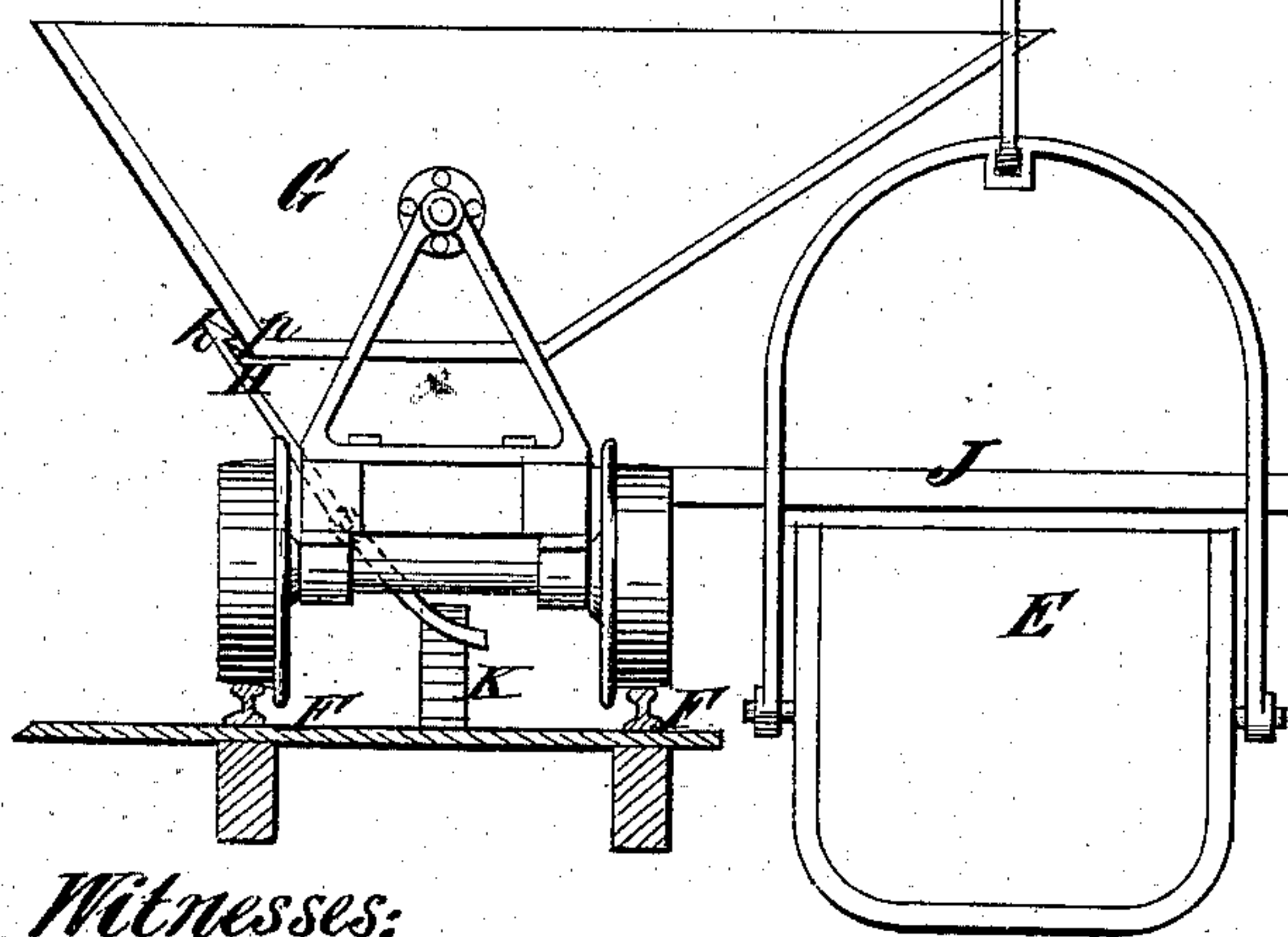
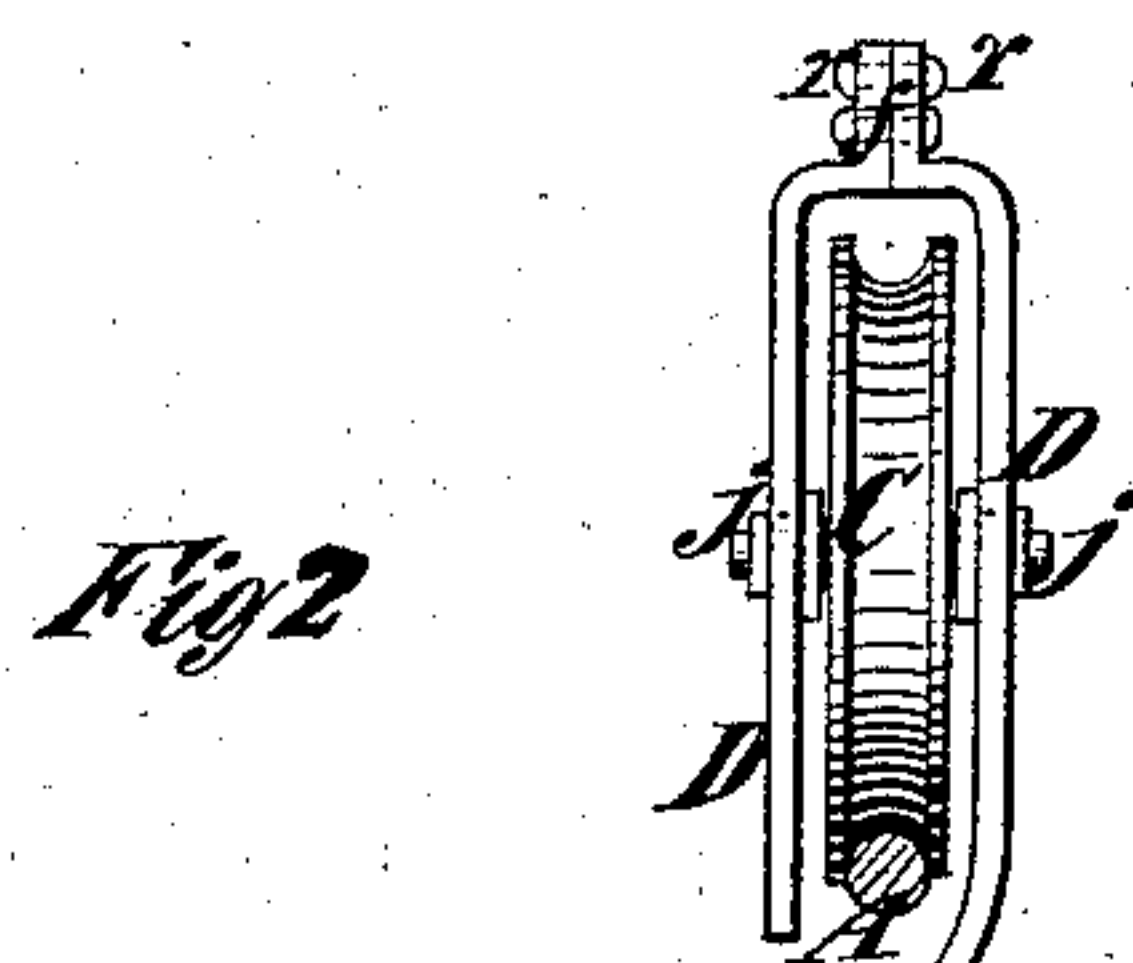
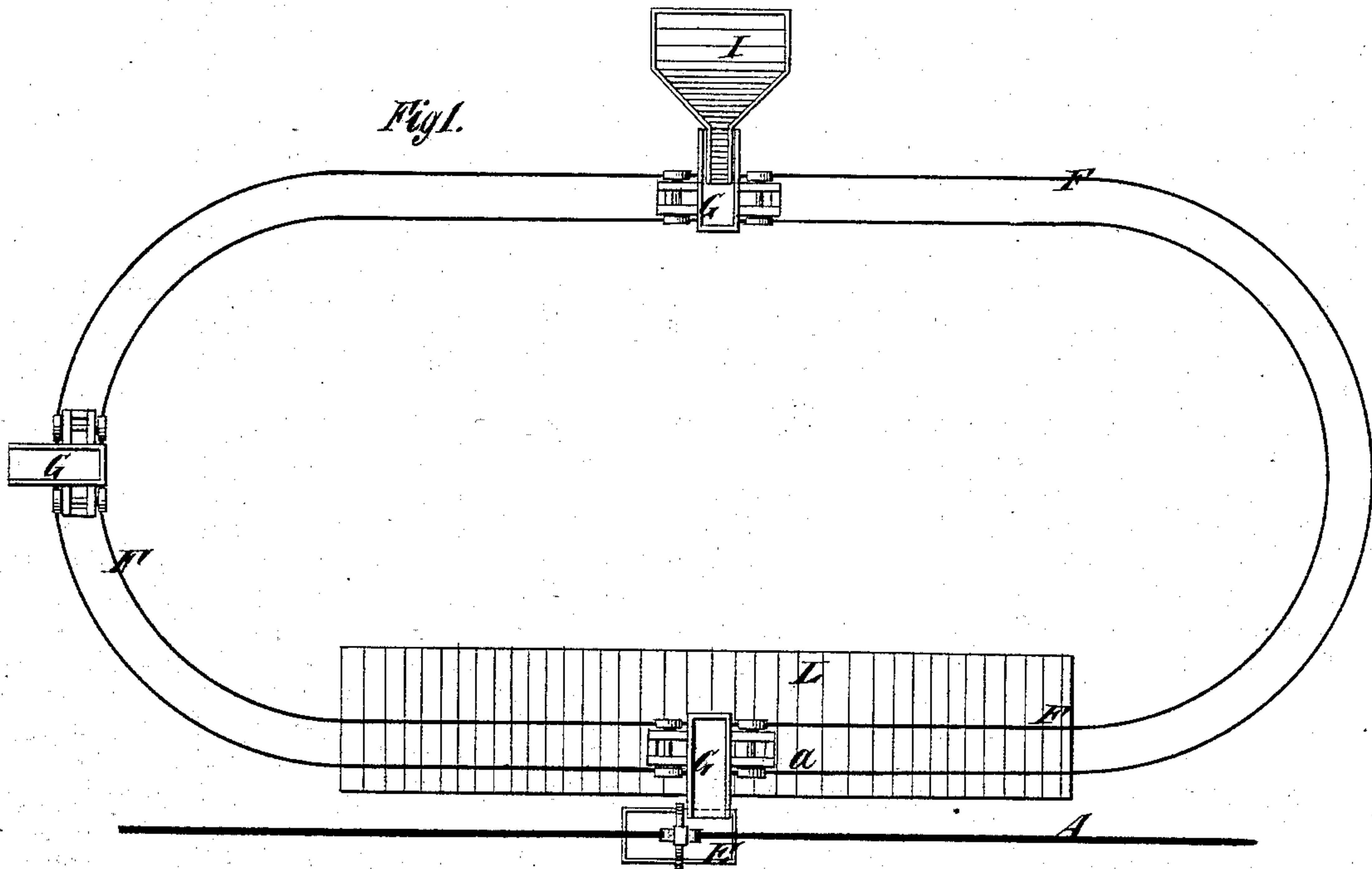


C. F. DODGE.
Railway.

No. 217,452.

Patented July 15, 1879.



Witnesses:
Chaude & Co
Thomas E Birch

Inventor.
Charles F. Dodge.
by his attorney
Edwin H. Brown

UNITED STATES PATENT OFFICE.

CHARLES F. DODGE, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN RAILWAYS.

Specification forming part of Letters Patent No. 217,452, dated July 15, 1879; application filed April 7, 1879.

To all whom it may concern:

Be it known that I, CHARLES F. DODGE, of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Railways, of which the following is a specification.

My invention consists in the combination, in a railway, with a rail and travelers, of a supplementary rail and a series of cars adapted to be started by and run forward for a short distance with the said travelers, and to fill or load the same.

It also consists in combinations of parts and details hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a top view of a railway embodying my improvements. Fig. 2 is a transverse section of the same, including an end view of one of the loading-cars; and Fig. 3 is a side view of a portion of the same, including a side view of one of the loading-cars.

Similar letters of reference designate corresponding parts in all the figures.

A designates a single-rail railway, consisting of a cable adapted to be supported on posts or other substructure, and designed for use with a series of travelers consisting of wheels or pulleys C and hangers D, suspended from their axle-journals, and carrying coal-hods E. The hangers are severally made in this instance of two side pieces connected at the top by rivets *r*, passing through flanges *f*, and the journal-boxes *j* are flanged on the inner ends, and, being inserted in the side pieces from the inner sides, are held in place by the hub of the wheel or pulley C, or shoulder on the axle thereof, the axle being fixed rigidly to the wheel or pulley. The journal-boxes and the wheel or pulley are inserted in their places before the two side pieces are connected. The side pieces, extending down below the wheel or pulley, serve as guards to prevent it from running off the rail. F designates a supplemental double-rail railway, which may be of the ordinary or any other suitable form, and supported on trestle-work or any other kind of substructure. G designates a series of cars running on this double-rail railway, and having their bodies so constructed and connected with the car-trucks that when released from a catch, H, they will tilt over and dump their loads. I designates a hopper from which the material to be carried by the travelers is introduced into the cars.

As each car is loaded it is impelled by being pushed by hand or otherwise around to a position parallel with the single-track railway A, and when a traveler, C D, arrives near, it comes in contact with an arm, J, extending from the adjacent side of the car, and the latter is moved by the traveler running in proximity with it. On the arrival of the car opposite an upwardly-inclined projection, K, the latter raises the inner end of the catch H, which consists of a lever, and releases a hook, *h*, on its outer end from engagement with a projection, *p*, on the car-body, and thereupon the car-body tilts over toward the traveler and dumps its contents into and loads the hod E, carried by the traveler. After running with the traveler a certain distance, sufficiently long to admit of the proper loading of the hod of the traveler, the car G reaches an inclined portion of the double-rail railway, commencing at *a*, Fig. 1, and runs in advance of the traveler, so as to get out of the way of the same, and continues onward until it arrives at the hopper I, ready for more of the material to be transported. I preferably provide a platform, L, adjacent to the portions of the single and double rail railways which run in proximity to each other.

It will thus be seen that I provide for automatically loading the travelers and without stopping them.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with a railway wherein are employed a series of travelers, of a supplemental railway wherein is employed a dumping-car, which may be set in motion by and run in unison with any of the said travelers, and may effect the loading of the latter without stopping them, substantially as specified.

2. The combination, with a railway wherein are employed a series of travelers, of a supplemental railway wherein is employed a dumping-car, the latter being provided with an arm, whereby any of the travelers may impart motion to it, and with means which may be released by a device upon its railway to permit of its dumping, substantially as specified.

CHAS. F. DODGE.

Witnesses:

CHANDLER HALL,
THOMAS E. BIRCH.