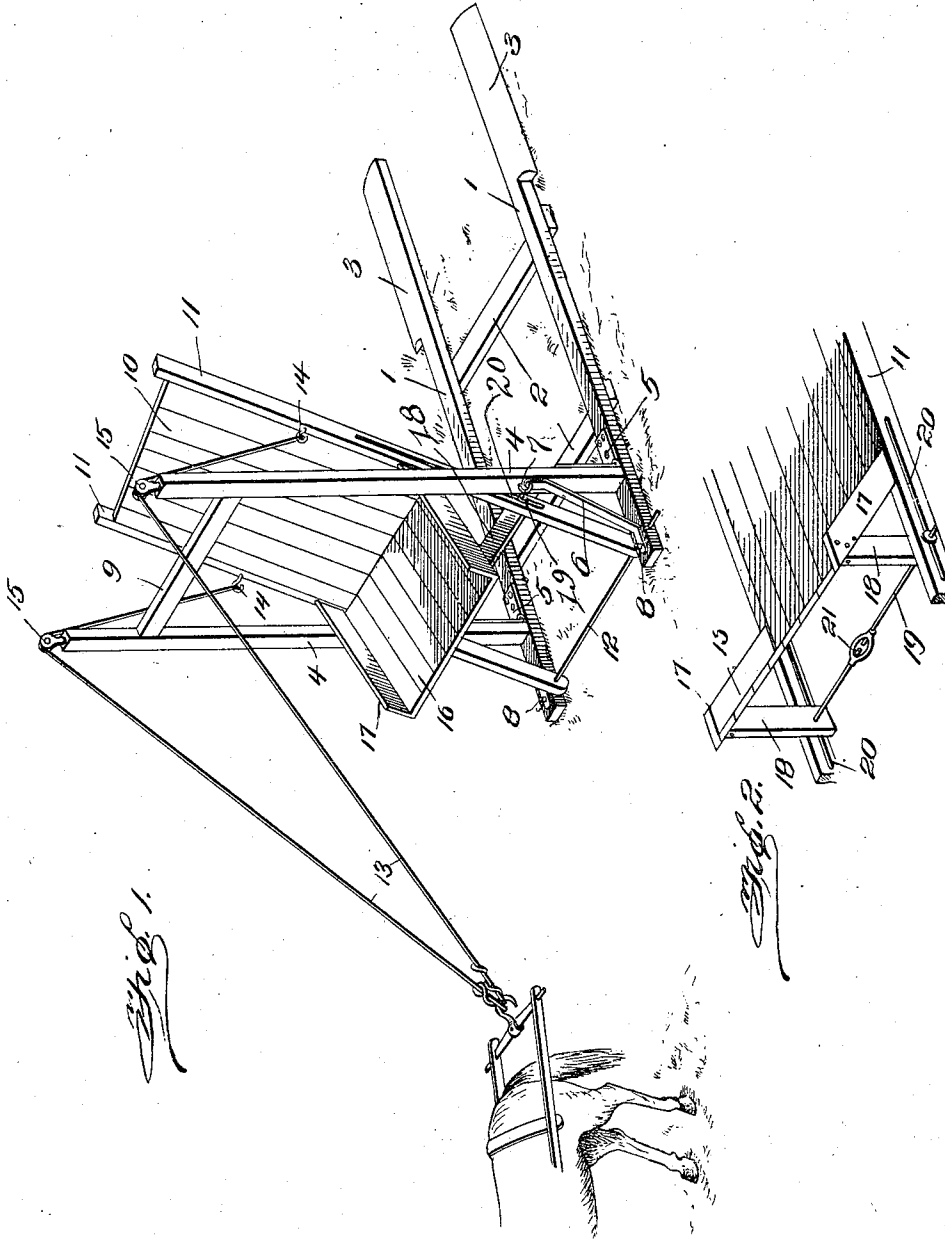


F. L. SIMPSON.
CAR AND WAGON LOADER.
APPLICATION FILED JUNE 15, 1909.

975,297.

Patented Nov. 8, 1910.



Inventor
Frederick L. Simpson.

By *Victor J. Evans*
Attorney

Witnesses
G. J. Tolson
J. W. Garner

UNITED STATES PATENT OFFICE.

FREDERICK L. SIMPSON, OF DENVER, COLORADO.

CAR AND WAGON LOADER.

975,297.

Specification of Letters Patent.

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Application filed June 15, 1909. Serial No. 502,299.

To all whom it may concern:

Be it known that I, FREDERICK L. SIMPSON, a citizen of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented new and useful Improvements in Car and Wagon Loaders, of which the following is a specification.

This invention is an improved car and wagon loader especially adapted for use for receiving earth from scoops, carts, or other vehicles and loading the same on cars or wagons and the said invention consists in the construction, combination and arrangement of devices hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is a perspective of a loader constructed in accordance with this invention, showing the same with its platform raised in position to discharge earth or other material onto a car or wagon. Fig. 2 is a detail perspective of the platform and the delivery chute thereon.

The ground frame of my improved loader is here shown as comprising a pair of sills 1 and cross pieces 2 which connect them together. For a suitable distance from their outer ends, the said sills are provided with lateral extensions 3 which are beveled or inclined on their upper sides to facilitate the driving of a scoop, cart or the like across the said end portions of the sills so that the contents of the same may be dumped on the platform of the loader. Near the inner ends of the sills are uprights 4 which are connected to the sills by hinges 5 so that the said uprights may be folded horizontally upon the sills and disposed compactly and out of the way when the loader is not in use. Braces 6 are employed, the upper ends of which are pivotally connected to the uprights as by means of staples 7 and the lower ends of which are bent to lie flat upon the sills and are provided with bolts or other suitable securing devices 8 whereby the said braces may be firmly secured to the sills and employed to maintain the uprights in vertical position. The uprights are connected together near their upper ends by a cross bar 9.

The platform 10 is provided with a pair of side bars 11, the width of the platform being such that the said side bars may bear against the inner sides of the sills of the ground frame and the said side bars of the

platform are pivotally connected to the sills, near the inner ends of the latter, as by means of a pivot rod 12. Hence the said platform may be raised and lowered. Hoisting ropes 13 are here shown which are connected to the side bars of the platform as at 14 and pass over direction sheaves 15 which are at the upper ends of the uprights. A horse or other draft animal may be hitched to the outer ends of the hoisting ropes and alternately driven forward and back in order to raise and lower the platform as will be understood.

Disposed transversely on the platform and adjustable longitudinally thereon is a delivery chute 16 which is provided with side boards 17, the lower ends of which bear on the side bars 11 of the platform. The lower edge of the chute bears and is slidable on the platform boards. The braces 18 of the chute bear at their lower portions against the inner sides of the side bars 11 of the platform and are connected thereto by means of a bolt rod 19 the ends of which operate in longitudinal slots 20 with which the side bars of the platform are provided. The said bolt 19 is here shown as made of two sections with their inner ends oppositely screw threaded and connected together by a turn-buckle 21. It will be understood that the chute is adjustable longitudinally on the platform so that when the platform is raised the chute may be disposed at any desired elevation according to the height of the wagon or car to be loaded. It will be further understood that the earth or other material having been dumped on the platform by the scoop when the platform is raised to an inclined position as shown in Fig. 1, the earth or other material thereon passes downwardly over the delivery chute and is directed by the latter onto the car or wagon which is to be loaded.

My improved loader is extremely simple, may be operated at slight expense and is adapted when not in use to be compactly disposed so as to occupy but little space.

What is claimed is:—

1. In a loading apparatus, a pair of suitably connected sills, uprights connected therewith, a platform-carrying frame pivotally supported between the sills, a chute member slidably and adjustably connected with the platform-carrying frame, and suitably guided hoisting elements for elevating the platform-carrying frame.

2. In a loading apparatus, a base frame including suitably connected sills, uprights supported upon the sills, a frame pivotally supported between the sills and having a
5 load-carrying platform connected therewith, said frame including longitudinally slotted side rails, a chute extension slidably supported with reference to the platform and having braces engaging the inner sides of
10 the slotted frame bars, and connecting means

including oppositely screw-threaded rods extending through the braces and through the slots in the frame bars and a turn buckle connecting said rods.

In testimony whereof I affix my signature 15
in presence of two witnesses.

FREDERICK L. SIMPSON.

Witnesses:

ALF W. SWEDBERG,
CHAS. FLETCHER, Jr.