

(No Model.)

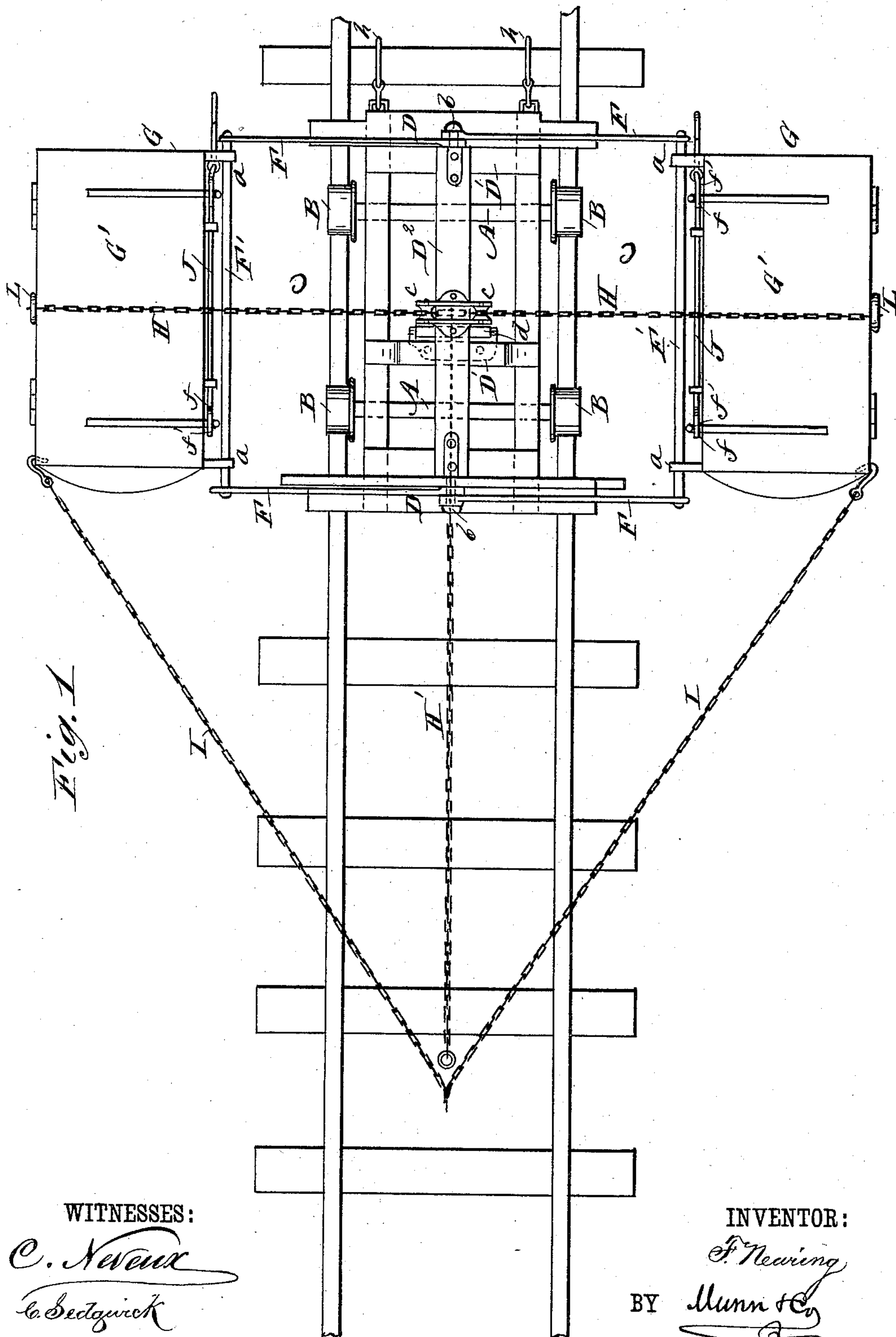
3 Sheets—Sheet 1.

F. NEARING.

EXCAVATING RAILROAD TRUCK.

No. 368,847.

Patented Aug. 23, 1887.



WITNESSES:

C. Neveu
C. Sedgwick

INVENTOR:

F. Nearing

BY

Munn & Co.

ATTORNEYS.

(No Model.)

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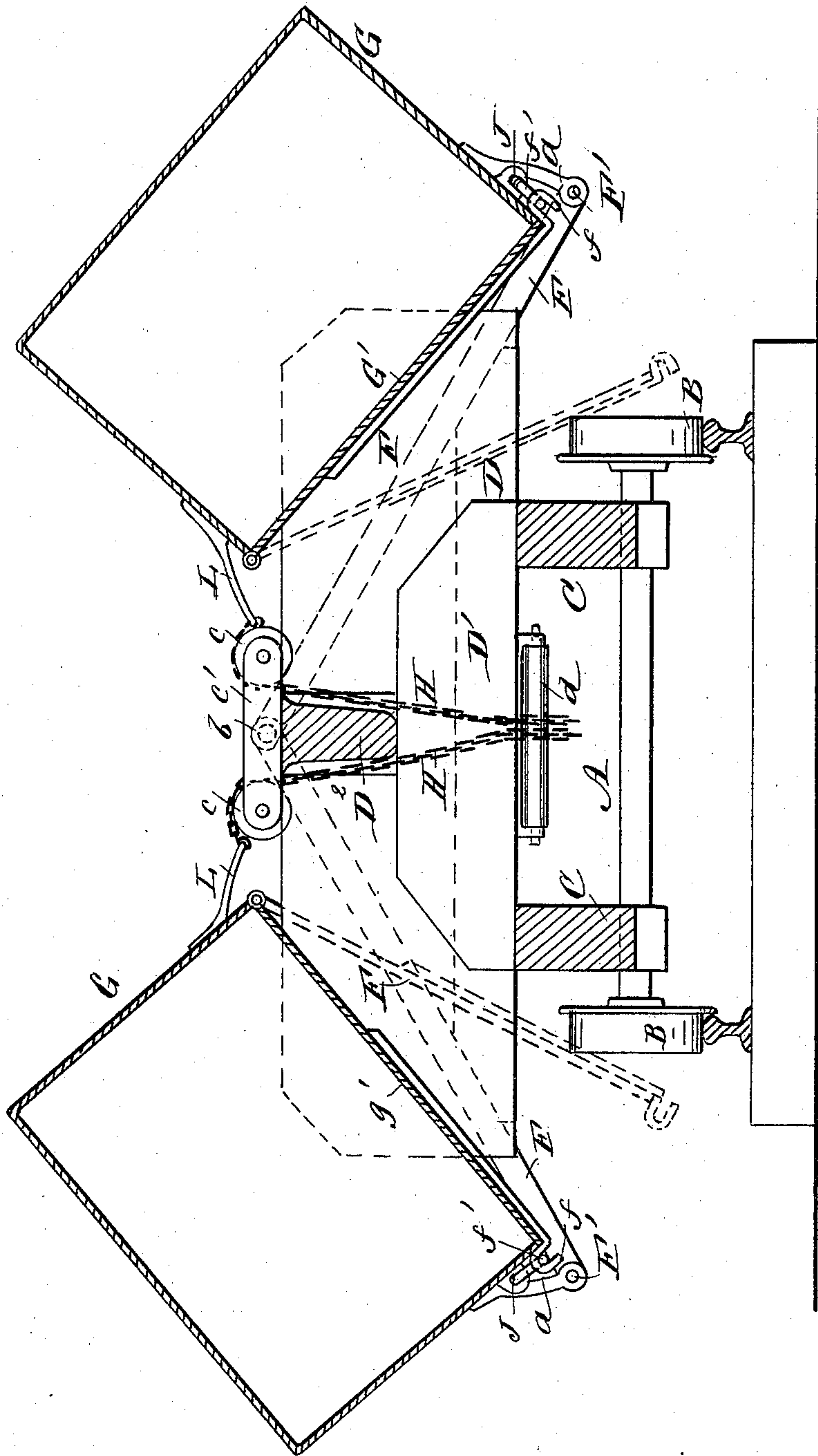
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Fig. 2



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Fig. 3

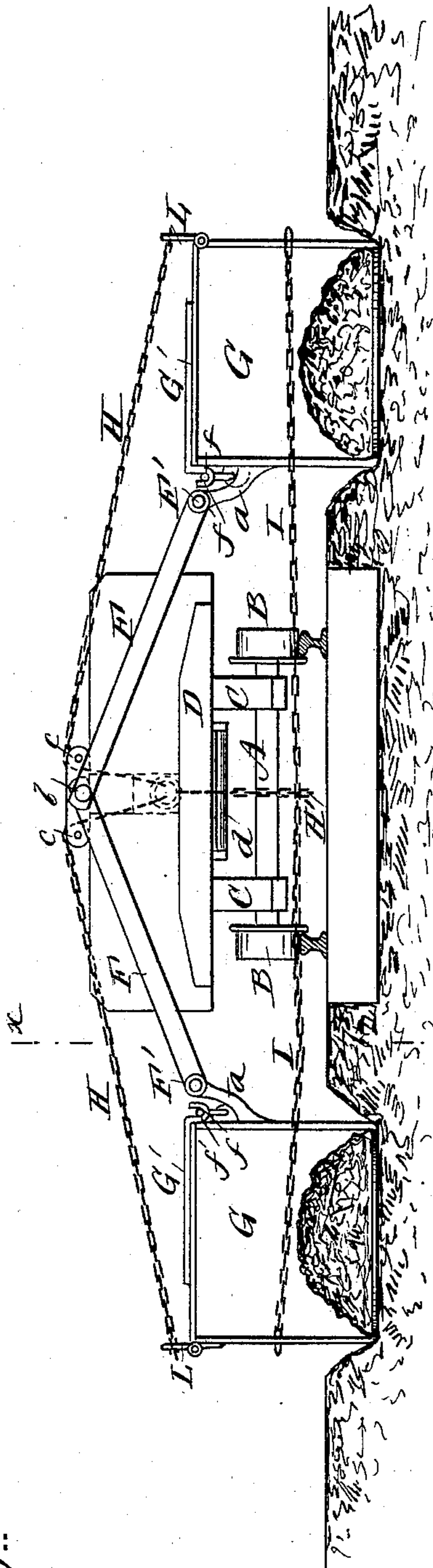


Fig. 5

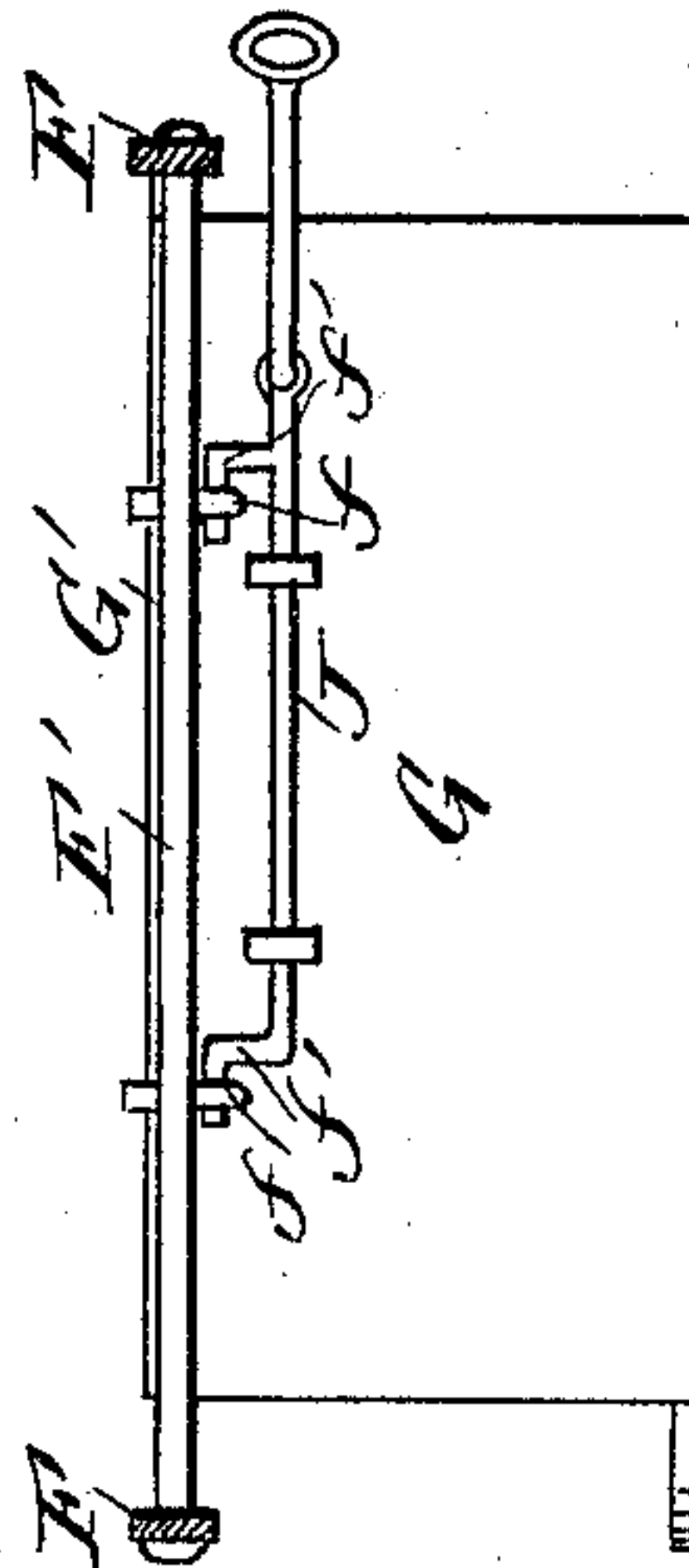
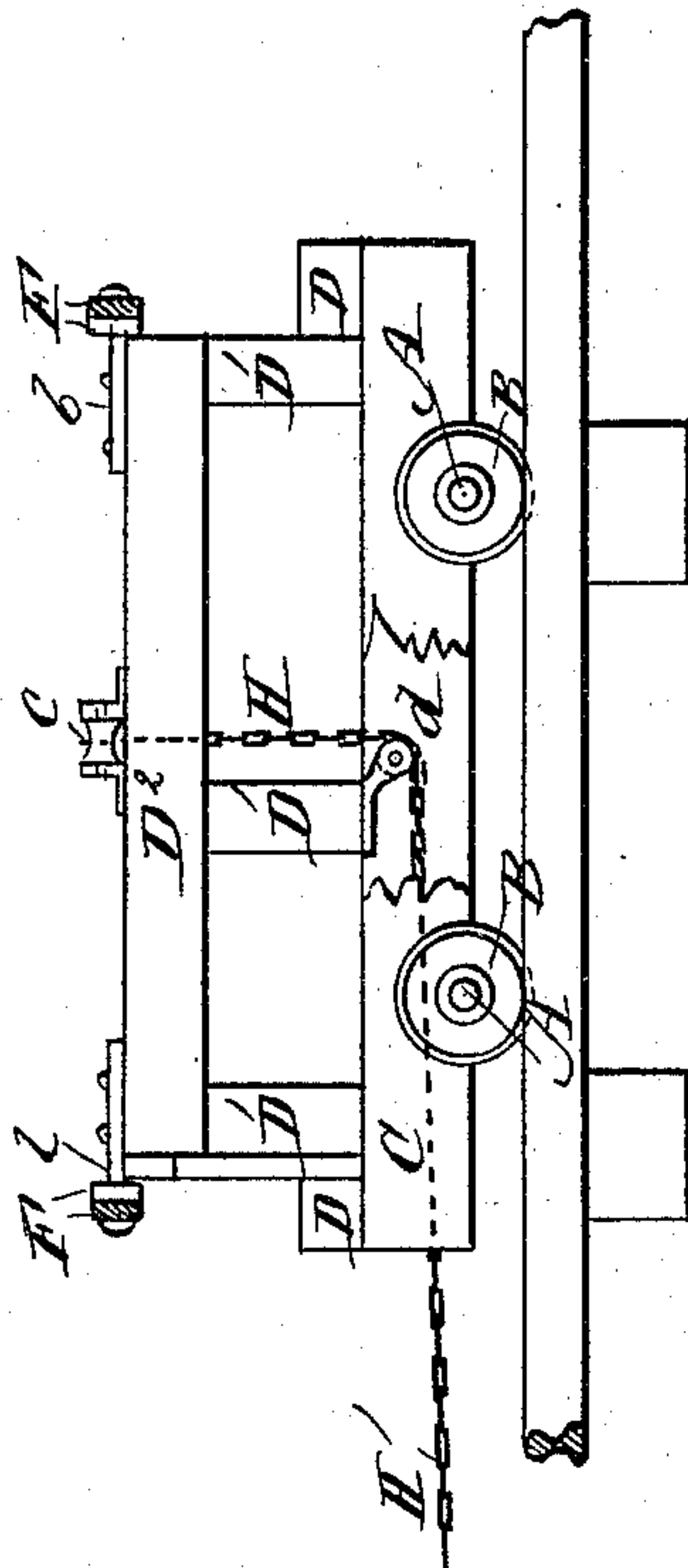


Fig. 4



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UNITED STATES PATENT OFFICE.

FRANK NEARING, OF JERSEY SHORE, PENNSYLVANIA.

EXCAVATING RAILROAD-TRUCK.

SPECIFICATION forming part of Letters Patent No. 368,847, dated August 23, 1887.

Application filed February 19, 1887. Serial No. 228,202. (No model.)

To all whom it may concern:

Be it known that I, FRANK NEARING, of Jersey Shore, in the county of Lycoming and State of Pennsylvania, have invented a new and Improved Excavating Railway-Truck, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my new excavating railway-truck, showing the scrapers in position for filling. Fig. 2 is a transverse sectional elevation of the same, showing the scrapers swinging upon the truck. Fig. 3 is a front elevation showing the scrapers partially filled. Fig. 4 is a broken longitudinal sectional elevation taken on the line *x x* of Fig. 3; and Fig. 5 is a side elevation of one of the scrapers, showing the device for holding and detaching the lid for dumping.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

The truck is composed of a suitable framework mounted upon axles A, provided with wheels B, adapted to run upon a railway-track. In this instance the frame-work is composed of the heavy side pieces, C C, resting upon the axles, the heavy end cross-pieces, D D, mounted at the ends of the side pieces, the intermediate cross-pieces, D' D', and the heavy central bar, D², mounted upon the intermediate cross-pieces, D', which latter are of somewhat greater thickness than the end pieces, D. The ends of the end cross-pieces, D, project somewhat beyond the wheels B and are beveled, for the purposes hereinafter described.

To the ends of the central bar, D², are pivoted the two pairs of opposite arms, F, provided at their outer ends with rods F', to which are pivoted by the brackets *a a* the scrapers G. The arms F droop from the pivots *b*, to carry the scrapers G in contact with the ground at each side of the truck, as shown in Fig. 3. To the outer edges of the scrapers G are connected the chains H, which pass over the pulleys *c c*, journaled in a suitable frame, *c'*, secured to the center of the bar D², and pass thence down under the pulley *d*, and are connected to the chain H', which reaches forward

to a stationary or other engine (not shown) for drawing the truck and scrapers along the railway-track. Another chain, I, is connected at its ends to the outer corners of the scrapers and reaches forward to the stationary or other engine for drawing the scraper forward by a direct application of power.

The scrapers are each provided with a hinged lid or cover, G', provided with hooks or fastening devices *f*, with which the fastening-hooks *f' f'* on the sliding rod J engage, as shown in Fig. 5, for fastening the lids or covers in closed position, as will be understood from Fig. 5.

In operation the scrapers are swung outward to the position shown in Fig. 3, in which position the bottoms of the scrapers rest in contact with the ground each side to the railway-track. The apparatus will now be drawn along by the chain I, which will cause the scrapers to fill with earth. The scrapers being filled, the truck will be made fast to a railway-tie by hooks *h* at the back of the truck. The chain H' will then be drawn forward, which will elevate the scrapers and tilt them upon the truck, as shown in Fig. 2. The hooks *h* will now be disengaged from the tie and the truck, with its load, drawn along the track to the place of dumping. The fastening-rods J will then be drawn to release the covers G', whereupon said covers will drop to the position shown in dotted lines in Fig. 2 and permit the escape of the contents of the scrapers.

When the scrapers are turned upon the truck, the arms rest upon the inclined end of the end cross-pieces, D, as shown in dotted lines in Fig. 2, so that they furnish a firm support for the loaded scrapers; and to prevent the bodies of the scrapers from coming in close contact with the arms F, which would hold the covers G' and prevent dumping, I provide the outer sides of the scrapers with the short arms L, to which the chains H are attached, and which, when the scrapers rest upon the truck, strike the pulleys *c* or some other firm part of the truck, and they hold the scrapers away from the arms F, so that the covers may drop and permit the escape of the contents of the scrapers.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is--

1. The truck having side arms, F, hinged to

the frame thereof, in combination with the scrapers G, connected to the arms F, and the chains H I, connected to the scrapers and brought together at the front of the truck, 5 substantially as described.

2. The side scrapers, G, hinged to the arms F, attached to the body of the truck, in combination with the chains H, attached to the scrapers and passed through the truck for elevating the 10 scrapers, substantially as described.

3. The scrapers G, hinged to the arms F, attached to the body of the truck, in combination with the chains H H', for elevating the scrapers, and the chain I, for drawing the 15 scrapers, substantially as described.

4. The arms F, attached to the body of the truck and carrying the scrapers G at their outer ends, in combination with the supporting pieces D and the lids G', arranged to operate substantially as described.

5. The scrapers G, hinged to the arms F and provided with the projections L, in combination with the chains for elevating the scrapers, the lids G', and the supports for the arms F, substantially as described. 20

FRANK NEARING.

Witnesses:

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P. D. BRICKER.