged in a pile, of displaceable means for securing the trestle against movement, and a member carried by the trestle in position to have a portion of the piled commodity bear thereagainst and adapted to transmit the potential energy of the pile to the trestle for the purpose of moving the latter when the means for securing the same is displaced.

7. The combination with a movable trestle adapted to have cars for carrying a loose

commodity run thereon for the purpose of having their contents discharged in a pile, of displaceable means for securing the trestle against movement, and a wall carried by the trestle transversely to the direction of its movement in position to have a portion of the piled commodity bear thereagainst and adapted to transmit the potential energy of the pile to the trestle for the purpose of moving the latter when the means for securing the same is displaced.

8. The combination with a movable trestle adapted to have cars for carrying a loose commodity run thereon for the purpose of having their contents discharged in a pile, of displaceable means for securing the trestle against movement, and an inclined wall carried by the trestle transversely to the direction of its movement in position to have a portion of the piled commodity bear thereon and adapted to transmit the potential energy of the pile to the trestle for the purpose of moving the latter when the means for securing the same is displaced.

9. The combination with a track, of a wheeled trestle thereon having track supporting stringers, and vertical members supporting such stringers, and the said trestle being adapted to have cars containing a loose commodity run thereon for the purpose of being discharged, and displaceable means for securing the trestle against movement along the track, of wall sections carried by the trestle between such vertical members and extending transversely to the said permanent track, and sheathing upon the opposite sides of the said vertical members, the wall sections being adapted to have a portion of the piled commodity bear thereon for the purpose of converting the potential energy of the bearing portion of the pile into dynamic force and causing such force to tend to move the trestle.

10. The combination with a movable trestle bearing a track, of an inclined member bearing a track, and means effecting a sliding connection between the tracks upon the said parts.

11. The combination with a track, and a movable trestle bearing a track, and an inclined wall upon such trestle, of an inclined movable member constituting a lead for enabling cars to be elevated to the trestle such member bearing a track and an inclined wall for the purpose set forth.

12. The combination with a wheeled trestle of a wall extending transversely to the direction of travel of the said trestle.

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

WINFIELD HANCOCK YOST.

Witnesses:

WILLIAM P. McFEAT,
FRED J. SEARS.