

(No Model.)

3 Sheets—Sheet 1.

G. H. WALL.  
BAGGAGE LOADER.

No. 565,711.

Patented Aug. 11, 1896.

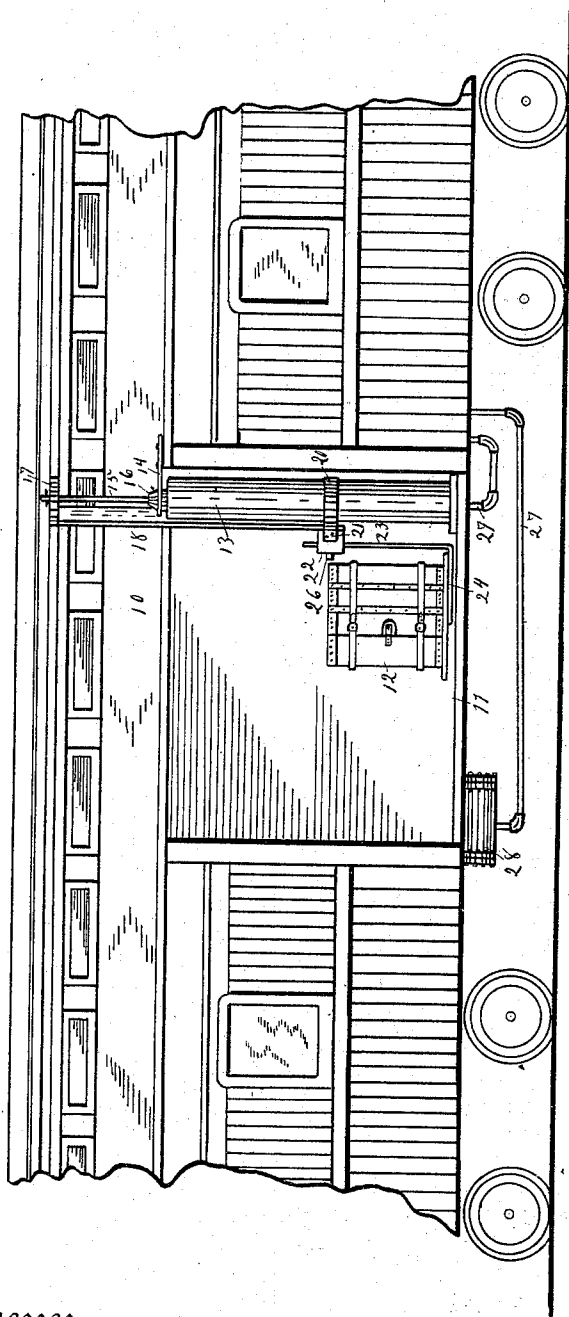


Fig. 1.

Witnesses  
Thomas Stewart  
W. C. Hiddings

Inventor:  
George H. Wall,  
By his Attorney Lucius C. West.

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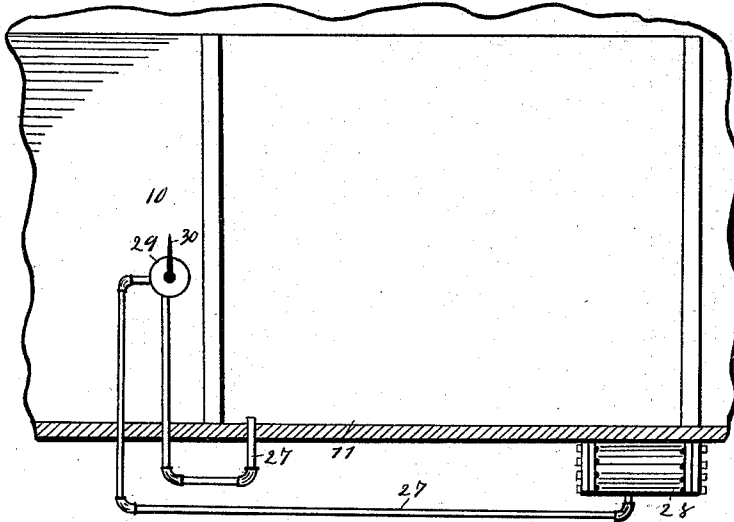


Fig. 2.

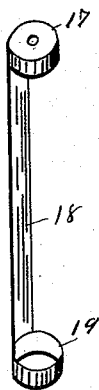


Fig. 5.

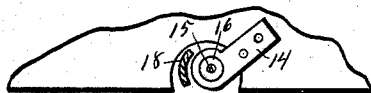


Fig. 3.

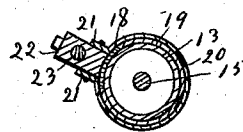


Fig. 4.

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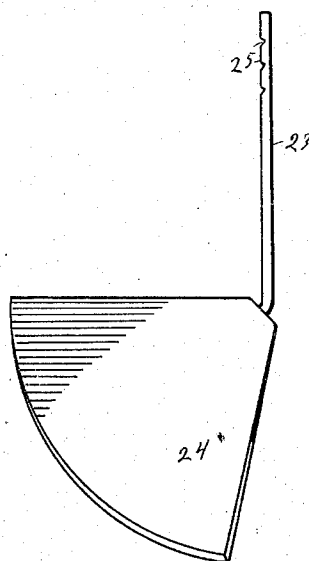
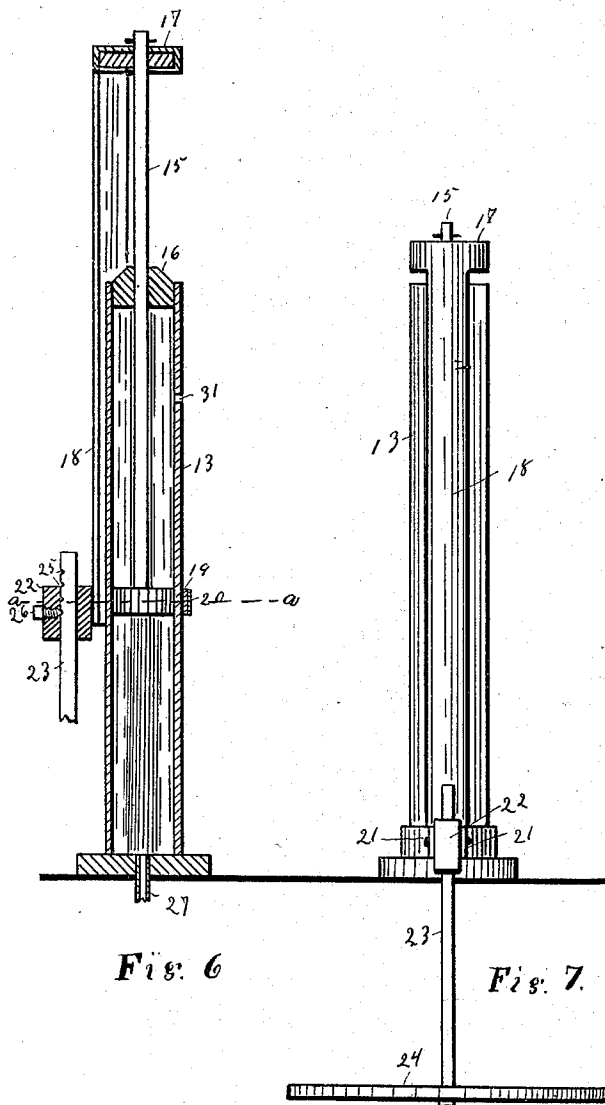


Fig. 8.

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Inventor:  
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# UNITED STATES PATENT OFFICE.

GEORGE HENRY WALL, OF CADILLAC, MICHIGAN.

## BAGGAGE-LOADER.

SPECIFICATION forming part of Letters Patent No. 565,711, dated August 11, 1896.

Application filed April 18, 1896. Serial No. 588,070. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE HENRY WALL, a citizen of the United States, residing at Cadillac, in the county of Wexford, State of Michigan, have invented a new and useful Baggage-Handler, of which the following is a specification.

This invention has for its object the construction of a pneumatic apparatus for loading baggage into a baggage-car.

Minor objects of the invention will appear in the following detailed description and claims.

In the drawings forming a part of this specification, Figure 1 is a side elevation of a baggage-car with its ends broken away and showing my apparatus in operation; Fig. 2, a broken interior view of the car below described; Fig. 3, a plan of a broken portion of Fig. 1, showing how the air-cylinder is attached to the roof of the car; Fig. 4, a cross-section on line *a a* in Fig. 6, looking from a point above; Fig. 5, a detail in perspective pointed out by like numbers in Figs. 1, 6, and 7; Fig. 6, a central vertical section of the air-cylinder in Figs. 1 and 7; Fig. 7, an elevation of the apparatus disconnected from the car and in the position it would be in if loading baggage onto it. Fig. 8 is a perspective view of the platform upon which the baggage is first loaded before being elevated into the car.

Referring to the parts of the drawings pointed out by numerals, 10 illustrates a baggage-car with door 11 open as when loading baggage into it.

In Fig. 1 the trunk 12 is being swung into the car after having been elevated to the right height by air, as will appear further on in the description.

Located in the car 10, at one side of the door, is an upright air-cylinder 13, the bottom being bolted to the threshold of the car, and the upper end being attached to the car by a casting or plate 14 bolted to the car, as in Figs. 1 and 3, or of course other suitable ways of attachment may be adopted; but the idea is to have an air-cylinder in position to operate a plunger as a means of elevating the baggage. The plunger is shown at 15, Figs. 1, 3, and 6. The upper end extends up through a plug 16 in the upper end of the cylinder 13, and is

attached to the overhanging end 17 of a vertically-playing bar 18. The bar 18 is attached by a swivel connection to the cylinder 13 by a band 19, loosely confining said cylinder and attached to the lower end of the bar 18. A band 20 encircles the band 19, and is attached at the ends at 21 to a block 22, said band and block being attached to the lower end of the bar 18. This is a convenient mode of attachment; but other means may be adopted so long as the bar 18 has a block 22 attached to it, to which block is adjustably attached the upwardly-extending arm 23 of the platform 24, upon which the baggage is first loaded.

The arm 23 has a series of notches 25, Figs. 6 and 9, which are engaged by a set-screw 26 (or spring-actuated plug) in the block 22, and thus the arm is adjustably held attached to the block, whereby the platform 24 may be fixed at different and desired heights. The upper end of the plunger 15 is attached in a swiveled manner to the overhanging end 17 of the bar 18, so as not to interfere with the easy and ready turning of the bar 18 laterally on its swiveled connections in swinging the baggage into the car after it has been elevated by the air in the cylinder 13 forcing the plunger 15 upward.

Connected with the lower end of the cylinder 13 is a pipe 27, the other end of which is connected with an air-cylinder 28 beneath the car 10. This may be the auxiliary air-cylinder of the regular brake on all cars, or it may be an air-cylinder employed on purpose for this use.

The pipe 27 is carried up to a valve 29 on the inside of the car 10, said valve being common to an inlet and outlet branch of pipe 27, and located at a convenient place for the operator's use, as in Fig. 2, so that by turning the valve-lever 30 he can let the air into the cylinder 13 and shut it off as he desires.

In the operation, when the train stops at a station the baggageman in the car opens his door 11 and swings the platform 24 out and down to the ground outside of the car in the position as in Fig. 7. The station-baggageman then rolls or loads the trunks or other baggage onto said platform 24, when the trainman lets the air into the cylinder 13 beneath the plunger 15, which air in raising said plun-

ger of course raises the platform 24, with its baggage, and when above the car-floor the trainman swings it into the car, as in Fig. 1. As soon as the plunger rises above a vent-hole 31 (shown in Fig. 6) it cannot rise any higher, for the air will escape and the plunger will be buoyed up by the air beneath.

Of course it will be understood that this baggage-handler is to be used to unload baggage as well as to load it by simply reversing the order of operation—that is, loading baggage on and then swinging out of the car and down to ground.

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

1. A baggage-loader, comprising an air-cylinder and plunger, a support attached to the cylinder and plunger in a manner to slide up and down and to turn laterally on said cylinder, and a baggage-platform attached to said support, substantially as set forth.

2. A baggage-loader, comprising an air-cylinder and plunger, a support attached to the cylinder and plunger in a manner to slide up and down and to turn laterally on the cylinder, and a baggage-support adjustably attached to the sliding support, substantially as set forth.

3. A baggage-loader, comprising an air-cylinder and plunger, a supporting-bar attached to the cylinder in a swiveled manner at one end, and attached to the plunger in a swiveled manner at the other end, and a bag-

gage-platform attached to said swiveled supporting-bar, substantially as set forth.

4. A baggage-loader, comprising an air-cylinder, and plunger, a support attached to the cylinder and plunger in a manner to slide up and down and swiveled in a manner to turn laterally, a baggage-platform attached to said support, a source of air supply and pipes leading therefrom to the air-cylinder, substantially as set forth.

5. A baggage-loader, comprising an air-cylinder and plunger, a support attached to the cylinder and plunger in a manner to slide up and down and to turn laterally on the cylinder, a baggage-platform, attached to the support, and said air-cylinder having a safety air-escape below its upper end, substantially as set forth.

6. A baggage-loader, comprising an air-cylinder, a plunger, a supporting-bar attached to the cylinder and plunger in a manner to slide up and down and to turn laterally on the cylinder, a baggage-platform attached to said supporting-bar, a source of air supply, pipes leading therefrom to the cylinder, and a throttle-valve in said pipe for letting on and off the air, substantially as set forth.

In testimony of the foregoing I have hereunto set my hand in the presence of two witnesses.

GEORGE HENRY WALL.

Witnesses:

RICHARD W. MASSEY,

ULISSAS L. WALL.