

No. 763,779.

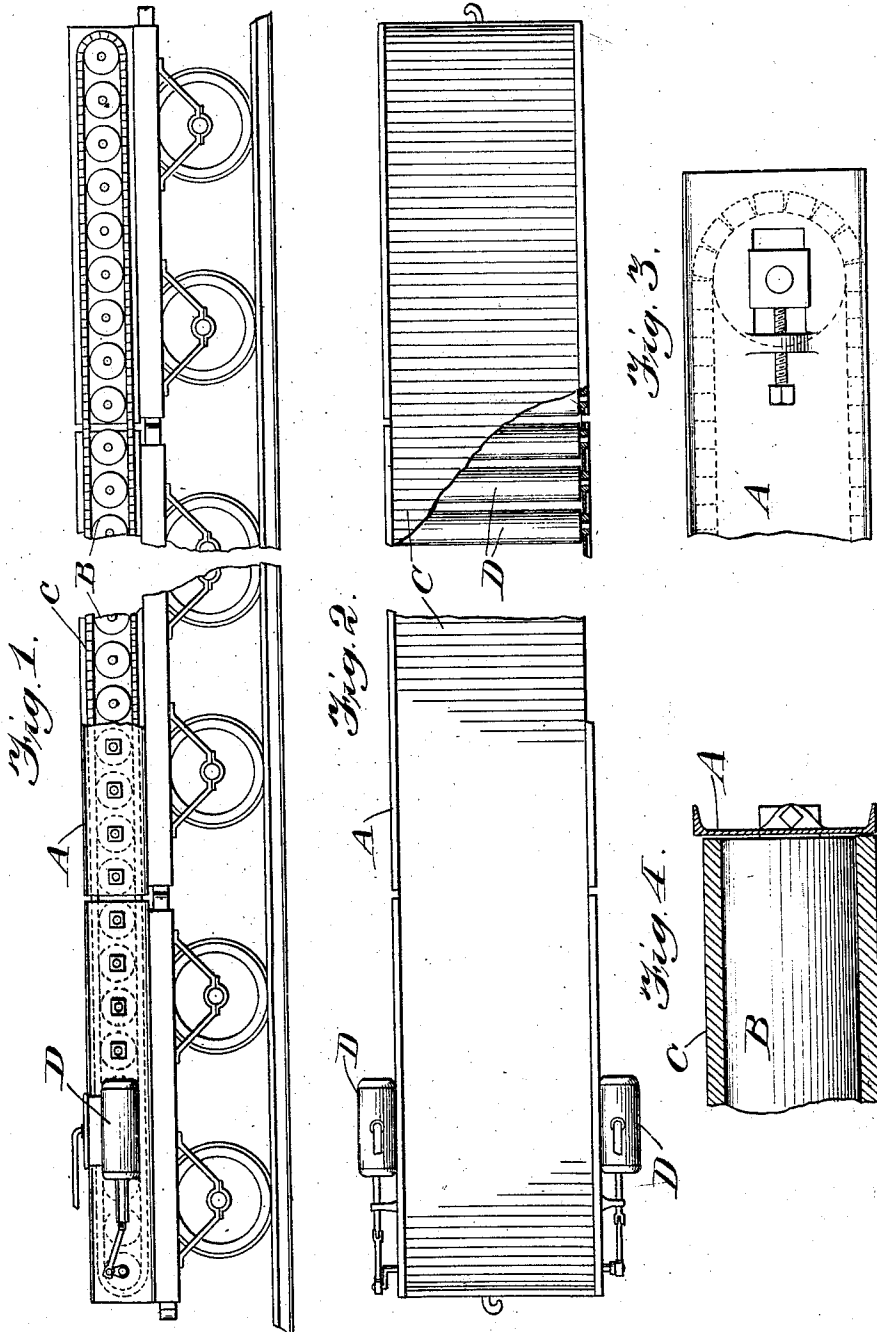
PATENTED JUNE 28, 1904.

J. A. McMANUS.

DEVICE FOR LOADING OR UNLOADING TRAINS OF CARS.

APPLICATION FILED OCT. 9, 1903.

NO MODEL.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN A. McMANUS, OF PHILADELPHIA, PENNSYLVANIA.

DEVICE FOR LOADING OR UNLOADING TRAINS OF CARS.

SPECIFICATION forming part of Letters Patent No. 763,779, dated June 28, 1904.

Application filed October 9, 1903. Serial No. 176,395. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. McMANUS, a citizen of the United States, residing at Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented a certain new and useful Improvement in Devices for Loading or Unloading Trains of Cars, of which the following is a specification.

My invention relates to a new and useful improvement in a device for loading and unloading a train of cars, and has for its object to provide means whereby a whole train of cars may be loaded from one given point without moving the train and unloaded in the same manner.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of three cars, showing my improvement applied thereto, a portion being shown in section. Fig. 2 is a plan view of Fig. 1. Fig. 3 is a side elevation of the rear end of the conveyer. Fig. 4 is a sectional view through one side of the conveyer.

My invention is adapted particularly to railroad construction-trains, and it is a well-known fact that in order to load an ordinary train of cars from one given point it is necessary to either move the train forward or backward as each car is loaded and also to do the same in unloading. My invention overcomes this disadvantage by providing an endless belt or conveyer extending from one end of the train to the other, which may be moved by suitable motor or motors for loading or unloading the train.

In the drawings, A represents channel-bars extending along each side of the cars, and in these channel-bars are journaled at each end rollers B, upon which rests the upper run of the endless belt or conveyer C. The lower

run of the belt is of course between the rollers and the cars. This belt or conveyer C may be made in any suitable manner so as to allow the train to round a curve. In the drawings I have shown it made of slats, and there would be enough play between the slats to allow for the curvature. This endless belt or conveyer C is driven at the forward end by any suitable motors, (represented at D;) but preferably the motors would be steam and operated from the steam-pipe extending from the locomotive. It will thus be seen that by properly moving the belt or conveyer C the entire train could be loaded from the rear end, and by reversing the movement of the belt the train could be unloaded at the rear end.

I have shown this device in the drawings in its simplest and crudest form, and it could be made in any manner desired. The conveyer could be composed of slats, as shown, or a link belt could be used composed of section buckets or platforms or made in any other manner desired, and it would not be necessary to provide rollers from which the conveyer extends, as it could rest on a solid surface, if so desired; but the rollers would probably be preferable, as they would do away with considerable friction.

I have not gone into details in the construction of this apparatus, as I wish to claim, broadly, the idea of providing an endless conveyer extending from one end of the train to the other. Therefore I do not wish to be limited to the exact construction here shown, as modifications could be made without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful is—

1. Means for loading and unloading a train comprising a plurality of cars, consisting of an endless belt or conveyer extending longitudinally of the train from one end to the other, and means for moving this belt longitudinally, as and for the purpose specified.

2. In a train loading and unloading device, an endless belt or conveyer extending longitudinally of the train from one end to the other, rollers located at each end of the train around which the belt or conveyer passes,

suitable motor or motors located at the forward end of the train and adapted to revolve the forward roller, and idle rollers journaled transversely of the cars upon which the upper run of the belt or conveyer rests, as and for the purpose specified.

In testimony whereof I have hereunto af-

fixed my signature in the presence of two subscribing witnesses.

JOHN A. McMANUS.

Witnesses:

MARY E. HAMER,

L. W. MORRISON.