

No. 662,037.

Patented Nov. 20, 1900.

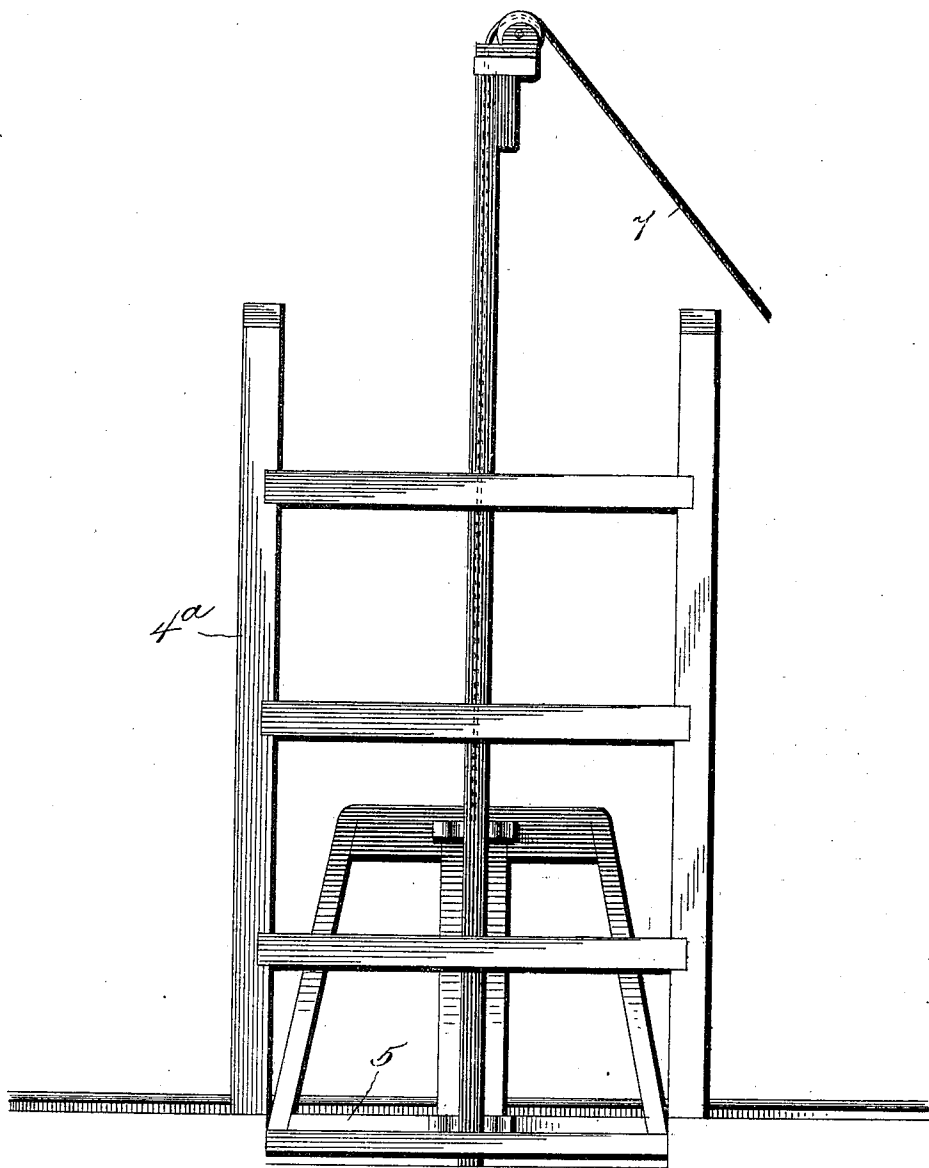
A. STREILY.
CAR LOADING APPARATUS.

(Application filed Aug. 6, 1900.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1.



Witnesses
J. L. Hochstetler
W. Perry Halpin

Inventor
Alexander Streily
by Edson Bros.,
Attorneys

No. 662,037.

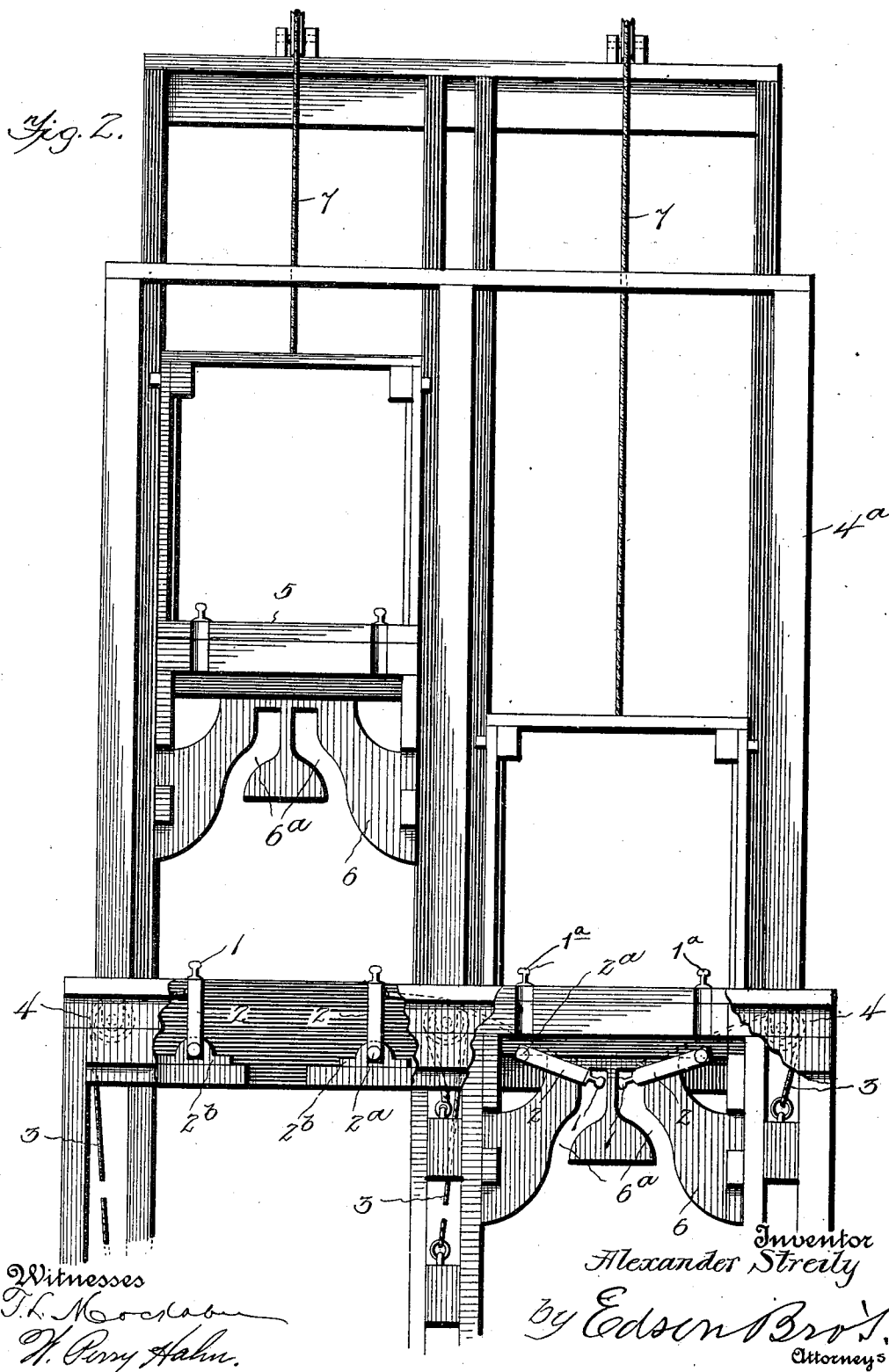
Patented Nov. 20, 1900.

A. STREILY.
CAR LOADING APPARATUS.

(Application filed Aug. 6, 1900.)

(No Model.)

3 Sheets—Sheet 2.



No. 662,037.

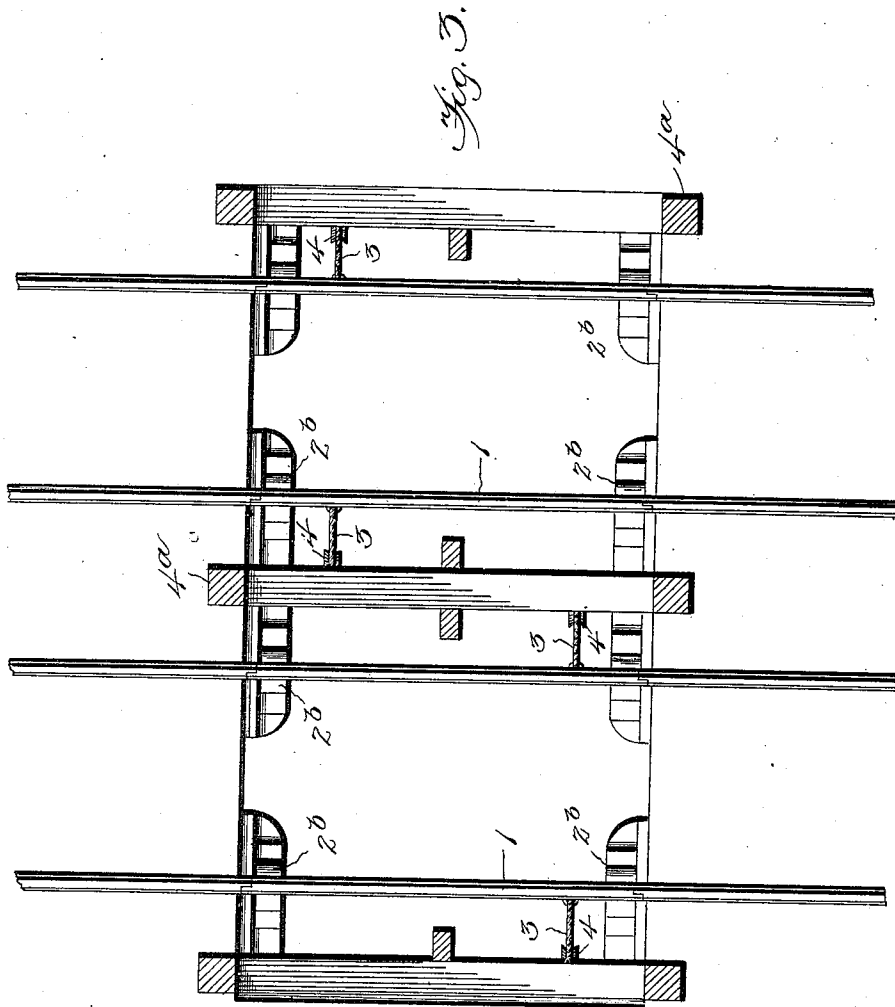
Patented Nov. 20, 1900.

A. STREILY.
CAR LOADING APPARATUS.

(Application filed Aug. 6, 1900.)

(No Model.)

3 Sheets—Sheet 3.



Witnesses

T. L. Moerslow
W. Perry Haines

Inventor

Alexander Streily

by Edson Bros.,
Attorneys

UNITED STATES PATENT OFFICE.

ALEXANDER STREILY, OF COAL BLUFF, INDIANA.

CAR-LOADING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 662,037, dated November 20, 1900.

Application filed August 6, 1900. Serial No. 26,069. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER STREILY, a citizen of the United States, residing at Coal Bluff, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Car-Loading Apparatus; 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 improvements in car-loading apparatus or devices.

It has for its object to provide for perfect safety and automatic operation of the parts, especially in running the cars into position for loading and the unloading thereof.

It consists of the combination and arrangement of parts, substantially as hereinafter more fully disclosed, and specifically pointed out by the claims.

In the embodiment of my invention reference is had to the accompanying drawings, wherein—

Figure 1 is an end elevation thereof. Fig. 2 is a side elevation. Fig. 3 is a detailed view disclosing the track-section automatically actuating or raising contrivance.

Latitude is allowed herein as to details, as they may be changed according to circumstances without departing from the spirit of my invention and the same yet remain intact and be protected.

In the drawings, 1 refers to a track-section suitably arranged or disposed in what is termed a "sump" and connecting with an underground railway or track. The rails of said track-section are each suitably secured upon a bed-piece or bracket 2, with its ends trunnioned, as at 2^a, and the trunnions bearing in sockets 2^b to permit said rails to be depressed laterally inward, as indicated in Fig. 2 in the drawings. These rails, with their brackets or bed-pieces, are automatically returned to their normal upright positions after depression by weighted ropes or cables 3, secured to said brackets or bed-pieces and passed over pulleys 4, suitably supported in position, as shown or otherwise, or this may be effected by the use of springs, as well understood, not necessary here to show. Over this sump is erected an upright framework or

guide 4^a of suitable construction, and adapted to slide or travel up and down thereof is a "cage" or platform 5, with the peculiarly-constructed casting or cam device 6 secured to its under side, having oppositely-inclined slots 6^a in its lower edge for engaging and depressing the track-section rails when said platform or cage is lowered, so as to effect the alinement of its rails 1^a with the underground rails or track, as shown, to permit the running of a car after loading upon said platform ready for raising or elevation with the loaded car to the next level or surface, as required. A suitable hoisting tackle or cable 7, connected to said cage or platform 5 and passing or rove over pulleys hung in the upright framework 4^a, is adapted to be manipulated by horse-power or motor for raising or elevating the cage or platform bearing the loaded car.

The pivoted or trunnioned track-section rails are adapted to form a half-and-half joint with the railway-rails, as shown, to effectually arrest the lateral movement of said track-section rails as they rise to their normal position when the cage or platform is elevated. Any other suitable form of stop, however, may be provided for the purpose.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In apparatus of the character described, the track-section pivoted or trunnioned rails and a platform or cage provided with a cam device adapted to engage and depress said rails, substantially as set forth.

2. In apparatus of the character described, the track-section pivoted or trunnioned rails, a platform or cage having a cam device adapted to engage said rails and depress them, and means for automatically restoring or returning said rails to their normal upright position, substantially as set forth.

3. In apparatus of the character described, the track-section pivoted or trunnioned rails, a cage or platform having a cam device provided with oppositely-inclined slots in its lower edge, adapted to engage said rails, and means to automatically return said rails to their normal upright position, substantially as and for the purpose specified.

4. In apparatus of the character described,

the combination of an upright frame or guide, equipped with hoisting rope or tackle, a track-section having the brackets or bed-pieces of its rails trunnioned or pivoted in position, a
5 cage or platform manipulated along said guide or frame by said rope or tackle, and provided with a cam device upon its under side, adapted to engage and depress said rails, and means adapted to automatically return
10 said rails to their normal upright position after depression, substantially as set forth.

5. In apparatus of the character described,

the track-section pivoted or trunnioned rails, a platform or cage having a cam device adapted to engage said rails and depress them, and 15 weighted ropes passed over pulleys and connected to said rails, substantially as set forth.

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

ALEXANDER STREILY.

Witnesses:

ARTHUR H. RATCLIFFE,
ROBERT W. COFFEY.