M. FEENEY.

RAIL LOADER.

APPLICATION FILED MAY 20, 1912.

1,037,226.

Patented Sept. 3, 1912.

2 SHEETS—SHEET 1.

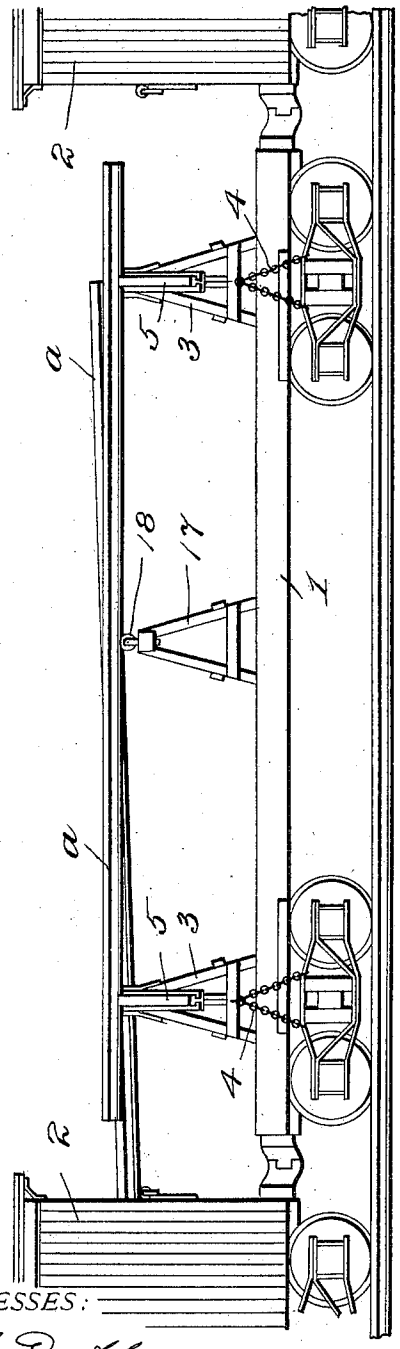

Fig. 1.

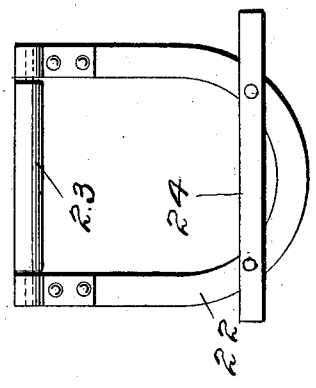

Fig. 7.

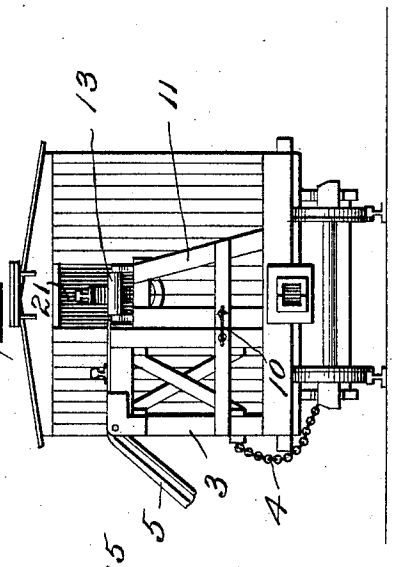

Fig. 2.

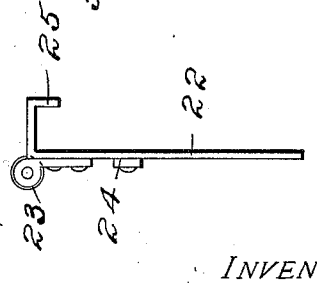

Fig. 8.

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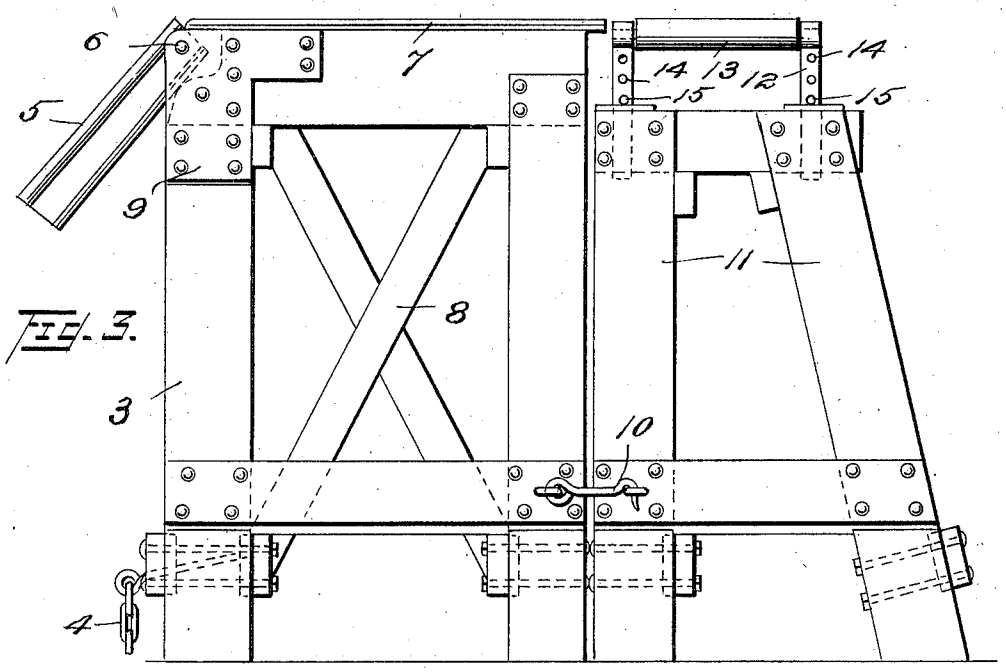

Fig. 3.

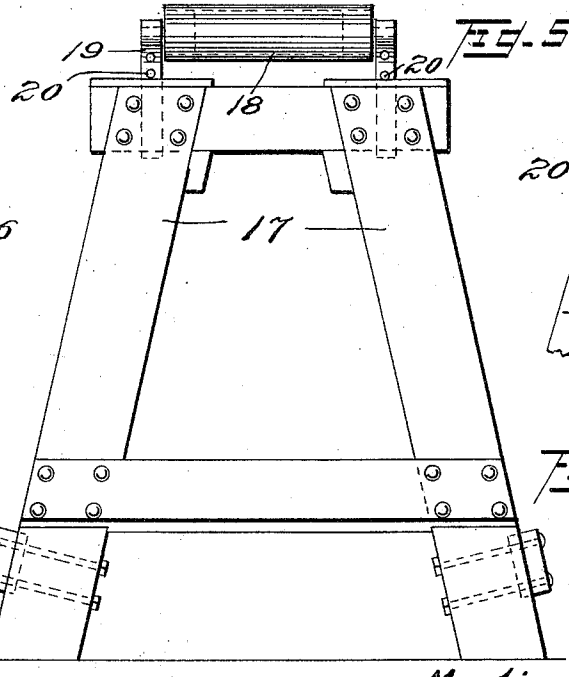

Fig. 5.

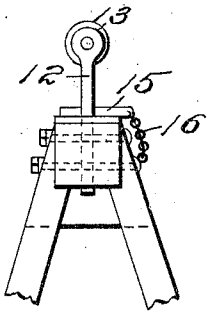

Fig. 4.

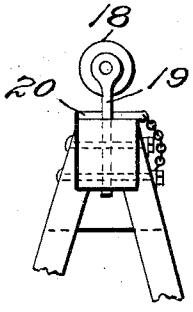

Fig. 6.

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RAIL-LOADER.

1,037,226. Specification of Letters Patent. Patented Sept. 3, 1912.

Application filed May 20, 1912. Serial No. 698,592.

To all whom it may concern:

Be it known that I, MARTIN FEENEY, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Rail-Loaders, of which the following is a specification.

This invention relates to rail loaders designed for the purpose of loading railway rails into box cars, and one of the principal objects of the invention is to provide reliable and efficient means for skidding the rails from a pile at the side of the cars in position to be moved endwise through a door in the end of a car.

Another object of the invention is to provide means for quickly handling rails and loading them onto box cars.

These and other objects may be attained by means of the construction illustrated in the accompanying drawings, in which,

Figure 1 is a side elevation of a rail loader made in accordance with my invention, said loader being mounted upon a platform car coupled to a box car at each end, said box cars being shown broken away; Fig. 2 is an elevation looking at one end of the platform car with the loader mounted thereon; Fig. 3 is a side elevation of one of the end supporting trestles and skid and an attached roller support connected thereto; Fig. 4 is a detail elevation of the upper end of the roller support showing the manner of adjusting the roller brackets; Fig. 5 is a view in elevation of the central roller support and roller; Fig. 6 is a detail elevation of the upper end of the roller support showing the manner of adjusting the roller brackets; Fig. 7 is a plan view of a bracket having a roller mounted therein, said bracket designed to be secured in the opening in the end of the box cars; Fig. 8 is an edge view of the same.

Referring to the drawings, the numeral 1 designates a platform car of the usual or any suitable type, and 2 are box cars preferably coupled to the platform car 1. Mounted on the platform car are trestles or skid supports 3. These trestles are connected by means of chains 4 to the platform truck for preventing the trestles from moving during the loading of the cars. An inclined skid or rail 5 is bolted at 6 to the trestle 3. The top of the trestle 3 may be provided with a wear plate 7 and suitable cross braces 8 may be utilized for giving sufficient strength to the trestle. The skid 5 is bolted to the corner plates 9, said corner plates being bolted to the trestle 3.

Connected to each of the trestles 3 by means of a suitable latch 10 is a roller support 11, and adjustable in the upper end of the support 11 are roller brackets 12 in which roller 13 is mounted. The brackets 12 are each provided with a series of perforations 14 adapted to receive pins 15 for supporting the brackets at any adjusted vertical position, said pins 15 being connected by means of short chains 16 to the support 11.

It is to be noted that the trestles 3 and supports 11 are located near the opposite ends of the platform car 1. Mounted upon the platform car at a point nearly central thereof is a horse or trestle 17 on which is mounted a roller 18 journaled in adjustable brackets 19, said brackets being supported by means of pins 20 extending through holes in the brackets 19, as shown more clearly in Fig. 6.

The box cars 2 are each provided with end openings 21 through which the rails *a* are loaded into the car. Mounted in the openings 21 are suitable U-shaped brackets 22, in which are mounted rollers 23. The brackets 22 are provided with cross braces 24 and at the upper ends of said brackets supporting lugs or hooks 25 are provided which engage the lower edge of the opening 21 to support the brackets in said openings with the rollers 23 slightly above the lower edge of the opening so that the rails *a* will roll thereon as they are loaded into the car. It is to be noted that the rollers 23 are disposed in a horizontal plane slightly below the rollers on the trestles or supports.

The operation of my invention may be briefly described as follows:—When loading rails from a large pile the skids 5 may be comparatively short so that the rails may be engaged by suitable cables and drawn up on the skids and over the skids to the rollers 13 and 18 in line with the opening 21 in the box car. If the rails are to be loaded on the car at the left of Fig. 1, the roller 13 at that end is adjusted slightly below the plane of the roller 18, thus permitting the rails to drop at the end which is inserted into the car, and to thus aid by gravity the feeding of the rails into the car. It will be understood, of course, if the car at the right of

Fig. 1 is to be loaded, the roller 13 at that end is adjusted slightly downward and the other roller at the opposite end is adjusted to substantially the same plane as the central roller 18. After the pile has been partially loaded and it is desired to load the rails from near the ground, the short skids 5 are removed and longer skids connected to the trestles 3, said skids preferably resting on the ground at the lower ends.

From the foregoing it will be obvious that rails can be quickly loaded on box cars by means of this apparatus and that when the cars are loaded the trestles may be removed from the platform car and packed in small compass, or may be moved from place to place on the platform car for quickly loading or unloading the rails.

I claim:—

1. A rail loader comprising trestles mounted on a platform car coupled to box cars, skids connected to said trestles, roller supports connected to said trestles, said roller supports being provided with vertically adjustable rollers, and a central trestle provided with an adjustable roller.

2. In a rail loader the combination of trestles provided with skids, roller supports connected to the trestles, rollers adjustable on said supports, and brackets connected to openings in the cars, said brackets being provided with rollers.

3. In a rail loader the combination of trestles provided with skids, roller supports or trestles having adjustable rollers thereon, said trestles and supports being mounted on a platform car and coupled to box cars at opposite ends, said box cars having openings in the ends thereof and brackets provided with openings, said rollers on said brackets being below the horizontal plane of the rollers on the trestles.

4. A car loader comprising trestles mounted on a platform car, roller supports connected to said trestles, adjustable rollers mounted on said roller supports whereby one of said rollers may be adjustable vertically to incline the rails supported thereon to aid in moving the same over the rollers, a centrally disposed roller support, box cars provided with end openings and brackets provided with rollers, said brackets being supported upon the lower edge of the opening in the box car.

5. A rail loader comprising trestles adapted to be mounted on a platform car, skids connected to said trestles, a central roller support, a roller mounted on said central support, roller supports connected to the trestles, adjustable rollers on said supports, box cars in which the rails are to be loaded, said box cars having end openings, brackets provided with hooks or lugs at their upper ends adapted to engage the lower edge of the door opening and rollers mounted on the brackets.

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

MARTIN FEENEY.

Witnesses:
MARGARET M. HOIT,
SADIE B. WEST.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."