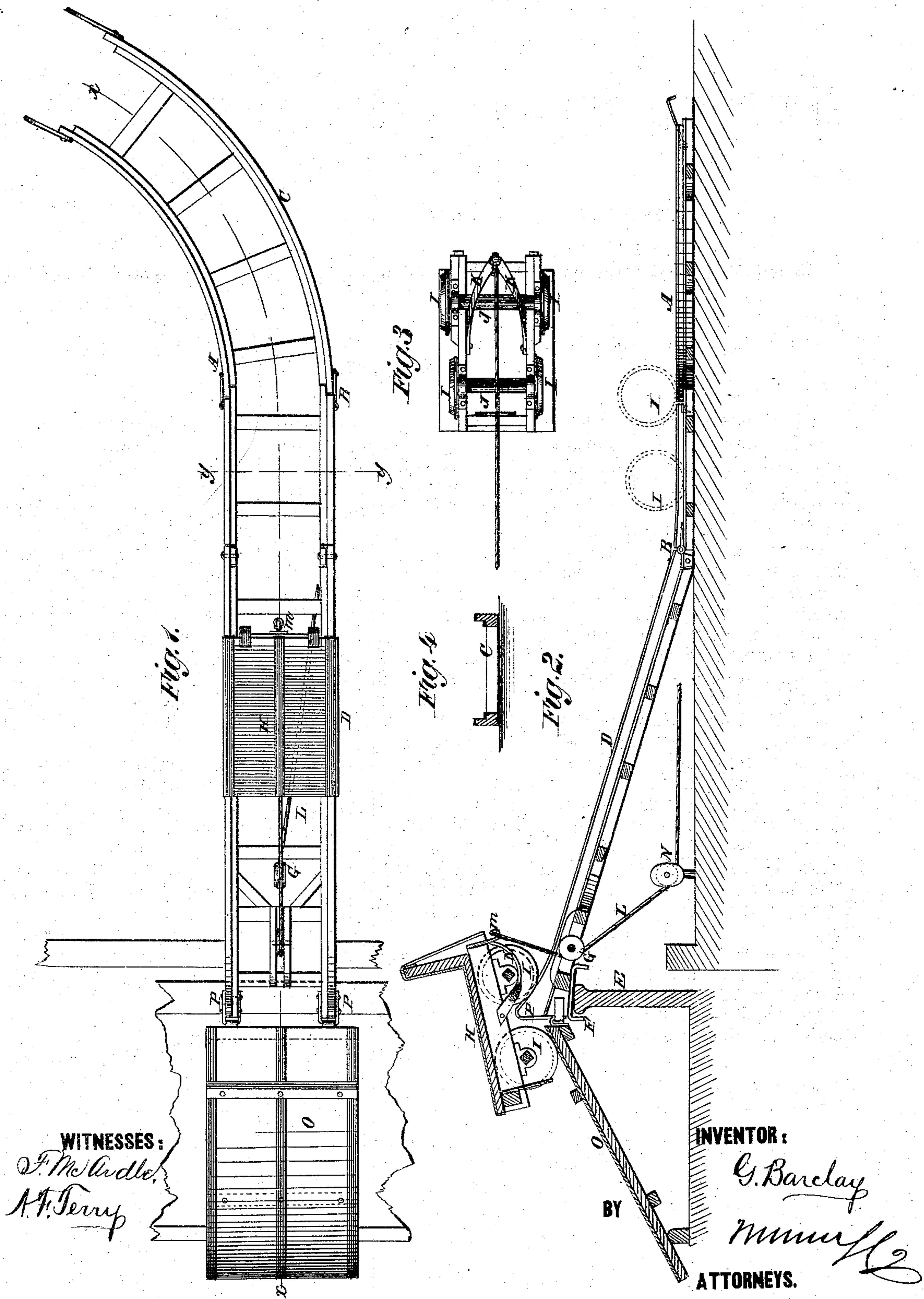


G. BARCLAY.

Apparatus for Loading Cars and Vessels.

No. 156,903.

Patented Nov. 17, 1874.



UNITED STATES PATENT OFFICE.

GEORGE BARCLAY, OF FAYETTE, MICHIGAN.

IMPROVEMENT IN APPARATUS FOR LOADING CARS AND VESSELS.

Specification forming part of Letters Patent No. **156,903**, dated November 17, 1874; application filed September 5, 1874.

To all whom it may concern:

Be it known that I, GEORGE BARCLAY, of Fayette, Delta county, Michigan, have invented a new and useful Improvement in Apparatus for Loading Cars and Vessels, of which the following is a specification:

The invention will first be described, and then pointed out in the claims.

Figure 1 is a plan view. Fig. 2 is a longitudinal section taken on the line *x x*. Fig. 3 is a plan view of the car; and Fig. 4 is a cross-section of Fig. 1, taken on the line *y y*.

Similar letters of reference indicate corresponding parts.

A is the track, constructed in any desirable manner, in two or more parts, jointed together, as seen at B. One part of this track, C, rests upon the dock or yard. The other portion, D, is raised from the joint B, to serve as an inclined plane to the car or gunwale E of the vessel. F are clutches attached to the under side of the track, which rest on the gunwale and prevent the track from slipping off. G is a pulley fixed in the middle of the track-frame. H is the freight truck or carriage. I are the wheels, which are rigidly attached to the axles J J. K represents stays on the under side of the track. L is a rope attached to the truck at the point M. This rope extends from the truck around the pulley G, and

from thence under the snatch-block N, which block is attached to the dock or yard, and then the rope extends horizontally, to allow a horse or other power to be attached for elevating. O is a platform, on which the loading is dumped and conveyed away.

In carrying the freight up the inclined plane D, the forward wheels run from the machine onto the platform O, as seen in Fig. 2, while the raised or curved portion of the track P prevents the rear wheels from following. When the truck reaches the position seen in Fig. 2 the rope ceases to draw it forward, and after it is discharged the rope will tip down the back end to allow the forward wheels to regain the track.

The truck may be provided with side-boards when grain or similar articles are to be loaded.

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

1. The clutch F on the top of post E, and under the upper end of track D, as and for the purpose set forth.

2. A track, D, having the inwardly-concaved head P, as and for the purpose specified.

GEORGE BARCLAY.

Witnesses:

MURDO MUNRO,
MATH. WILTSEHKO.