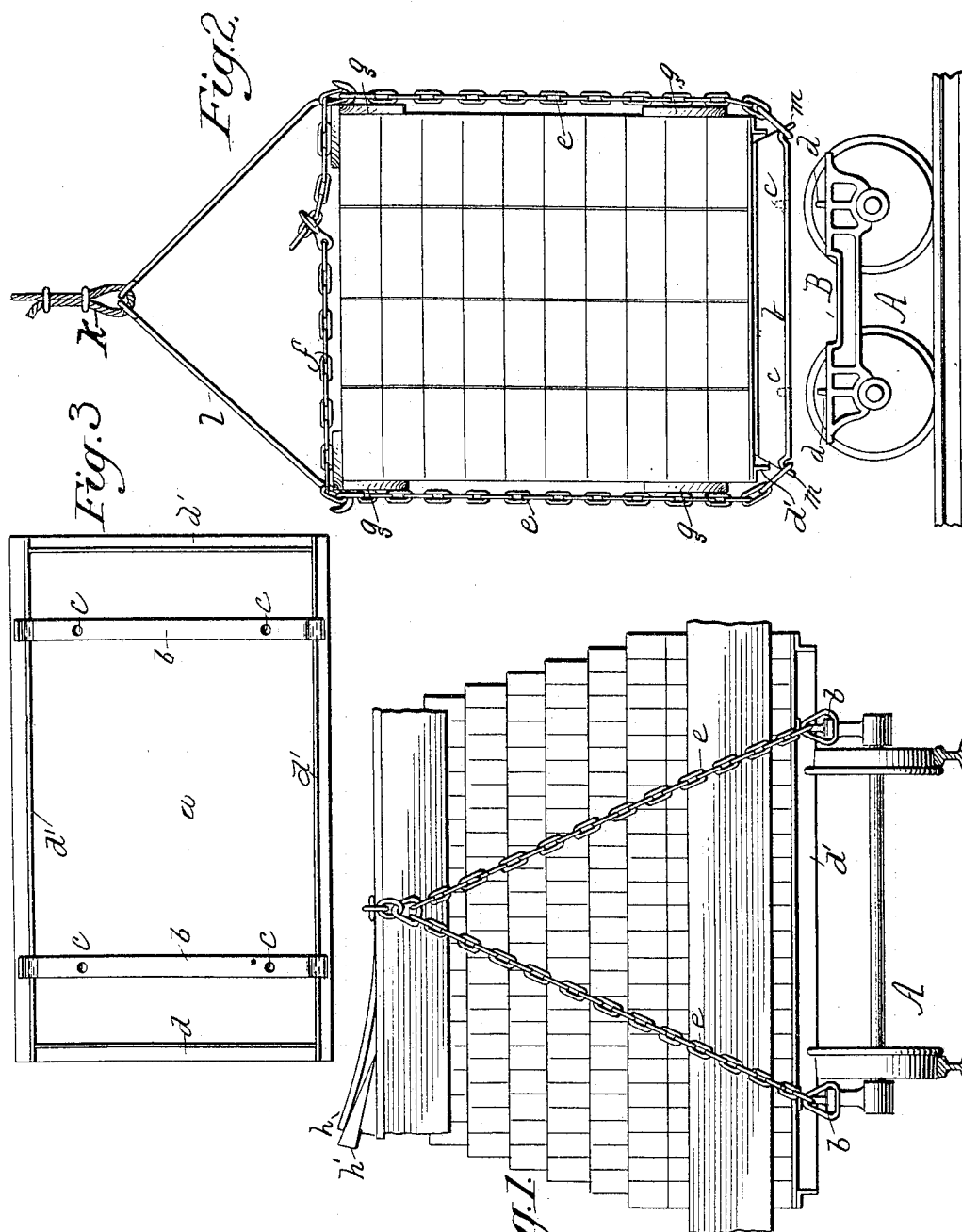


No. 766,521.

PATENTED AUG. 2, 1904.

J. RANDALL.
LOADING OR UNLOADING APPARATUS.
APPLICATION FILED JAN. 25, 1904.

NO MODEL.



Witnesses:

Magistrate
J. H. Hickox

Fig. 1

Inventor:

John Randall
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UNITED STATES PATENT OFFICE.

JOHN RANDALL, OF DEADWOOD, SOUTH DAKOTA.

LOADING OR UNLOADING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 766,521, dated August 2, 1904.

Application filed January 25, 1904. Serial No. 190,597. (No model.)

To all whom it may concern:

Be it known that I, JOHN RANDALL, a citizen of the United States, residing at Deadwood, in the county of Lawrence and State of South Dakota, have invented new and useful Improvements in Loading or Unloading Apparatus, of which the following is a specification.

My invention relates to means employed in connection with a removable car platform or deck for handling brick, and has for its object the avoiding of any necessity of rehandling the same separately during the process of manufacture or in shipping or storing or marketing the same, and for this purpose it consists of an improvement in the loading and unloading means used in connection with a car employed in the sand-lime brick industry for putting the material through the hardening or indurating process, the essential feature of which is the providing for said car a removable deck or platform with such other appliances as will readily permit the handling at one time of the entire load.

In the accompanying drawings, forming a part of this specification, Figure 1 represents an end view of a car with my improvement thereon. Fig. 2 represents a side view of the parts shown in Fig. 1, the deck with contents being raised from the car-truck; and Fig. 3 represents a bottom view of the removable car-deck embodied in my invention.

Similar letters indicate like parts in the different figures of the drawings.

In the drawings, A designates a car-truck of the usual style.

B designates a platform or removable car-deck formed of a flat floor *a*, of metal, having secured to its under side the strips *b b*, preferably of ordinary iron or steel I-beams. These strips *b b* are provided with holes or openings *c c c c* in their under face to be engaged by the pins *d d d d* on the top of the truck, so as to be held in position on said truck and prevented from lateral and longitudinal displacement. The ends and sides of the floor *a* are also strengthened and stiffened by the angle-irons or cross-bars *d' d'*, secured to its under side, as clearly shown in Fig. 1. The deck as thus formed is rigid in character, of great

strength, and yet comparatively light in weight.

To secure the bricks (after being manufactured in the usual way) in place upon the deck, so that they can be readily lifted in mass from the car-truck for storage or for transportation by wagon, rail, or other means or be hoisted to the workman upon a building where they are to be used, the end of the strips *b b* are recessed on their under faces, thus forming hook-shaped projections *m m*, which engage links on the chains *e e e e*. Two of said chains are at each end of the truck and are united at their tops to a central binding-chain *f*, which passes over the top of the load. Strips of boards *g g* are placed at the sides and corners, as shown, to prevent wearing or breaking of the brick. To tighten the chains upon the load, a strip of metal or spring-board *h*, with a tightening wedge *h'*, may be employed, as shown. When it is desired to remove the load from the car, any suitable derrick or hoisting device may be employed by using the cable *k* and the bail *l*, the latter having hooks on its lower ends engaging links of the binding-chains. When the load has been removed from the car-truck, another deck of like character can be placed thereon and another load of brick secured on the deck in like manner to the previous load.

The pins *d d* may be on the under side of the platform, and the openings *c c* in the car-truck, if so desired.

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

1. In loading and unloading means, a removable car platform or deck having strips with hook ends on its under side, and appliances as binding-chains connected therewith for securing a load of brick thereon, substantially as described.

2. A platform comprising a floor with strips secured to its under side, said strips having openings therein and also having hook projections on its ends, in combination with binding-chains engaging said projections, and embracing a load on said platform, substantially as and for the purpose set forth.

3. In loading and unloading means, a re-

movable platform or car-deck comprising a metal floor having secured thereto on its under side strips with openings therein, the walls of which are adapted to engage projections on a car-truck to prevent lateral displacement of said deck thereon, binding-chains engaging projections on said platform and adapted to embrace a load on the latter, and tension means for tightening said chains, said parts being combined substantially as described.

4. A car-truck with a removable deck, consisting of a floor having strips with openings therein, the walls of which engage pins on said truck to prevent lateral displacement of said platform, said strips having hook ends and binding-chains engaging said hook projections and adapted to embrace a load on said platform, said parts being combined substantially as described.

5. In loading and unloading apparatus, a removable platform or car-deck consisting of a metal floor having strips secured to its under side, and end-reinforcing bars, each of

said strips having openings in its under face, and hook projections at its ends, substantially as and for the purpose set forth.

6. In loading and unloading apparatus, a car-truck with removable and interchangeable decks combined with appliances for binding a load of brick thereon so as to form a package with said deck adapted to be lifted from said truck, substantially as described.

7. In loading and unloading apparatus, a removable car-deck having a floor with supporting-strips having hook-shaped ends, binding-chains engaging said hook ends and adapted to embrace a load on said floor, and a cable with bail engaging the links of said binding-chains, said parts being combined substantially as described.

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

JOHN RANDALL.

Witnesses:

MADGE HARDING,
J. R. HICKOX.