

No. 691,969.

Patented Jan. 28, 1902.

M. PARKER.
UNLOADING APPARATUS.
(Application filed June 18, 1901.)

(No Model.)

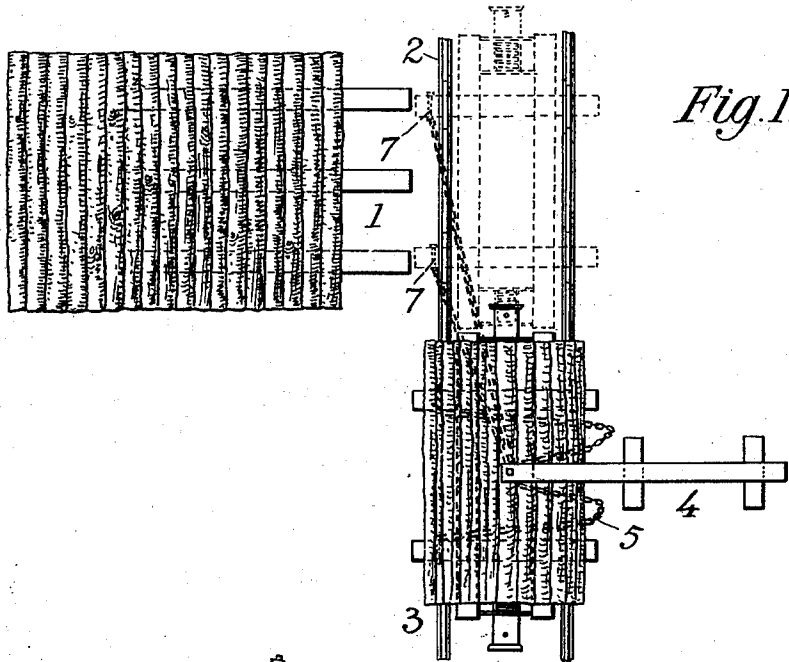


Fig. 1.

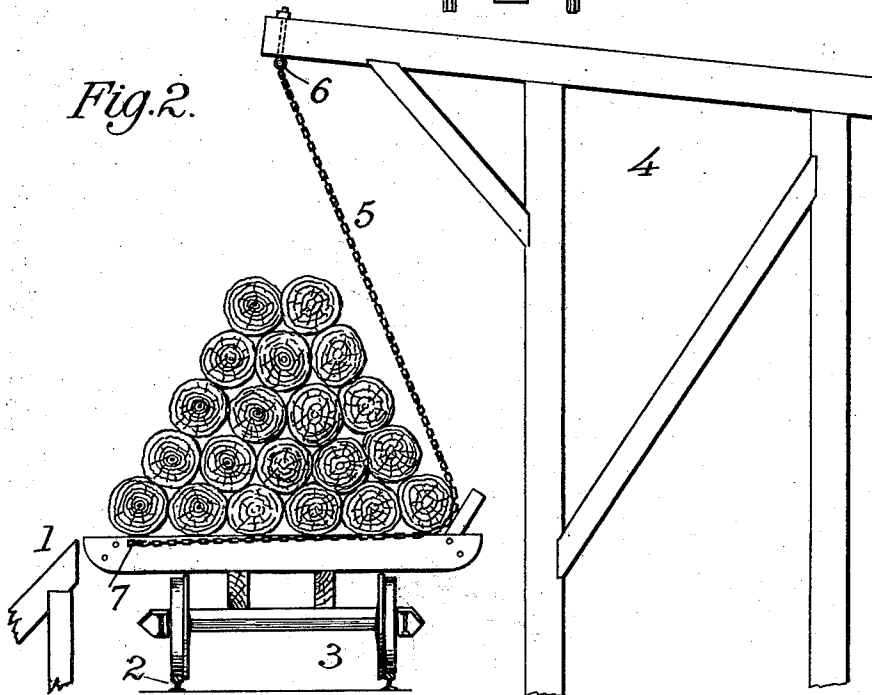


Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

MULFORD PARKER, OF ELLISVILLE, MISSISSIPPI.

UNLOADING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 691,969, dated January 28, 1902.

Application filed June 18, 1901. Serial No. 65,060. (No model.)

To all whom it may concern:

Be it known that I, MULFORD PARKER, a citizen of the United States, residing at Ellisville, in the county of Jones and State of Mississippi, have invented a new and useful Unloading Apparatus, of which the following is a specification.

My invention is an improved apparatus for automatically discharging a load of logs or the like from a railway-car; and it consists in the peculiar construction and combination of devices hereinafter fully set forth and claimed.

In the accompanying drawings, Figure 1 is a top plan view of an unloading apparatus embodying my improvements, showing the operation of the same. Fig. 2 is a side elevation of the same.

In the embodiment of my invention I provide a skidway 1 on one side of the track 2, on which the car 3 runs, and on the opposite side of the track, at a suitable distance in advance of the skidway, is a suitable frame or other structure 4, forming a fixed point, to which is attached an unloading-chain or other flexible element 5. The said unloading-chain is attached to the said frame or other structure at a point over the track and at a suitable elevation, as at 6. The car is provided with suitable means, as eyebolts 7 or the like, whereby the unloading-chain when the car is abreast of the frame or structure 4 may be passed under the load on the car and attached by hooks or otherwise to the said eyebolts and be thereby attached to the car.

In the operation of my invention after the unloading-chain has been thus secured under the load the car is started, and the length of the unloading-chain is such that as the car reaches a position abreast of the skidway the tightening and straightening of the unloading-chain exerts a lift under the load on the side farthest from the skidway, thereby canting or inclining the load, with the result that

the same is toppled from the car onto the skidway, and thereby the car is unloaded. A single unloading-chain may be employed or any required number of them, and I do not limit myself in this particular. Neither do I limit myself to the use of this invention for unloading logs from cars, as the same may be used for discharging other loads.

Having thus described my invention, I claim—

1. In combination with a moving element adapted to carry a load, an unloading element attached to said moving element, disposed under the load thereon and also connected to a fixed point, whereby the motion of the moving element in straightening and tightening the flexible unloading element will cause the latter to uplift and topple the load from said moving element, substantially as described.

2. The combination of a trackway, a car movable thereon and adapted to carry a load, a skidway on one side of the trackway, a fixed point, over the trackway and under which the car runs, said fixed point being at a suitable distance to one side of said skidway, and a flexible unloading element, as a chain, connected to said fixed point, passed under the load on the car and attached to said car, the length of said chain being such that the motion of the car, after passing under the fixed point, in approaching said skidway, will straighten and tighten said chain, and cause the latter to uplift and topple the load from said car onto said skidway, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

MULFORD PARKER.

Witnesses:

JESSE M. BUSH,
W. D. GRAHAM.