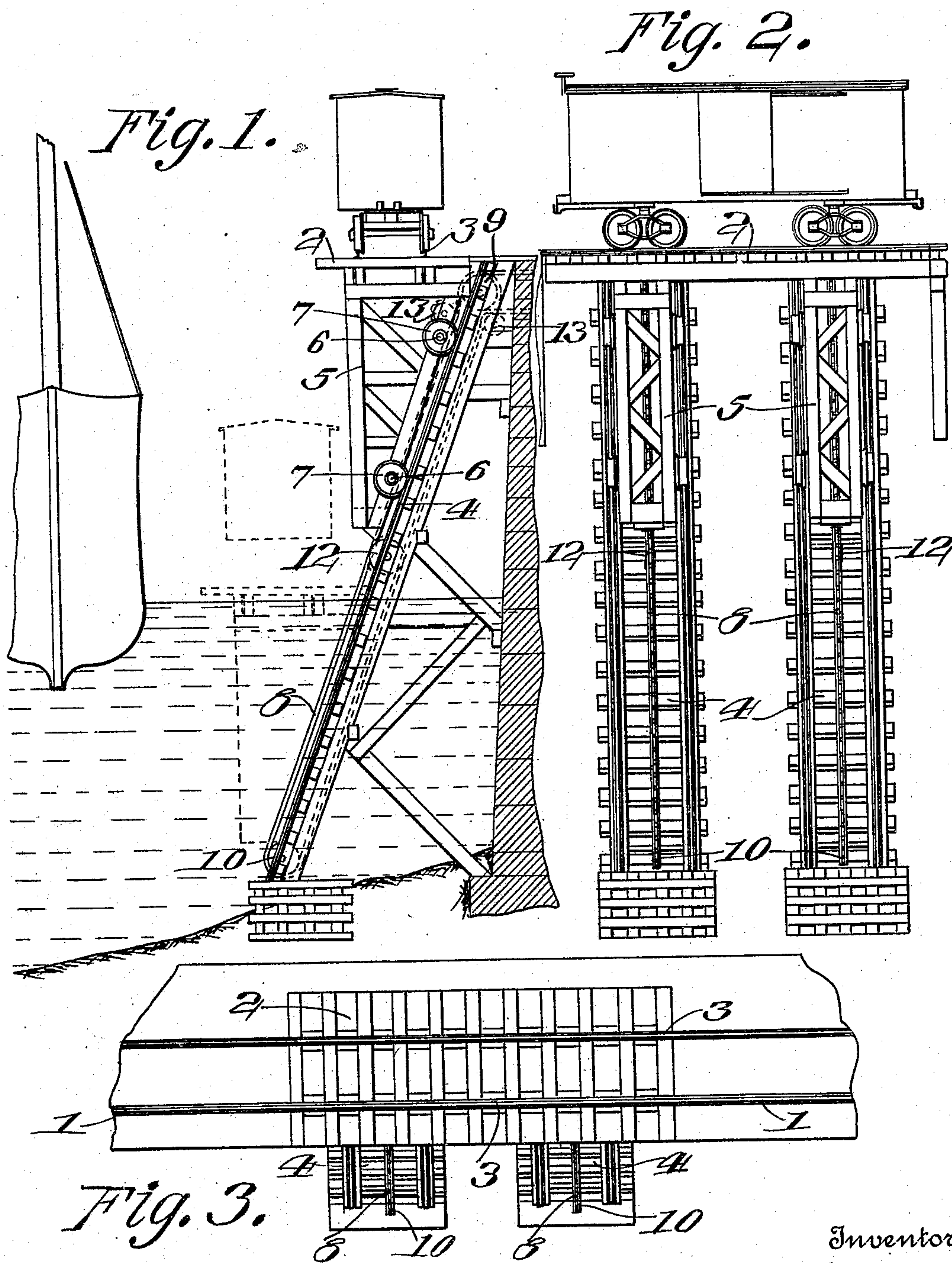


F. SNIPES.
LOADING AND UNLOADING DEVICE.
APPLICATION FILED JULY 9, 1908.

930,321.

Patented Aug. 3, 1909.

2 SHEETS—SHEET 1.



Witnesses
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2 SHEETS—SHEET 2.

Fig. 4.

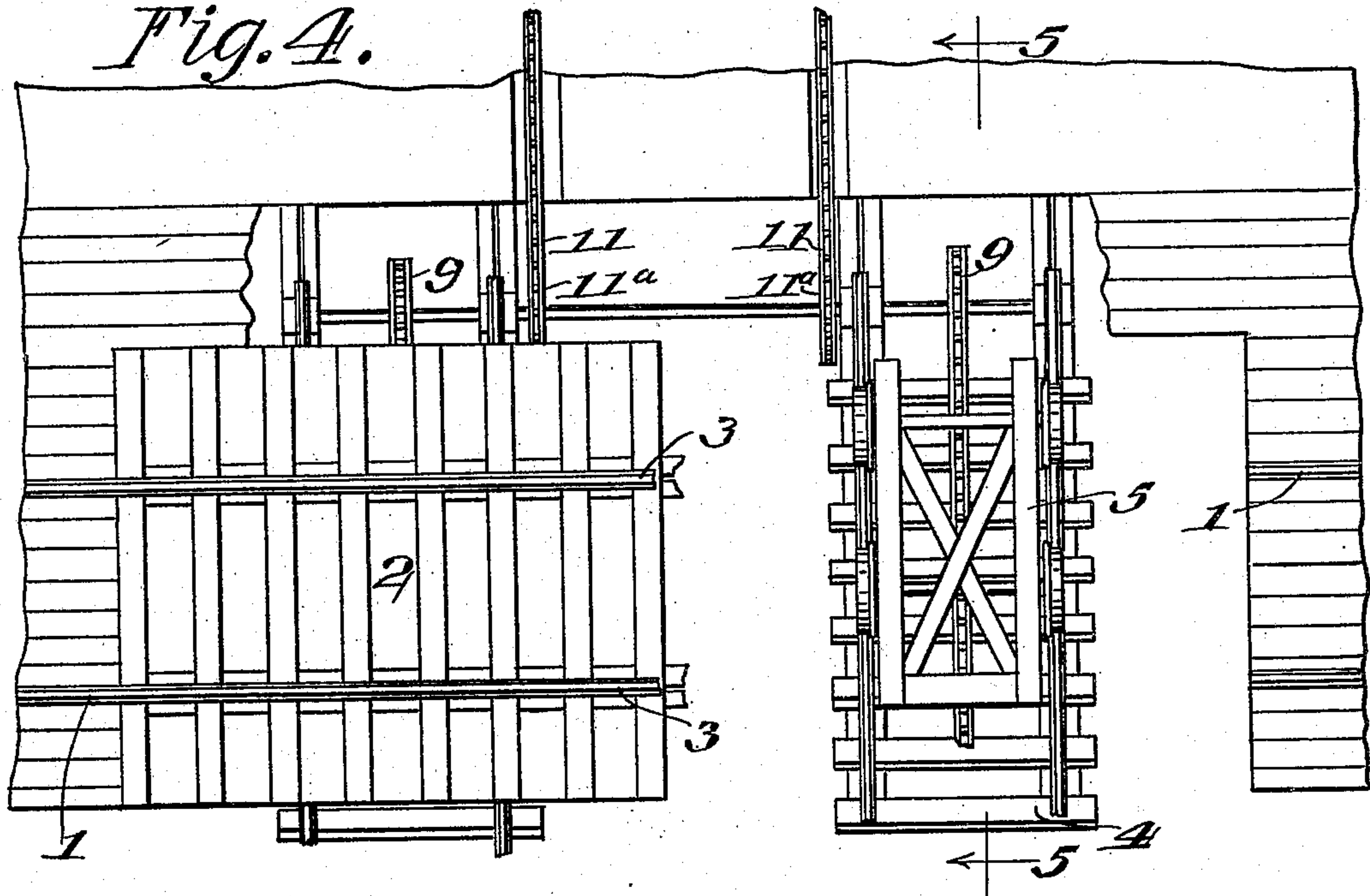
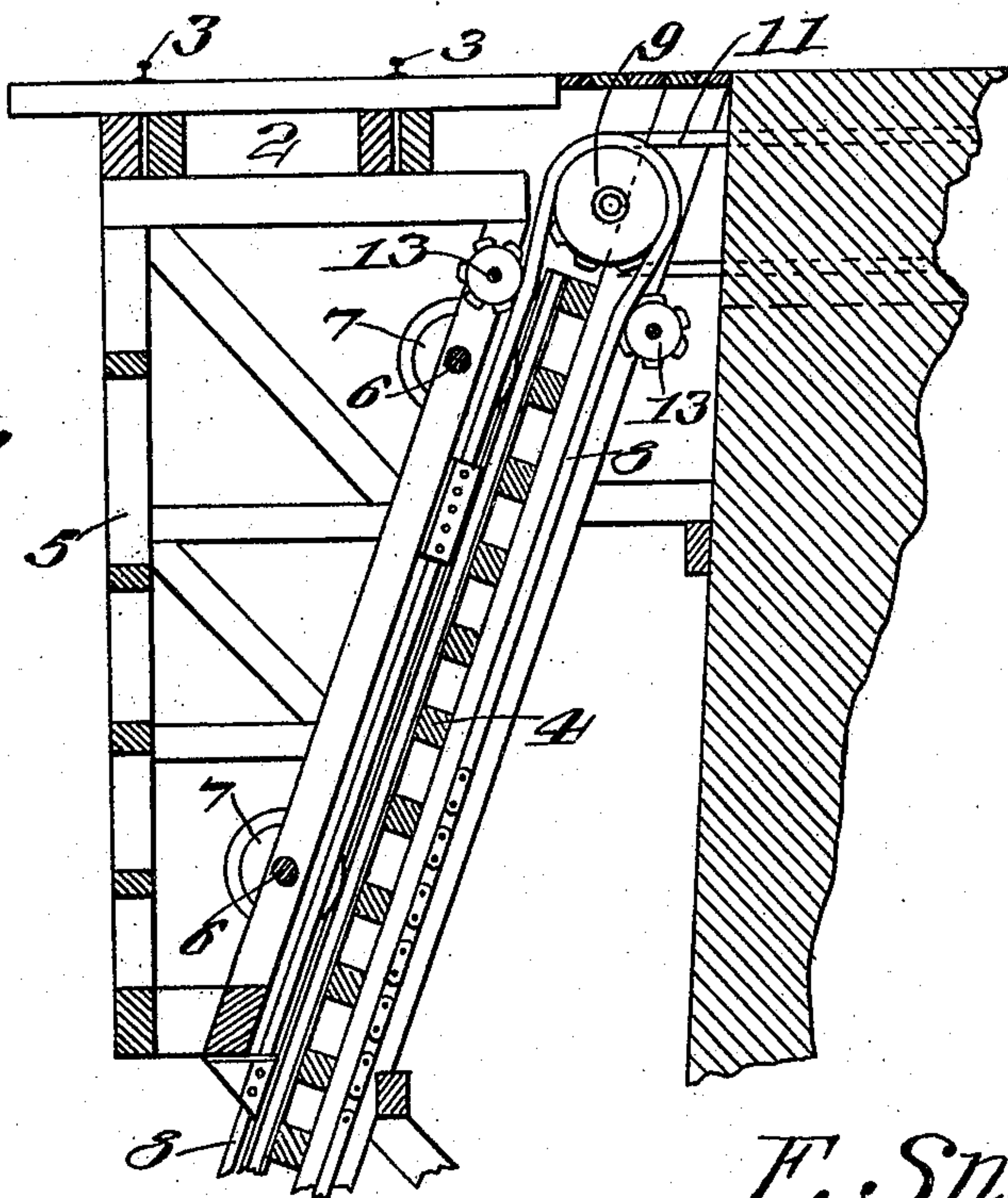


Fig. 5.



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UNITED STATES PATENT OFFICE.

FRANK SNIPES, OF ROSWELL, TERRITORY OF NEW MEXICO.

LOADING AND UNLOADING DEVICE.

No. 930,321.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed July 9, 1908. Serial No. 442,722.

To all whom it may concern:

Be it known that I, FRANK SNIPES, a citizen of the United States, residing at Roswell, in the county of Chaves and Territory of New Mexico, have invented certain new and useful Improvements in Loading and Unloading Devices; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in devices or means especially adapted for loading and unloading purposes.

It has for its object to carry out the aforesaid ends in a simple, ready, and effective manner, particularly for use in connection with railroads in loading and unloading vessels or other carriers of a public character; also in accomplishing the said ends at a point above or below the general surface, or below an elevated point.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings illustrating the preferred embodiment of my invention, Figure 1 is a side elevation thereof; Fig. 2 is a front elevation of the same; Fig. 3 is a plan view of the invention; Fig. 4 is a view disclosing more particularly the platform or conveyer upon an enlarged scale; Fig. 5 is a sectional view taken on the line 5—5 of Fig. 4.

In practicing my invention, I suitably arrange in connection with the rails of a railroad track 1, a platform or conveyer 2, which is suitably equipped with rails 3, adapted to aline with the rails of said track, said conveyer being arranged or sandwiched intermediate of the latter rails. Said platform or conveyer is arranged to travel upon a pair of parallel inclined tracks 4, with their upper ends arranged and suitably supported in position so as to permit said conveyer or platform to stand flush with the bed of the railway and allow its rails to aline with those of the railway track. The lower ends of said tracks 4, are submerged, as shown, below the surface of a river or body of water as for use to aid in connection with the conveyer in loading and unloading a vessel.

The conveyer 2, has depending from its

lower side pendants or bearings 5, with their under surfaces provided with a corresponding inclination with that of the inclined tracks 4, and which pendants or bearings have suitable connection with and receive the axles or shafts 6, of trucks or wheels 7 adapted to travel on said inclined tracks.

Preferably endless chain belts 8 are suitably connected by clamping members 8' to the conveyer 2, and adapted to encompass at the upper and lower ends of the tracks 4, sprocket wheels or pulleys 9, 10 suitably journaled and supported in position for driving or imparting motion to said conveyer, the shaft of the upper sprocket wheels 9, being suitably belted, as at 11, to the drum of an engine driving shaft for actuating said endless chains or belts as in imparting motion to the conveyer 2, the belts 11 suitably encompassing additional pulleys 11' upon shafts of the wheels or pulleys 10 for that purpose. Also suitably supported at points intermediate of the ends of the endless chains or belts 8 are additional sprocket wheels or pulleys 12 for engagement with and aiding the retention of said belts or chains against sagging. Also arranged near the upper ends of the endless chain belts are opposite pulleys or wheels 13, suitably supported in position and adapted to hold said endless chain belts in contact with the other sprocket wheels engaged thereby as against spreading apart, as will be readily understood.

It will be noted that, in loading a vessel from a car stationed upon the railway track 1, as disclosed by the example given in the drawing, the car is run upon the rails of the platform or conveyer 2, with its rails in alignment with those of the railway track, and that by suitably imparting motion to the endless belts or chains 8, said conveyer will be lowered with the car standing thereon to the desired point for the delivery of the contents of said car to the vessel or boat, as will be readily understood. Of course it is apparent that after thus removing the contents of the car, it may be readily returned to its former elevated position by reversing the motion of the endless chain belts. This device, it is obvious, is also adapted for coaling vessels or for loading other carriers at a lower point than that from which the car or material is to be taken to be transferred to said vessel or carrier and is capable of carrying out said ends in a simple, expeditious and economical

manner and whereby manual labor and assistance are greatly reduced or lessened.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention, what I claim as new is:—

1. A device of the character described embracing an inclined track adapted for submergence in a body of water, a conveyer arranged to travel upon said inclined track, an endless belt or chain adapted to actuate said conveyer and encompassing pulleys or wheels arranged in connection with said inclined track, and means for actuating said endless belts, said conveyer having pendants or bearings for the application thereto of the axles or shafts or its trucks or wheels, the lower edges of said bearings or pendants having a

corresponding inclination with said inclined tracks.

2. In a loading device adapted for use in connection with sea-going vessels, a pair of parallel inclined tracks having their lower ends submerged, transversely disposed shafts arranged at the lower ends of the tracks, wheels mounted thereon, a transversely disposed shaft arranged at the upper ends of the tracks, wheels arranged thereon, endless chains for connecting the lower shafts with the upper shaft, trucks movable on the inclined tracks, clamping members for connecting the trucks to the endless chains, a conveyer arranged on the trucks, rails arranged on the conveyer transversely of the inclined tracks, rails for moving the carrier upon the conveyer, and means for operating the endless belt.

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

FRANK SNIPES.

Witnesses:

J. D. BELL,

J. A. PUNTNY.