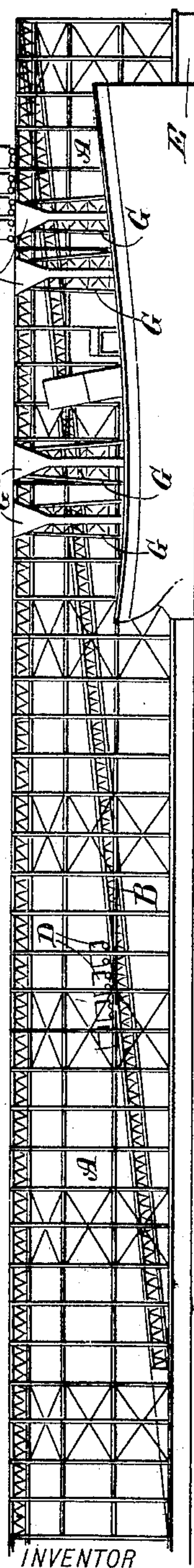
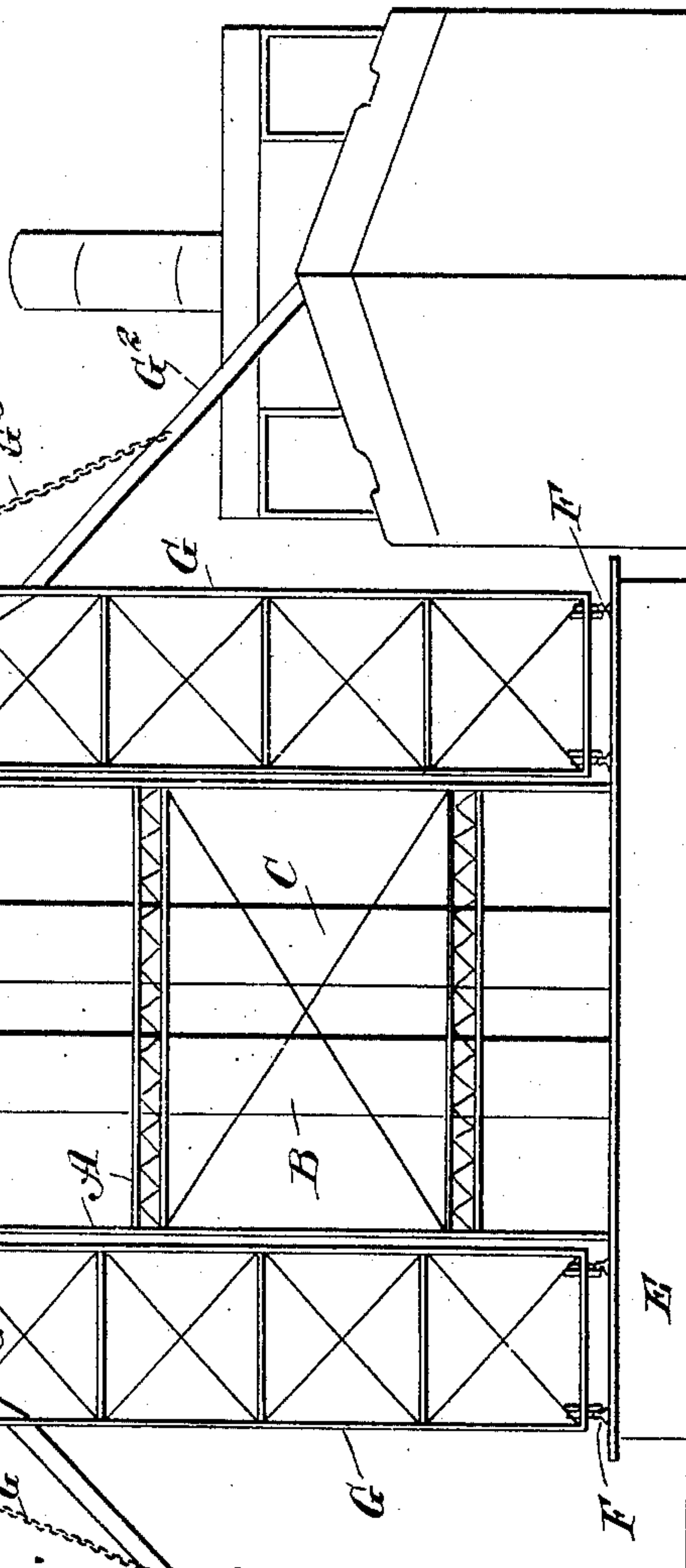
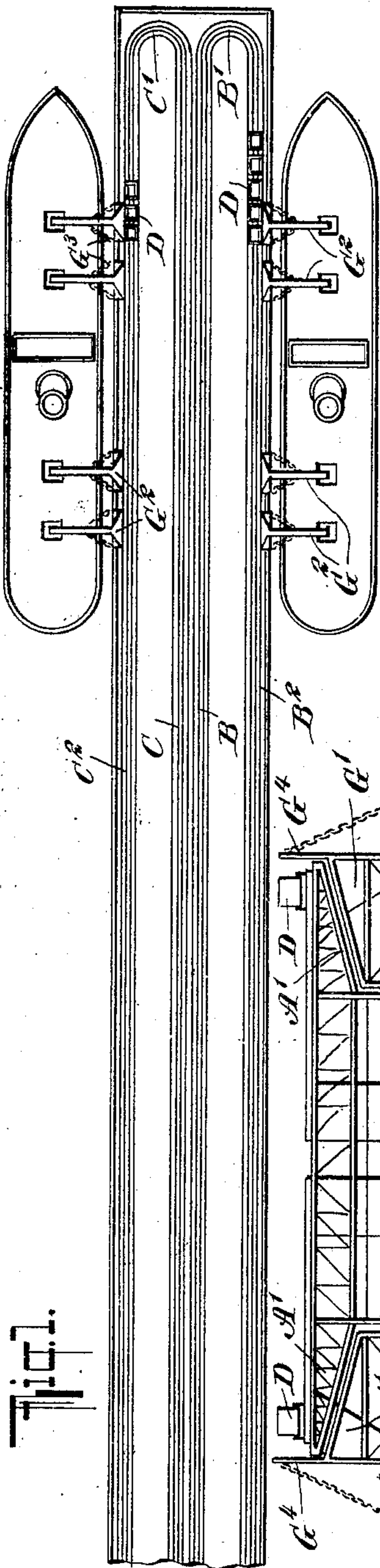


No. 839,921.

PATENTED JAN. 1, 1907.

B. S. CROCKER.  
LOADING DEVICE.

APPLICATION FILED JULY 11, 1906.



WITNESSES

*Julius H. Lutz*  
*John Lotka*

Fig. 3.

INVENTOR  
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ATTORNEYS



# UNITED STATES PATENT OFFICE.

BENJAMIN S. CROCKER, OF NEW YORK, N. Y.

## LOADING DEVICE.

No. 839,921.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed July 11, 1906. Serial No. 325,562.

*To all whom it may concern:*

Be it known that I, BENJAMIN S. CROCKER, a citizen of the United States, and a resident of the borough of Manhattan, city, county, and State of New York, have invented certain new and useful Improvements in Loading Devices, of which the following is a specification.

My invention relates to appliances for loading conveyances, and particularly ships, and has for its object to facilitate and expedite the loading of such conveyances at any point along a pier or other place where such conveyances may be brought to be loaded.

The invention will be fully described hereinafter and the features of novelty pointed out in the appended claims.

Reference is to be had to the accompanying drawings, in which—

Figure 1 is a plan view of a pier provided with my improved loading device and two steamers moored alongside said pier. Fig. 2 is an end view of the structure, and Fig. 3 is a side elevation thereof.

A is a pier or trestle constructed in any suitable manner and having at its central portion tracks B C, rising toward one end of the pier and there connected by loops B' C', respectively, with outside elevated tracks B<sup>2</sup> C<sup>2</sup>, preferably level, which extend along the edges of the pier and in the preferred form of my invention are carried by overhanging portions A' of the pier structure. Preferably the portions A' are open-work extensions, so that when the cars D, which run on the tracks, are of the type that opens at the bottom the contents may be discharged through the structure between the rails of the tracks B<sup>2</sup> C<sup>2</sup>. The trestle A rests on a suitable foundation E, on which are also arranged at each side of the trestle or structure A tracks F, parallel with the tracks B<sup>2</sup> C<sup>2</sup>. On these lower tracks F are adapted to run travelers G, (for instance, in the nature of towers,) each provided with a hopper G' in proper relation to the elevated track B<sup>2</sup> or C<sup>2</sup> to receive the coal or other goods from the cars D. With the outlet of the hopper communicates an adjustable chute G<sup>2</sup>, which may be hung by a wire G<sup>3</sup> from a post G<sup>4</sup> at the upper part of the traveler. The ship being brought alongside the pier at any point thereof, one or more travelers G are brought to such point and the chutes G<sup>2</sup> adjusted to the hatchway or other part of the ship where the goods are to be discharged.

The cars D, loaded with coal or other cargo, are run up the inclined track B or C, as the case may be, and passing around the loop B' or C' reach the place on the elevated track B<sup>2</sup> or C<sup>2</sup> where they are in proper relation to the hoppers G' of the travelers G. The contents of the cars are then dumped into the hoppers and slide down the chutes G<sup>2</sup> into the hold of the ship.

With my invention it is possible to coal a single ship or a number of ships at the same time very expeditiously and with but a minimum of manual labor.

The construction of the trestle or like structure A with overhanging extensions A' is advantageous inasmuch as it reduces the width of the lower portion of said structure, and therefore the pier width required for the structure A and tracks F. The travelers G run under said extensions A'.

I have not shown any mechanism for loading the cars D and for moving them along the tracks B C B' C' B<sup>2</sup> C<sup>2</sup>. Any suitable means may be employed for this purpose. I prefer, however, to connect the shore ends of the tracks B B<sup>2</sup> and similarly the shore ends of the tracks C C<sup>2</sup>, so as to form two continuous paths or loops, and the car-loading device would be arranged at some suitable point of each loop.

Various modifications may be made without departing from the nature of my invention as defined in the claims.

I claim—

1. A loading device comprising a structure having an overhanging upper portion with an elevated track, a lower track running lengthwise of said elevated track, and a traveler arranged to run on the lower track and under the said overhanging portion, said traveler being provided with devices for carrying away articles or goods discharged from cars on the upper track.

2. A loading device comprising a structure having an overhanging upper portion with an elevated track, a lower track running lengthwise of said elevated track, and a traveler arranged to run on the lower track and under the said overhanging portion, said traveler being provided with a hopper for receiving articles or goods discharged from cars on the upper track, and a chute for directing the goods from the hopper to their storage or receiving place.

3. A loading device comprising a structure having an overhanging upper portion with

an elevated track, a lower track running lengthwise of said elevated track, and a traveler arranged to run on the lower track and under the said overhanging portion, said  
5 traveler being provided with a hopper for receiving articles or goods discharged from cars on the upper track, a chute for directing the goods from the hopper to the place where they are to be deposited, and means for ad-  
10 justing said chute.

4. A loading device comprising a structure having an elevated track, a lower track running lengthwise of said elevated track, and a traveler arranged to run on the lower track,

said traveler being provided with a hopper 15 arranged to receive articles or goods discharged from cars on the upper track, a chute for directing the goods from the hopper to the place where they are to be deposited, and an adjustable suspending device for the 20 chute.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

BENJAMIN S. CROCKER.

Witnesses:

D. H. SPICER,  
E. W. CARLTON.