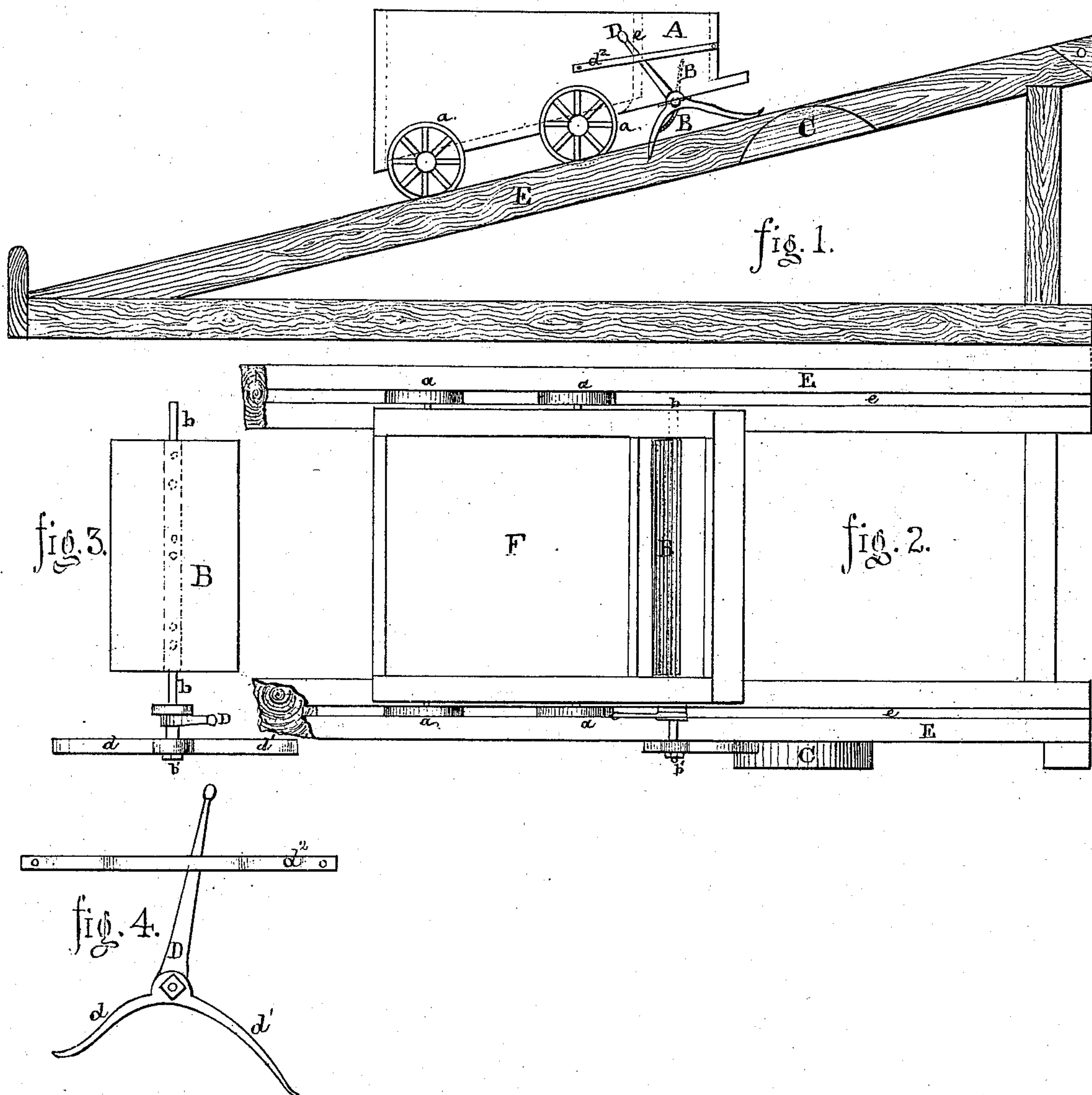


T. McCrory.
Dumping Car.

No. 104,332.

Patented June 14, 1870.



Witnesses

Amos B. Corvill
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THOMAS McCRORY, OF FAYETTE CITY, PENNSYLVANIA.

Letters Patent No. 104,332, dated June 14, 1870.

IMPROVEMENT IN COAL-CARS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, THOMAS McCRORY, of Fayette City, county of Fayette and State of Pennsylvania, have invented an Improvement in Inclined Coal-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings and to the letters of reference marked thereon making part of this specification, in which—

Figure 1 is a side elevation of a part of an inclined railway, showing the coal-car on it, with the tripping-cleat or cam C on the side of it.

Figure 2 is a top view of fig. 1.

Figure 3 is a plan of the rotating bottom or wicket.

Figure 4 is a side elevation of the tripping-lever.

A is the division for the dust or coal slack.

B is the rotating bottom or wicket of division A.

C is a cleat or cam on the side of the rail, over the curved surface of which the forked lever $d d'$ must pass.

D is the handle of the forked lever $d d'$, to be operated by hand, when necessary.

E, the rails of the inclined track.

F, the main coal-division of the car.

$a a$, the wheels of the car which travel in the grooves $e e$.

b , the shaft of the rotating bottom or wicket B.

b' , the nut fastening the lever on shaft b .

c , partition between the dust or slack and coal.

$d d'$, the arms of forked tripping-lever.

d^2 , the spring clamp confining lever D.

$e e$, grooves in rails.

The nature of this invention consists in the combination of a tripping device on the end of the shaft of a rotating bottom or wicket of a coal-car, operated by a curved cleat or cam on the side of the rail over which the car passes in its descent from the coal-bank, said cleat or cam being located at the point where the dust or coal, &c., may be required to be dropped, and the

shape of the cleat or cam is so made that the curve of the lever, in passing over it, will be made to turn the bottom or wicket of the coal-car to dump its contents.

For convenience, more than one wicket may be used, so that they may be made narrow, so as not to strike against the cross-ties of the railroad.

The shaft b of the rotating bottom B is extended at one end, and has fastened to that end a crooked lever, $d d'$, by a nut and near the side of the car; also a straight lever, D, which lever is kept in position by the frictional bearing of a spring clamp, d^2 , fastened to the side of the car.

The bottom B is made of metal or other suitable material, and turns freely by its axis b in journal boxes on the sides of the car.

The distance of the crooked lever $d d'$ from the side, is suited to the width of rail, so that it will pass immediately over the cleat or cam C on the outside of the rail.

The operation of this device is very evident; as the car descends, the cleat causes the lever $d d'$ to be tilted up, as seen in fig. 1, and the bottom B rotates with it and the contents of the division A are immediately dropped.

Having thus fully described this invention,

What I claim, and wish to secure by Letters Patent of the United States, is—

In a wicket bottom slack or dust inclined coal-car, the combination of the curved lever $d d'$ on the end of the axis of a rotating bottom, B, with and operated by a curved or cam cleat, C, on the side of a railroad, substantially as and for the purpose described.

To the above specification I have signed my name this 1st day of February, A. D. 1870.

THOMAS McCRORY.

Witnesses:

W. E. FRAZER, Jr.,

HARVEY B. FRY.