

(No Model.)

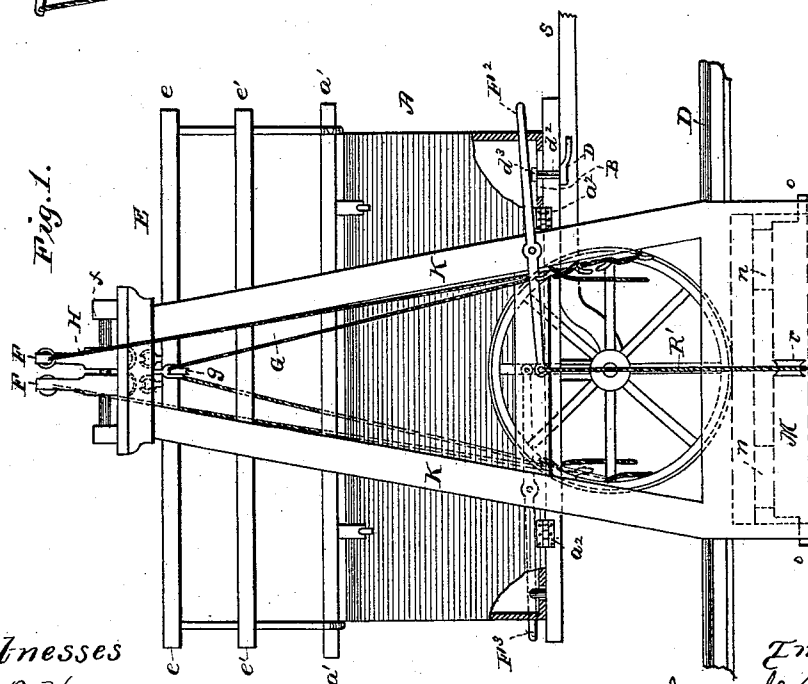
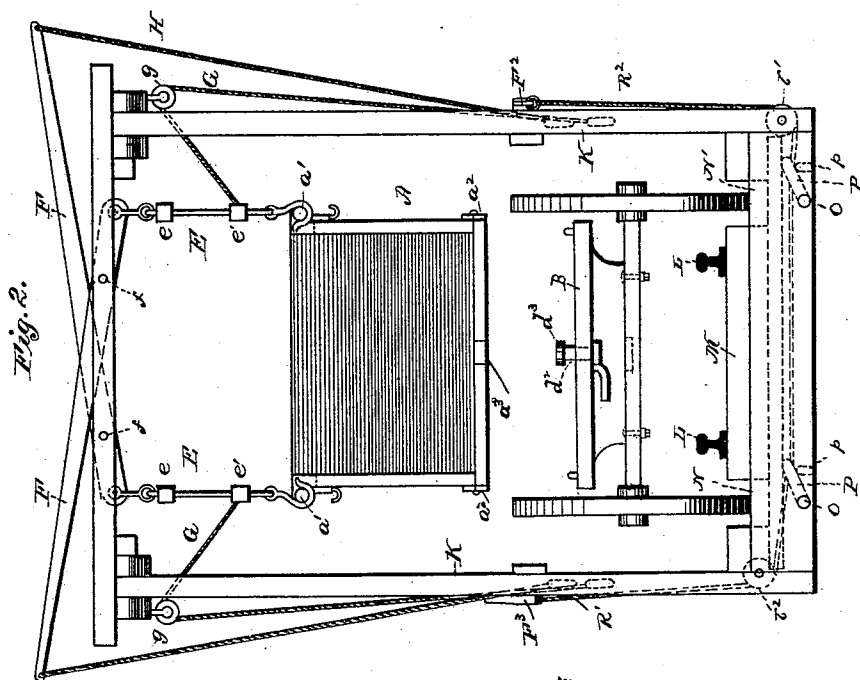
2 Sheets—Sheet 1.

J. C. MURPHY.

APPARATUS FOR TRANSPORTING AND TRANSFERRING MATERIALS.

No. 469,912.

Patented Mar. 1, 1892.



Witnesses
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(No Model.)

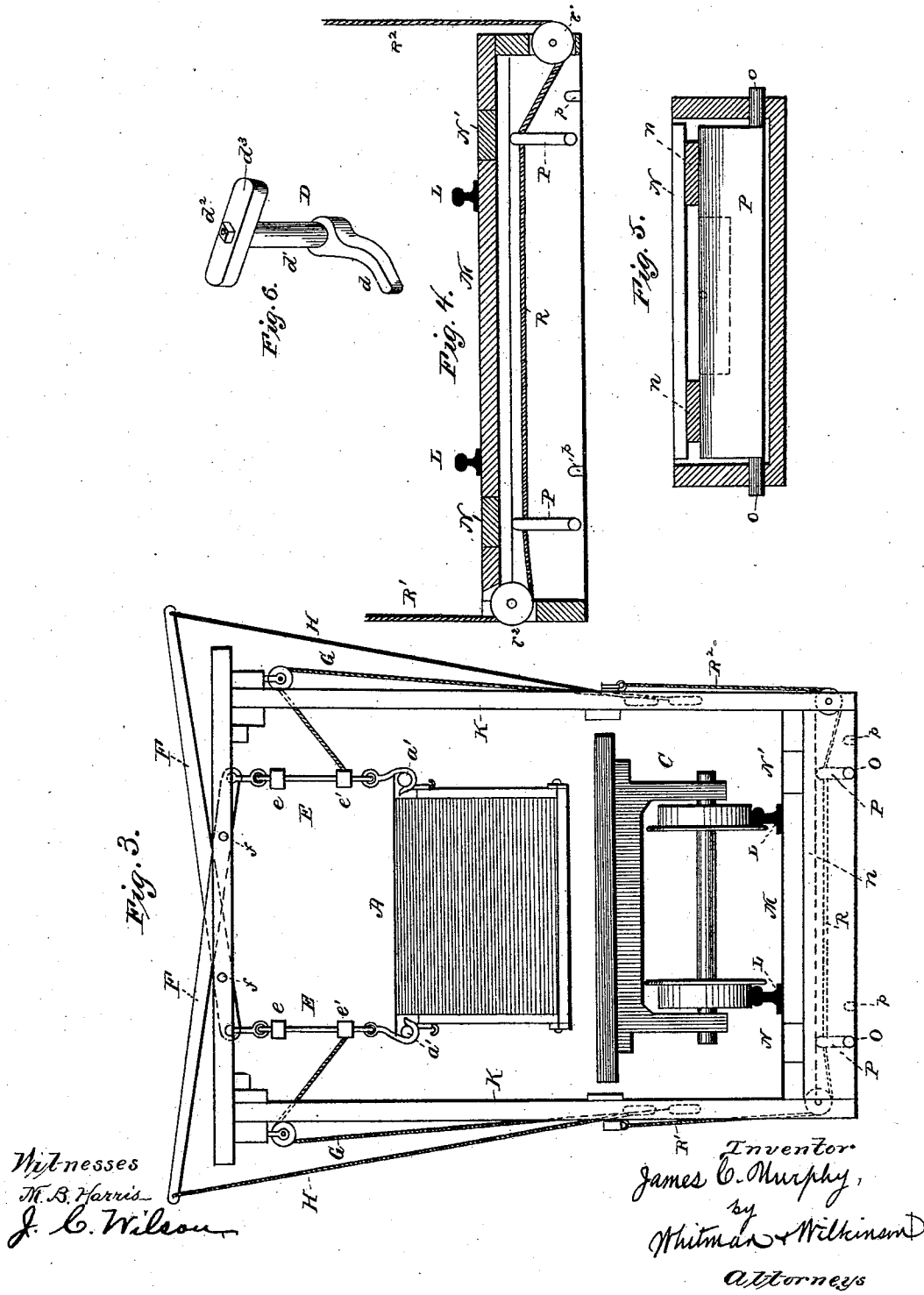
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UNITED STATES PATENT OFFICE.

JAMES C. MURPHY, OF NEW ORLEANS, LOUISIANA.

APPARATUS FOR TRANSPORTING AND TRANSFERRING MATERIALS.

SPECIFICATION forming part of Letters Patent No. 469,912, dated March 1, 1892.

Application filed May 20, 1891. Serial No. 393,440. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. MURPHY, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Apparatus for Transporting and Transferring Cane, Wood, Bricks, &c., in Bulk; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to apparatus for transporting cane, wood, bricks, and other articles in bulk; and it consists in certain novel features herein described and claimed.

Reference is had to the accompanying drawings, wherein the same parts are indicated by the same letters.

Figure 1 represents a side elevation of a cart with detachable body and slings for the same mounted over a railroad-track. Fig. 2 represents a rear view of the same after the wheels and axle have been lowered by the movable platforms away from the cart-body. Fig. 3 represents the same view as in Fig. 2, except that a platform-car has been run under the cart-body, which is represented as ready for lowering on the said car. Fig. 4 represents a detail view from the rear of my device for raising and lowering the platforms supporting the wheels. Fig. 5 represents a side view of one of the rock-shafts with continuous arm for raising and lowering the said platforms for the cart-wheels. Fig. 6 represents a perspective view of one form of device for attaching the removable cart-body to the bed of the cart.

A represents the cart-body, having top timbers a , with protruding ends a' . a may be made of wood or metal, as also may the cart-body.

a^2 represents hinges for letting down one side of the cart-body, and a^3 represents holes for the arm d^3 to pass through.

B represents the cart-bed.

C represents the platform-car.

D represents a device for attaching the cart-body to the bed.

E E represent slings to suspend the cart-body when the bed is lowered away therefrom. In order to diminish the number of

attendants required, these slings are preferably connected together in pairs by stout timbers e and e' , to the center of which the lowering-levers and guide-ropes are attached.

F F represent levers for engaging said slings under the arms a' and also to lower the cart-body onto the car after the cart-bed has been removed from beneath. These levers are pivoted at f in the frame-work and have ropes H attached to their outer arms.

G and G are guide-ropes for tricing the slings up out of the way when not in use and for lowering them in place when it is desired to put them in use. These guide-ropes pass over pulleys g , attached to the frame-work, and lead down to a cleat. (Shown in Fig. 1.) The frame-work K is made of stout material suitably braced.

L L are railroad-tracks.

M is the road-bed, and N and N' are two narrow platforms parallel with the car-track and resting on a plurality of transverse beams n in a trunk beneath the track. These platforms are adapted to be raised and lowered by means of the rock-shafts O and O and arms P thereon. These may be separate, as shown by dotted lines, or continuous along the rock-shaft. These arms are raised and lowered by ropes or chains R, R', and R², pulleys r' and r^2 , and levers F² and F³. (See Fig. 1.)

S represents the shafts of the cart.

The operation of my invention is as follows: The platforms N and N' are raised by the rope R² and lever F³, (see Fig. 4,) and the cart is drawn up in place with the wheels resting upon the said platforms. The slings E are lowered and adjusted to engage the ends a' of the top timber a . The ropes H are hauled taut and secured to their appropriate cleats, and the cart-body is disengaged from its bed by the arm d of the coupling D. By means of the rope R' and lever F² the arms P are lowered on the blocks p , and the wheels of the cart, carrying the axle and cart-bed, are lowered away from the cart-body, which remains suspended in the air, as shown in Fig. 2. The team is then driven out and another cart-body is put on. This may be brought up by the car that takes the loaded body away. The said car, preferably a platform-car, is run under the suspended cart-body, which is then

lowered by means of the levers F and ropes H onto the car and carried away. In transporting cane I preferably have one side of the cart-body hinged to let down, so that the
5 canes may be taken out conveniently and fed directly on the cane-carrier.

While I have described a cart-body, it will be evident that my invention would be equally applicable to a crate or a wagon-body or that
10 by binding the load in ropes or chains and lowering the entire cart away therefrom the same result may be obtained.

My device for raising and lowering the movable platforms is also susceptible of many
15 modifications.

I claim among other merits possessed by my apparatus that no extra lifting is required, the carts being simply driven along a practically level road-bed, and then the load is detached
20 and lowered onto a car.

The device is simple, readily made by any ordinary mechanic, is cheap and convenient, and by reducing the number of ropes, levers, &c., the number of attendants and the consequent expense is largely decreased.
25

I do not wish to confine myself to the exact details of the construction herein described, as many modifications would readily suggest themselves to any one skilled in the art which

could readily be employed without departing 30 from the spirit of my invention.

What I claim, and desire to secure by Letters Patent of the United States, is—

1. An apparatus for unloading carts or wagons, comprising a frame-work, hoisting-slings 35 mounted thereon, a railroad-track, a platform adapted to support the wheels of the cart or wagon and extending upon opposite sides of said track, and means for lowering said platform away from the slings, whereby the truck 40 of the cart or wagon is lowered away from the load, substantially as described.

2. An apparatus for unloading carts or wagons, comprising a frame-work, hoisting-slings 45 mounted thereon, a railroad-track, a platform beneath and adapted to support the wheels of the cart or wagon and extending upon opposite sides of said track, and rock-shafts beneath the platform for lowering said platform away from the slings, whereby the truck of 50 the cart or wagon is lowered away from the load, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES C. MURPHY.

Witnesses:

M. C. SONIAT,

ALF. S. DU FOSSAT.