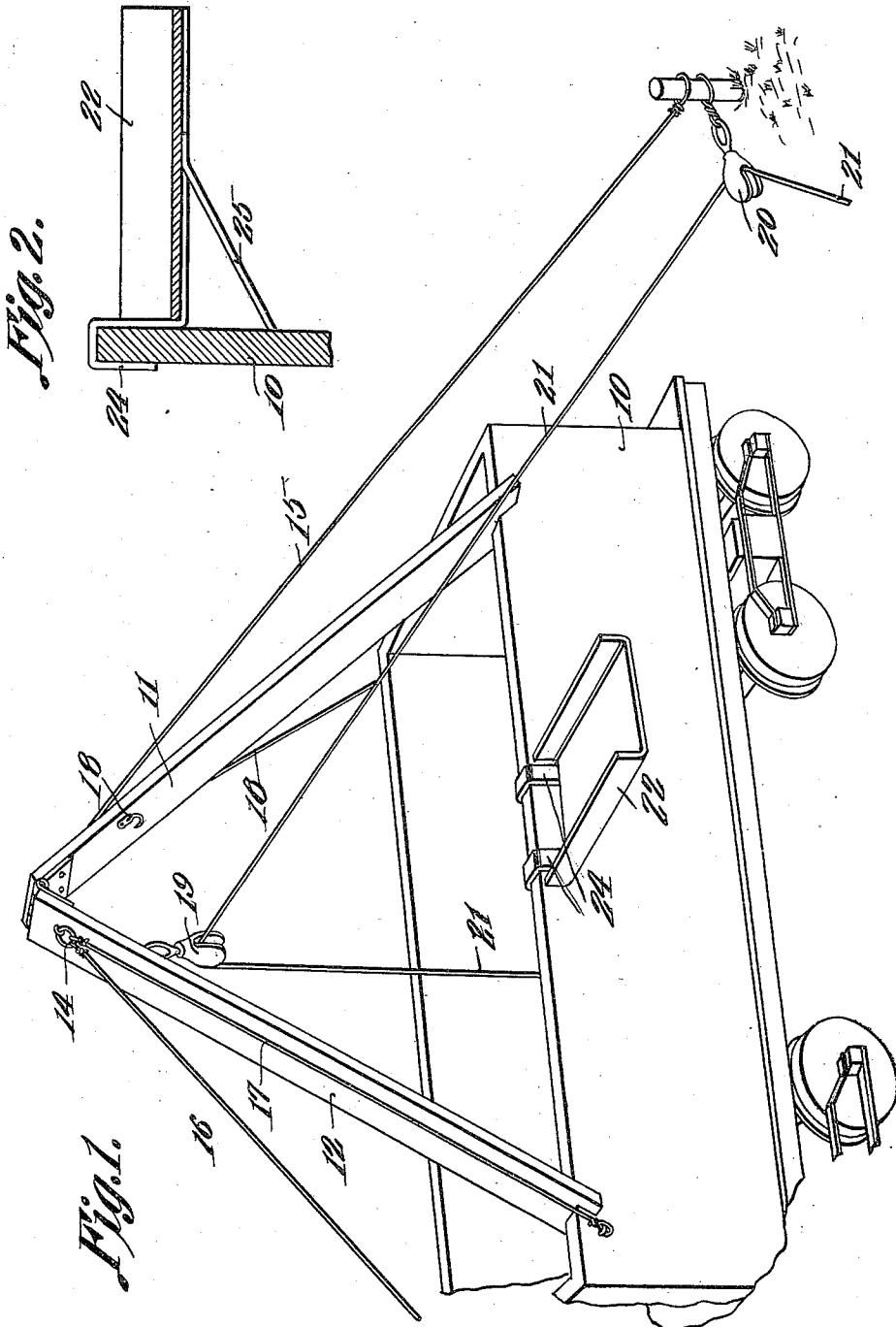


J. M. GARNER.
UNLOADING APPARATUS.
APPLICATION FILED AUG. 19, 1911.

1,014,870.

Patented Jan. 16, 1912.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES M. GARNER, OF COLUMBUS GROVE, OHIO, ASSIGNOR OF ONE-HALF TO DANIEL M. ALLEN, OF COLUMBUS GROVE, OHIO.

UNLOADING APPARATUS.

1,014,870.

Specification of Letters Patent.

Patented Jan. 16, 1912.

Application filed August 19, 1911. Serial No. 645,018.

To all whom it may concern:

Be it known that I, JAMES M. GARNER, a citizen of the United States, residing at Columbus Grove, in the county of Putnam and State of Ohio, have invented a new and useful Unloading Apparatus, of which the following is a specification.

This invention relates to improvements in scoop and hoist unloading mechanism.

The primary object of the present invention is to provide simple and efficient means for removing material such as grain, gravel, coal and the like from cars and loading the same into wagons or adjacent cars.

A further object of the invention is to provide an unloading mechanism which may be readily and economically constructed and may be quickly positioned on the car without injury to the car or without the necessity of a specially constructed car.

In the drawings: Figure 1 is a perspective view of the apparatus, and Fig. 2 a sectional view of the trough which receives the material.

In the drawings 10 designates the car which is of the usual construction. The hoisting support consists of the hingedly connected beams 11 and 12, the free ends of which are bifurcated to straddle the side wall of the car. Secured to each of the members 11 and 12 at points adjacent their hinge joints are the rings 14 to each of which a plurality of guy ropes 16 and 17 are secured. The guy ropes 16 and 17 of the uprights 12 are secured to either side of the car and the guy rope 15 of the beam 11 is also secured to the car. The guy rope 16, which is secured to the beam 12 is secured to a stake which is driven at a point adjacent the car. Each of the uprights 11 and 12 is provided with a hanger 18 at points adjacent the hinge connection. These hangers support a pulley 19. A second pulley 20 is secured to the stake to which the guy wire 17 of the beam 12 is secured. A cable passes over said pulleys and to said cable

is secured a scoop, (not shown), by means of which the material is taken from the car. The scoop is loaded, and the cable 21 is drawn, said cable being drawn either by power or by hand, depending upon the material which is being handled, the scoop being raised out of the car at a point adjacent a trough or chute 22 which is supported on the side wall of the car by the L-shaped hangers 24, its base portion being supported by an arm 25. The material is deposited within the chute and the same thence conducted to the adjacent vehicle. It is noted that the trough 22 may be disposed at an angle to the car, and the material allowed to travel by its own weight to the receiving vehicle.

The many advantages of an unloading device of this character will be apparent as it will be noted that the entire structure may be readily and conveniently set up, said structure being economical to manufacture.

The peculiar arrangement of the guy ropes, effectually supports the uprights 11 and 12 thus making a rigid support for the pulley 19.

What is claimed is:—

In an unloading mechanism for vehicle, a tackle support formed of hingedly connected members, the free ends of which are bifurcated to embrace the side walls of a vehicle, and a plurality of guys secured to each of said members at points adjacent their connected ends, the guys of one of said members being secured to either side wall of the vehicle, one of the guys of the other member being secured to the vehicle, the other of said guys being secured at a point remote from the vehicle.

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

JAMES M. GARNER.

Witnesses:

G. W. CORE,
ALTA EVANS.