

No. 751,359.

PATENTED FEB. 2, 1904.

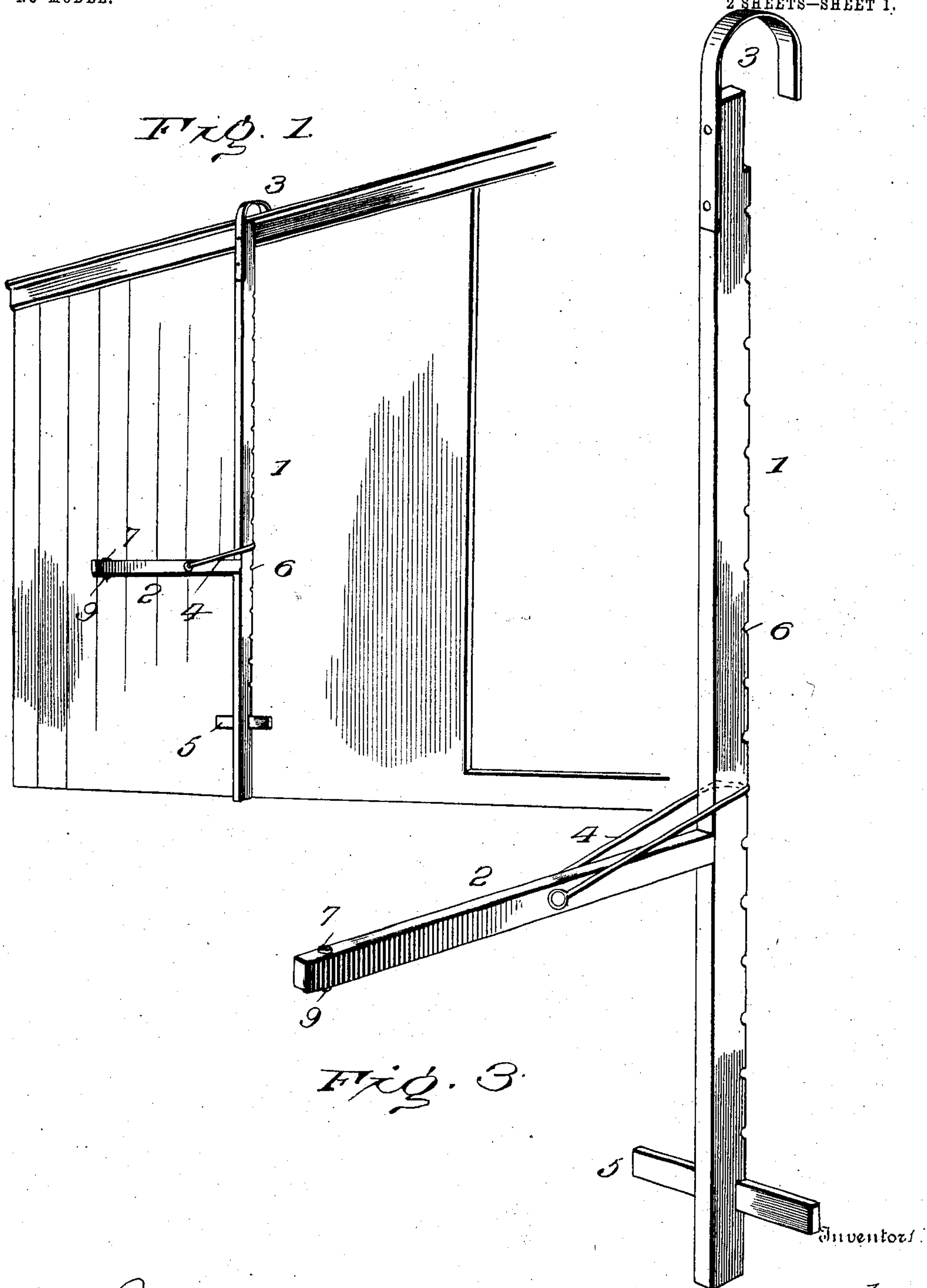
H. S. STRONACH & D. W. ROSS.

CAR LOADER.

APPLICATION FILED JULY 10, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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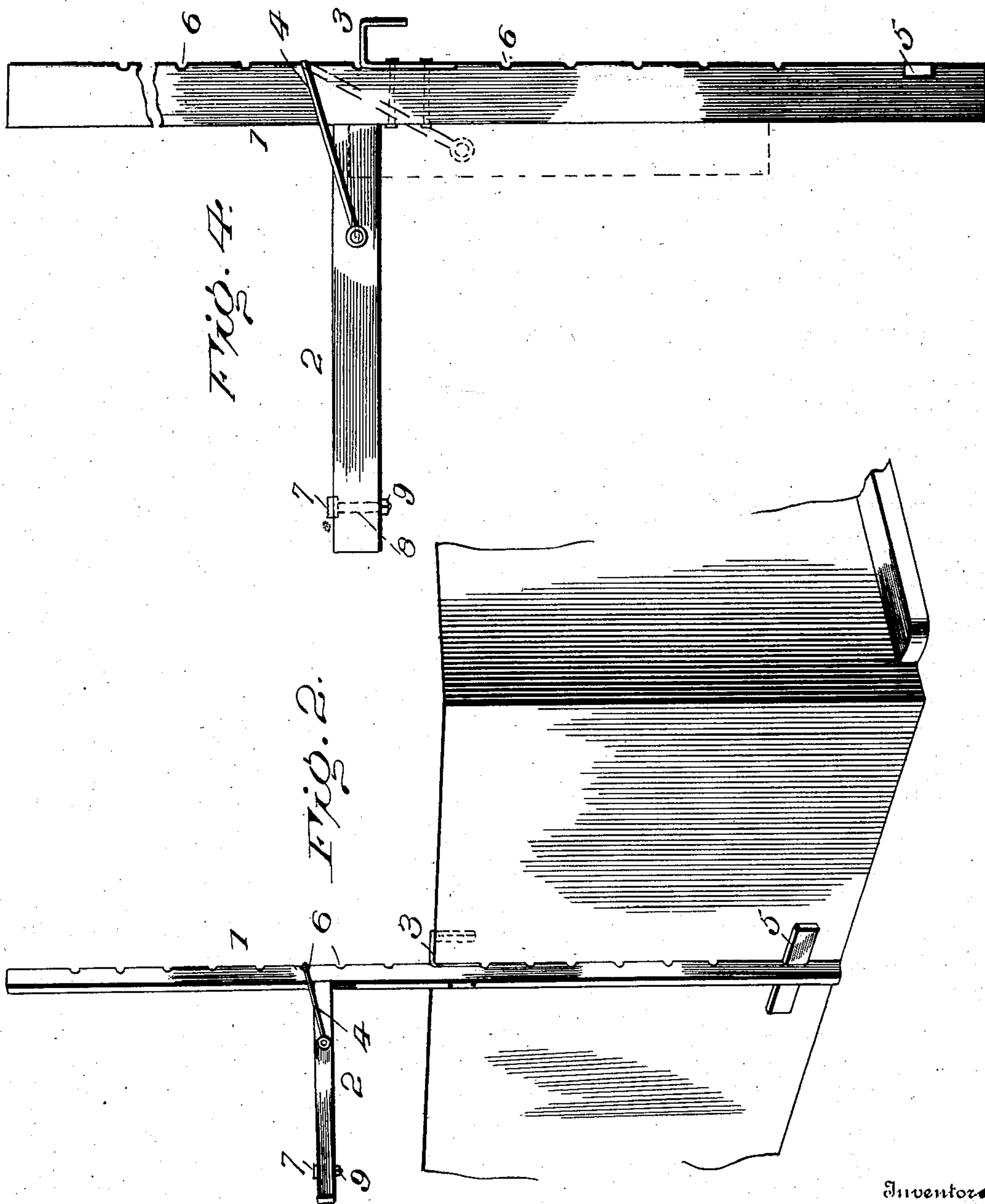
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UNITED STATES PATENT OFFICE.

HARRY S. STRONACH AND DONALD W. ROSS, OF MARINETTE,
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CAR-LOADER.

SPECIFICATION forming part of Letters Patent No. 751,359, dated February 2, 1904.

Application filed July 10, 1903. Serial No. 165,025. (No model.)

To all whom it may concern:

Be it known that we, HARRY S. STRONACH and DONALD W. ROSS, citizens of the United States, residing at Marinette, in the county of Marinette and State of Wisconsin, have invented certain new and useful Improvements in Car-Loaders, of which the following is a specification.

This invention has for its object to facilitate loading and unloading of cars and handling such merchandise as lumber, whereby one man only is required either upon the wagon or the car.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the application of the invention to a box-car. Fig. 2 is a view similar to Fig. 1, showing the invention applied to a gondola. Fig. 3 is a perspective view of the form of loader shown in Fig. 1. Fig. 4 is a side elevation of the loader shown in Fig. 2, the dotted lines illustrating the position of the arm when folded against the bar.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The loader comprises, essentially, four parts—namely, the bar 1, arm 2, attaching-hook 3, and trip or clevis 4, the latter admitting of adjustment of the arm 2 upon the bar 1 to adapt the same to the elevation of the load. A cross-piece 5 is applied to the lower end of the bar 1 and is designed to brace the same against turning when swinging the lumber laterally after being poised upon the frame 2. The cross-piece 5 may be of any determinate length, and is preferably let into a mortise of the bar 1, so as to come flush with the

rear side thereof, thereby permitting the bar to lie close against the side of the car, so as to be braced thereby throughout its length. The attaching-hook 3 may be applied to the upper end of the bar 1 or connected thereto at any point between its ends, according to the specific use thereof. As shown in Figs. 1 and 3, the attaching-hook is rigidly secured to the upper end of the bar, so as to engage over the eaves of a box-car. In the form shown in Figs. 2 and 4 the attaching-hook is applied to the bar 1 intermediate of its ends, so as to engage over the topmost slat or upper edge of a car of the gondola type. A series of transverse notches 6 are provided in the rear side of the bar 1 to enable positive connection of the clip or clevis 4 with said bar, so as to obviate possible slipping.

The arm 2 may be of any length and its inner end is square, so as to abut against the outer side of the bar 1. The clip or clevis 4 is pivoted to the arm 2 a short distance from its inner end and the closed end of the clip or clevis is adapted to enter any one of the transverse notches 6 and fix the position of the arm and prevent casual slipping thereof. The clip or clevis is of such length and connected to the arm 2 in such a manner as to admit of the clevis inclining slightly outward and downward from its rear end and allowing for disengagement of the rear end of the clevis from the notch 6 by moving the arm so that it and the clevis will aline, as will be readily comprehended. When the clevis has been moved to a position at a right angle to the length of the bar 1 and its rear end disengaged from the notch 6, the arm 2 may be moved upon the bar 1 to any desired position, after which the arm is secured by inclining the clevis downward at its outer end, thereby drawing its rear end into the registering notch 6. When the loader is not required for use, the arm 2 may be folded against the bar 1, as shown most clearly by the dotted lines in Fig. 4, the clevis forming the suspending means and the weight of the arm holding the rear end of the clevis within the notch receiving the same.

A rest is applied to the outer end of the arm 2 and is adapted to turn therein. This rest

consists of a head 7 and shank 8, the latter being mounted in a vertical opening near the outer end of the arm 2, so as to turn therein. A nut 9 or like device is applied to the lower
5 end of the stem 8 to prevent loss or displacement of the rest. The upper end of the head 7 is roughened or toothed, so as to make positive engagement with the lumber and prevent slipping thereof when manipulating the same
10 in the loading or unloading thereof.

Having thus described the invention, what is claimed as new is—

The herein-described loader comprising a
15 bar having a series of notches along its rear side, a cross-piece let into the rear side of the

bar near its lower end, a hook secured to the bar for suspending it from the car, an arm, a clevis having pivotal connection with said arm and adapted to embrace the bar and to have its closed end enter any one of the transverse notches thereof, and a rest applied to the outer end of the arm and adapted to turn therein, substantially as set forth. 20

In testimony whereof we affix our signatures in presence of two witnesses.

HARRY S. STRONACH. [L. S.]

DONALD W. ROSS. [L. S.]

Witnesses:

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