

(No Model.)

2 Sheets—Sheet 1.

A. L. SLAWSON.
WAGON LOADING MACHINE.

No. 311,926.

Patented Feb. 10, 1885.

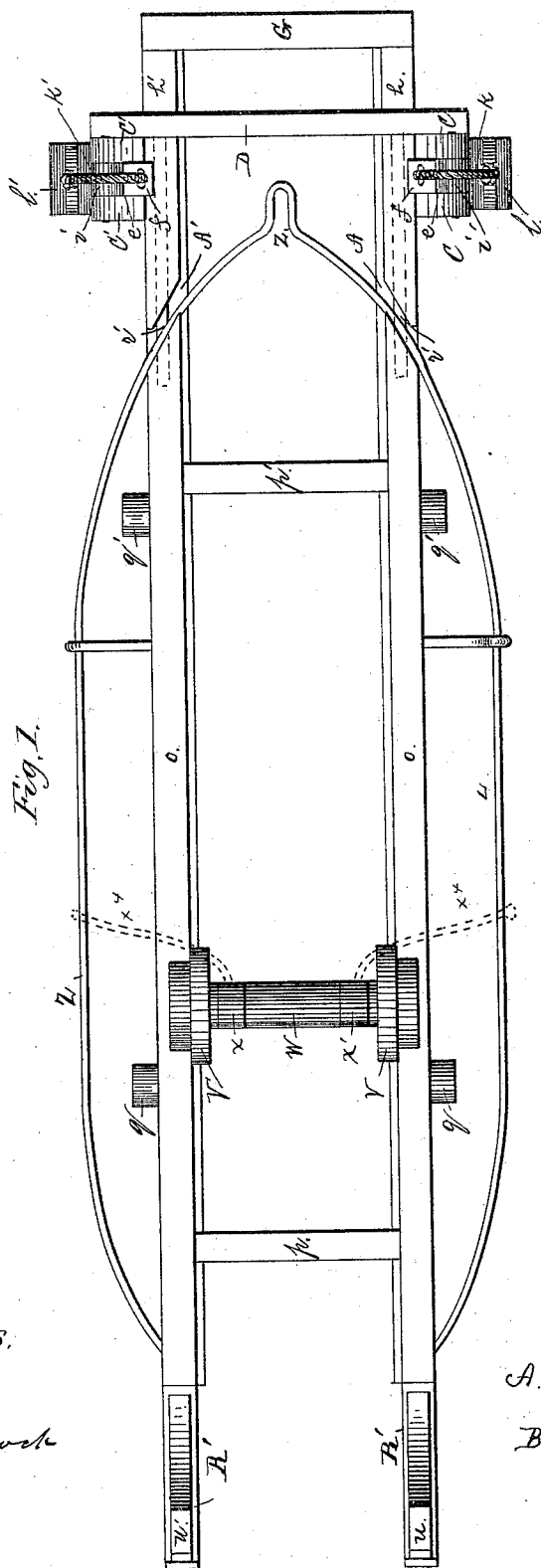


Fig. 1.

Witnesses:

C. K. Trevitt.

W. C. Mendenhall.

Inventor:

A. L. Slawson

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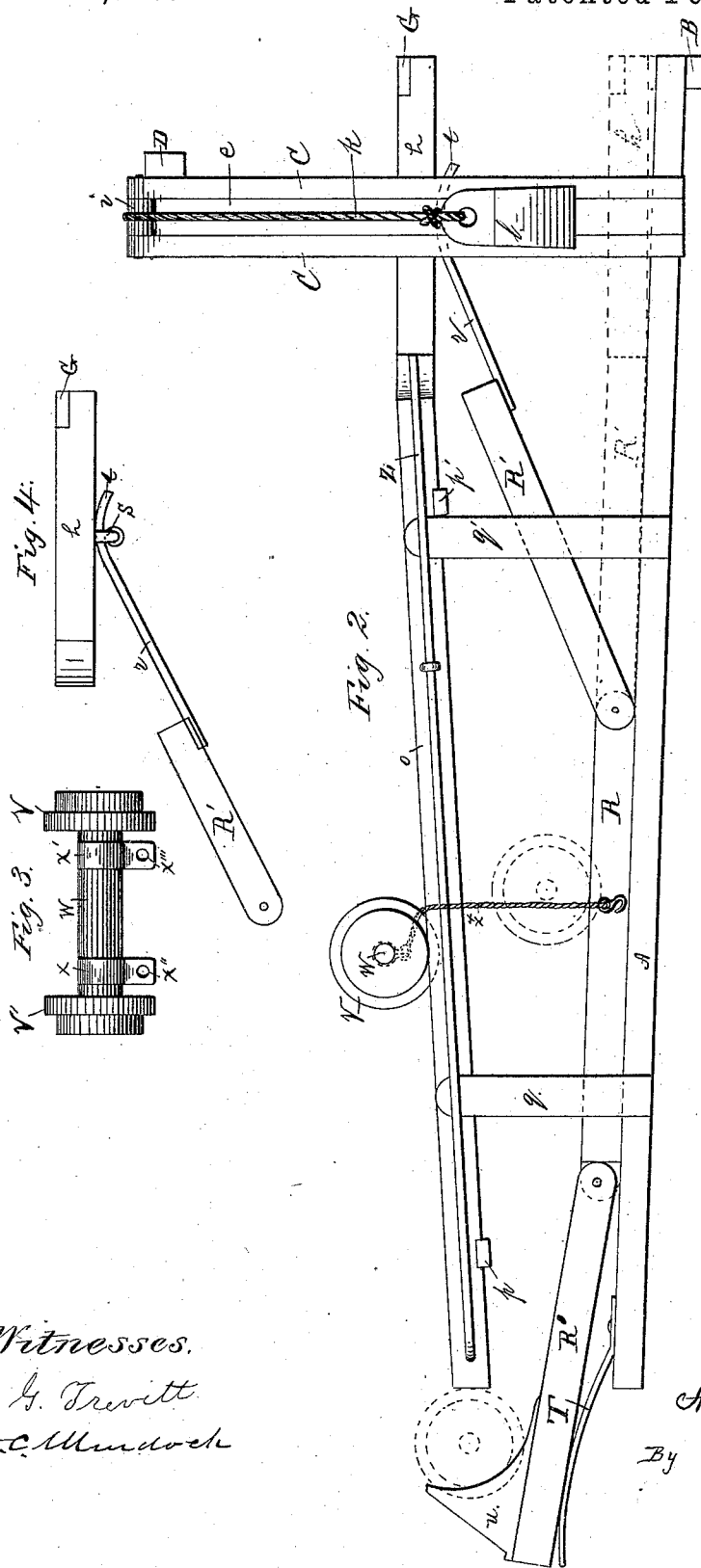
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A. L. SLAWSON.
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Witnesses,
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W. C. Muddoch

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UNITED STATES PATENT OFFICE.

AMSEY LOCKWOOD SLAWSON, OF NEW ORLEANS, LOUISIANA.

WAGON-LOADING MACHINE.

SPECIFICATION forming part of Letters Patent No. 311,926, dated February 10, 1885.

Application filed June 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, AMSEY LOCKWOOD SLAWSON, a citizen of the United States, and a resident of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Wagon-Loading Machines; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

This invention is intended as a labor-saving machine; and it provides for conveying material for a limited distance and delivering the same on wagons ready for transportation. It is more especially intended for use in loading wagons with bales of cotton by conveying the same thereto from the baling presses or compresses, as will be hereinafter described.

On the drawings, Figure 1 is a plan or top view of the machine. Fig. 2 is a side elevation thereof. Fig. 3 is a detailed view showing a pair of wheels for operating on the rails of the machine and conveying the material from one end to the other thereof; and Fig. 4 is a side view of the elevator-platform, with a section of lower rail leading thereto.

A A' are a pair of longitudinal base-timbers, which are connected at one end by a cross-tie, B, near which is erected an elevator composed of two uprights, C C', the lower ends of which are secured to the aforesaid base-timbers, while their upper ends are connected by a cross beam or tie, D. The inner edges of the uprights are provided with guides e, in which operate the projecting slides f of the elevator-platform, the latter composed of two side pieces or rails, h h', with a connecting bar or tie at their outer ends, as shown at G.

In the upper end of each upright C C' is journaled a loose pulley or wheel, i i', over which operate the ropes k k', by which the platform is suspended, the inner ends of these ropes being connected with the slides of the platform, and their outer ends having weights l l' secured thereto, for bringing or assisting in bringing the platform to its uppermost position on a line with the upper rails of the machine. The aforesaid upper rails are marked o o, and the cross-ties to same p p'. These rails are supported at an incline by uprights

q q', the lower ends of which are secured to the base-timbers, as shown.

Secured directly to base-timbers, or to intermediate blocks or props, with an incline in the opposite direction to that of the upper rails and at the same gage thereof, are a pair of lower rails, R, each divided into sections, with their end sections, R', pivoted to the central or main portions, so as to operate as hereinafter described. The free or movable ends of the inner sections, R', of the rails R are provided with projecting bars r, of sufficient length to extend under and beyond the center of the elevator. The side rails of the latter are provided with stirrups or brackets s, having friction-rollers thereon to receive the outer ends of the aforesaid bars, the said ends being curved, as shown at t, so as to prevent any wedging or jamming at the said point during the operation of the machine.

At the opposite or outer ends of the rails R are the pivoted sections R'', the free ends of which are held in a raised position by springs T. The upper surfaces of these sections are provided with raised projections or stops u u', the object of which will be presently explained.

V V' are a pair of wheels which are adapted to operate on the rails above referred to. These wheels are provided with an axle, w, upon which are journaled a pair of boxes, x x', having lugs or projections x'' x'', from which are suspended, by means of chains or ropes and suitable hooks, the articles to be transported.

Z is a wire guard, which is bent in or about the form shown in Fig. 1, and secured to the sides of the upper rails by means of outwardly-projecting arms or brackets, as shown. This guard serves to guide the suspended ropes x' of the wheel-axle along the outer edge of the upper rails as the wheels move along the same.

In the operation of this invention the discharge end, or end at which the elevator is located, is placed on a frame of any desired kind, under which the wagon can be driven or backed, and the receiving end of the machine is supported, by means of props, legs, or in any other suitable manner, in front of the baling press or compress, in order that the two sets of rails may have about the same inclination, but of course in opposite directions. The wheels are run down on the upper rails until stopped

by the projections of the sections R'', where they are held until the bale is secured to the ropes α^4 , when the said bale is tossed off the lower platen of the press, (or a platform between the press and machine,) so that its weight, added to that of the wheels, shall cause the springs T to yield to such an extent as to allow the said wheels to drop to the lower rails, the inclinations of which are sufficient to carry them onward to the elevator, the latter being brought down to a level with same by the yielding of the springs to the weight of the wheels and load supported thereby.

The bale, having been brought to or immediately above the wagon, is next released from the wheels or cords suspended therefrom, when, by reason of the weights $\lambda\lambda'$, the platform, with wheels, is elevated to the line of the upper rails, ready to be sent down the latter to the starting-point for renewed operation.

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

1. In combination with rails R α and elevator, as described, the sections R', adapted to

connect with the platform of the elevator, substantially as and for the purpose set forth.

2. In combination with the rails R and α , the pivoted sections R'', provided with stop r , and the springs T, substantially as and for the purpose set forth.

3. The wire guard Z, adapted to guide the carrying-ropes of the transporting-wheels to the outer sides of the rails, substantially as described.

4. The herein-described machine, composed of a pair of upper and lower inclined rails, the latter having a clear space between the same, and the former connected with each other by cross-ties and provided with outer guards, as set forth, in combination with pivoted sections R' R'' and an elevator, adapted to operate substantially as and for the purpose specified.

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

AMSEY LOCKWOOD SLAWSON.

Witnesses:

WM. J. ENNIS,
J. N. MÜLLER.