

(No Model.)

J. W. NESMITH.

DUMPING CAR.

No. 388,708.

Patented Aug. 28, 1888.

Fig. 1.

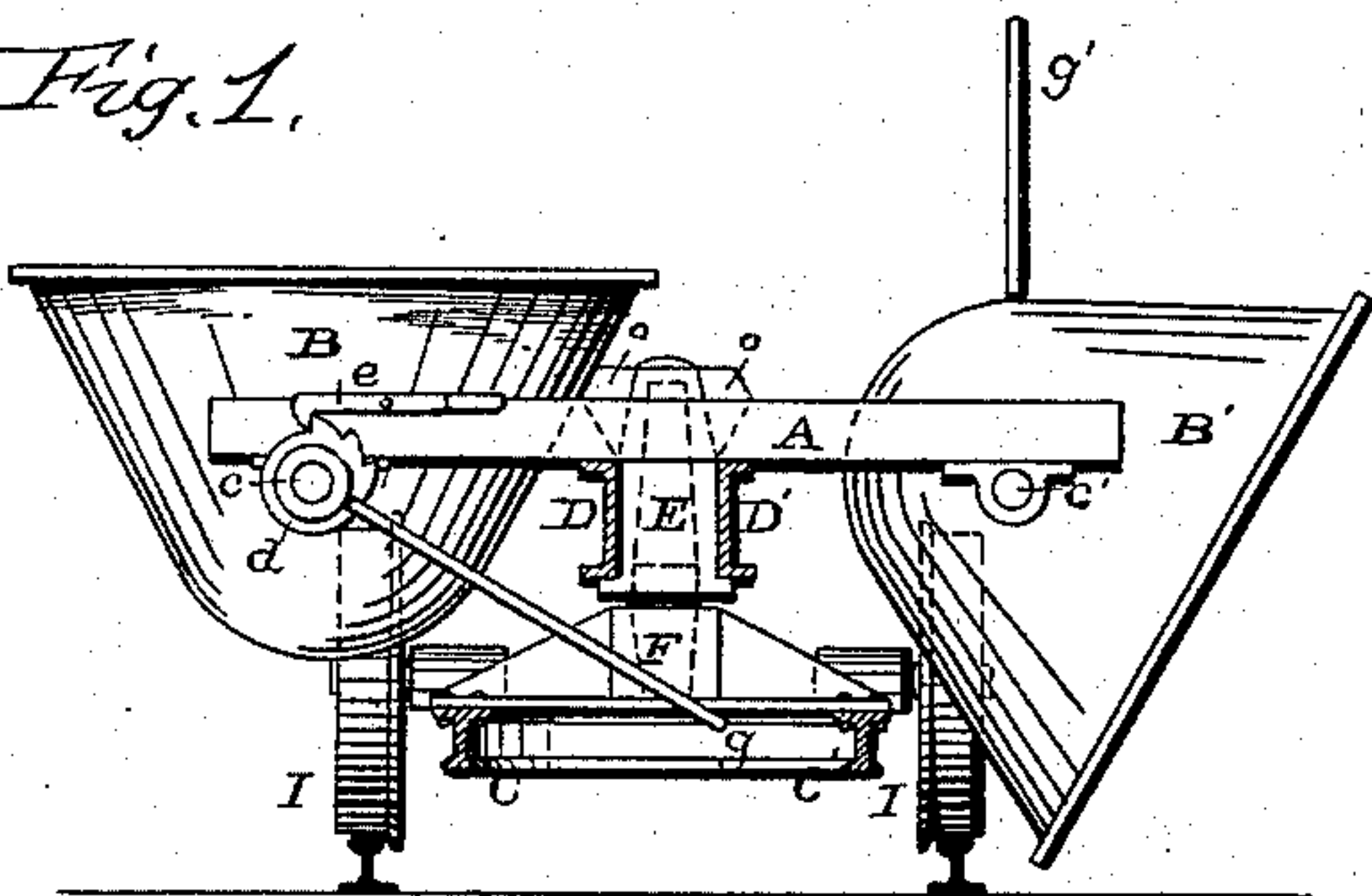


Fig. 2.

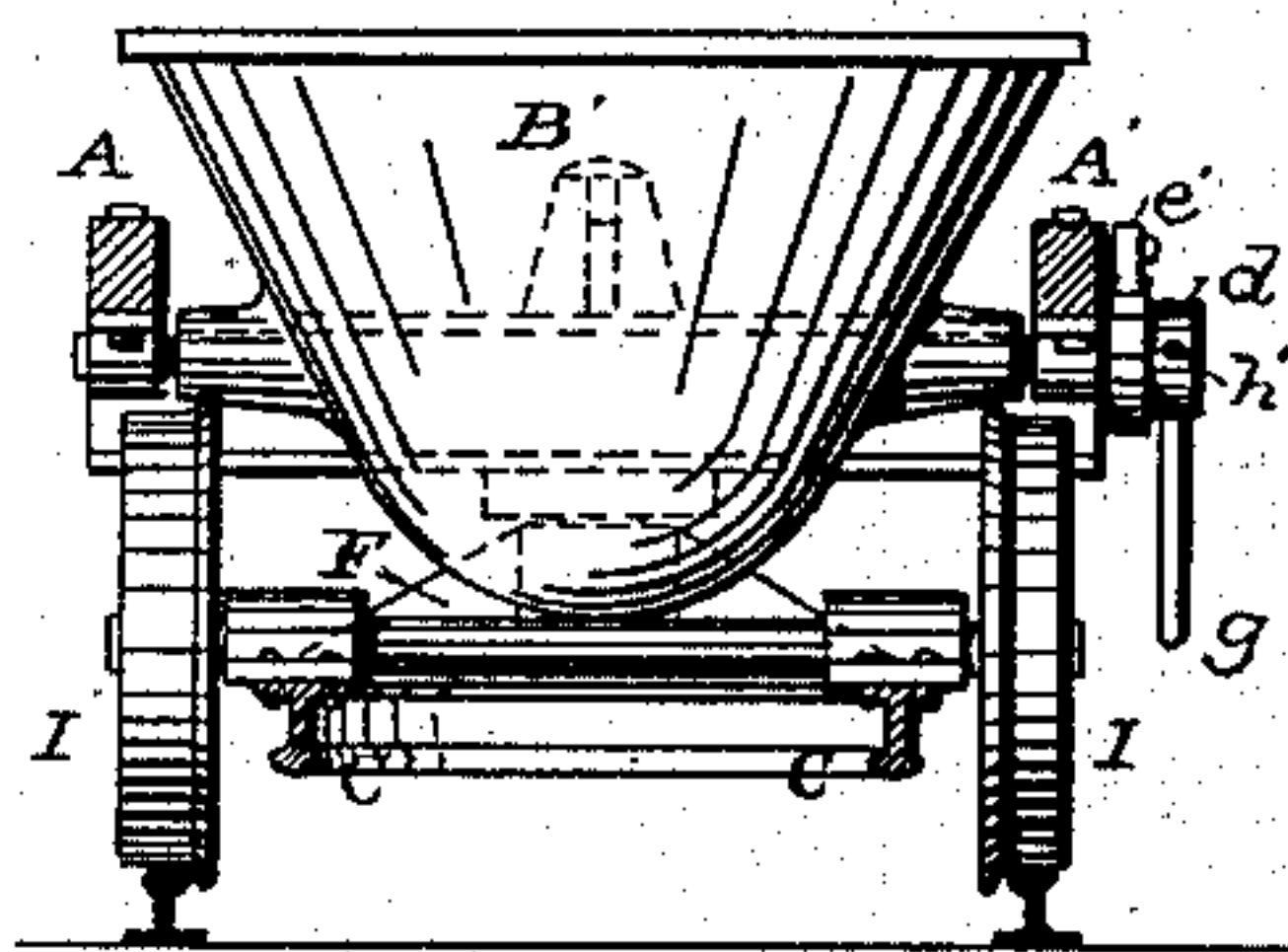
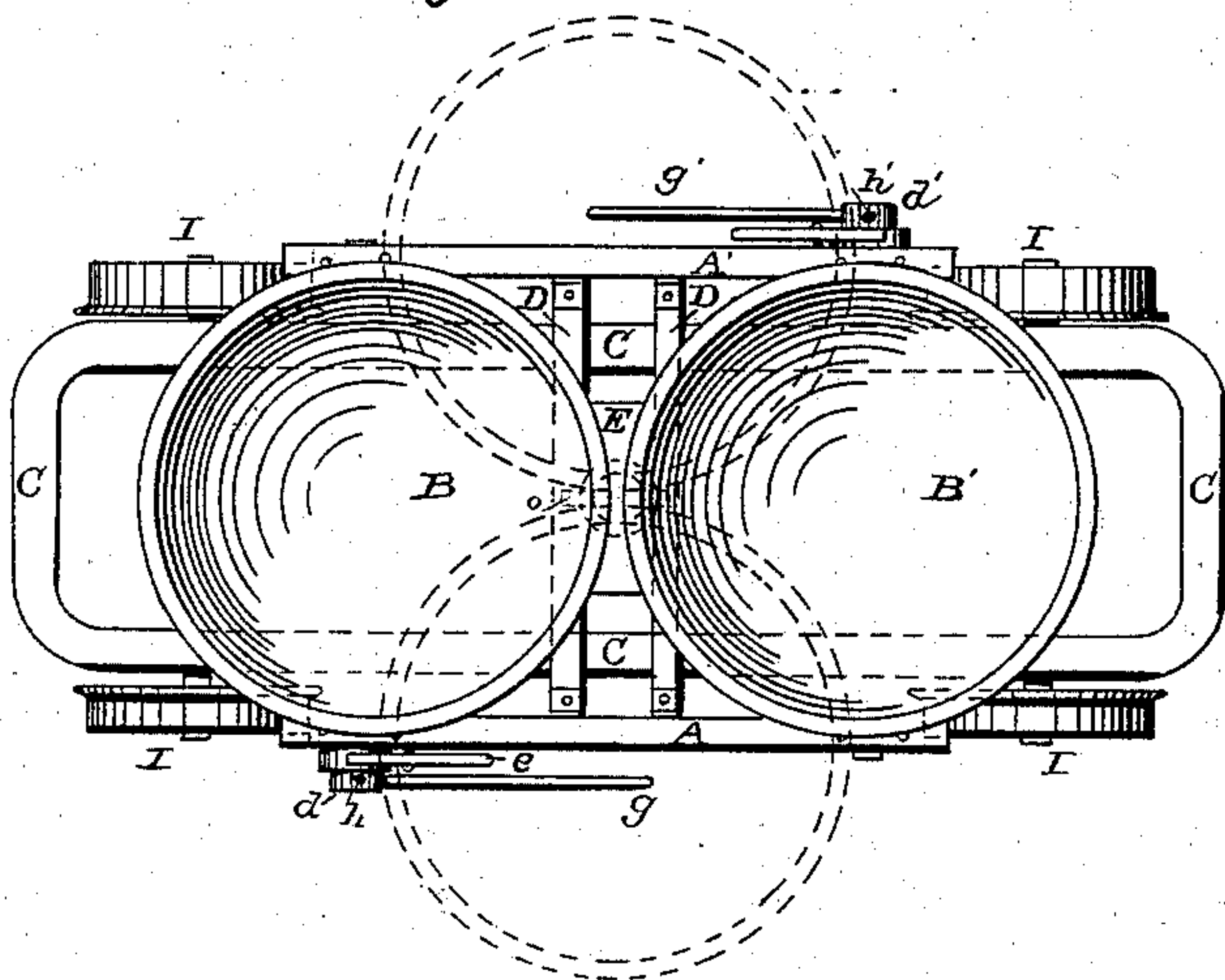


Fig. 3.



WITNESSES:

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JOHN W. NESMITH, OF DENVER, COLORADO, ASSIGNOR TO THE COLORADO
IRON WORKS, OF SAME PLACE.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 388,708, dated August 28, 1888.

Application filed May 1, 1888. Serial No. 272,458. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. NESMITH, of Denver, in the county of Arapahoe and State of Colorado, have invented a new and useful Improvement in Dumping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention consists, broadly, of the following essential elements: a suitable car-truck, a frame carried thereby, and two or more load-receiving pots journaled on opposite sides of said frame.

My invention also consists of a suitable truck, a frame carried thereby, said frame being swiveled centrally thereto and in turn carrying pivoted pots on each side of the central swivel.

My invention consists, further, in the particular manner of supporting the pots, in the means for manipulating them, and, further, in the various details of construction shown in the drawings, in which—

Figure 1 is an end elevation of the car-truck with the load-containing pots swung around into position for dumping, one of said pots being shown as dumped. Fig. 2 is a similar view with the parts in normal position and partly in section. Fig. 3 is a plan view of the car as represented in Fig. 2, showing also by the dotted lines the position of the pots for dumping.

C is the truck-frame carrying the boxes *c c* for the axle *I'* of wheels *I*. This frame is of elongated or rectangular form, Fig. 3, and at about the center a bridge-beam, *F*, is supported, extending transversely across the frame. This beam supports the frame which carries the receptacles for the material to be conveyed. The receptacle-supporting frame comprises the trusses *D D'*, of angle-iron or other material, which are arranged parallel with each other and upon either side of an intermediate block, *E*. Extending at right angles and across the ends of the trusses *D D'* are the beams *A A'*, which are supported by said trusses and constitute with them the receptacle-supporting frame. The said frame is supported upon the beam *F* by means of a pin, *F'*, which is secured to the former and enters a socket in the block *E*, thus forming a

swiveled connection, which will allow the frame *A A' D D'* to be turned horizontally into different positions. The receptacle or pots for containing the load are carried at the ends of the beams *A A'*. They are positioned between them and are pivotally supported by their trunnions *c c'*, which have their bearings on the under sides of the beams *A A'*. The pots are supported on opposite sides of the central swivel, *E E'*, and equidistant therefrom, so that the frame will be well balanced and the strain equalized. The swivel-pin is long and the adjacent surfaces of the block *E* and beam *F* may be broad, so that the relation between the frames may always be maintained. While the car is in transit, the frame and the receptacle will be disposed as in Fig. 3—that is, with the said receptacle “fore” and “aft”—in which position they are within the vertical plane of the wheels, and the entire width of the car exceeds but slightly the distance from rail to rail. Whenever the car has reached the dumping-ground and it is desired to deposit the load, the frame *A A' D D'* is swung on the swivel until the receptacles assume the transverse position of Fig. 1, and dotted lines, Fig. 2, in which position either one may be dumped, and then the other may be swung into position by turning the supporting-frame; or, if desired, each pot may be dumped on its side of the track. The pots are pivoted eccentrically, the journals being positioned outside of the central vertical plane, and thus the tendency of the weight is to keep the pots in normal position balanced toward the center or toward each other. The inward movement is limited by stop-pieces *o o*, against which the pots rest when in transit or in normal position. For manipulating the pots, one of the journals of each is formed long enough to project through the journal-box, and upon this projecting end a head or collar, *d'*, is secured. This is provided with holes to receive a suitable operating-bar, *g'*. The collar is also formed with teeth adapted to receive the catch *e*, the purposes of which are to hold the pot in normal position while being filled or in transit, or to hold the same, when partially dumped, while the operating-bar is being inserted into another hole for the completion of

the operation of dumping. The frame may be provided with any suitable form of catch to hold the swiveled frame in normal position.

I do not limit myself to the number of pots employed. More than two can be used with good effect.

I claim as my invention—

1. In combination, a suitable truck frame and wheels, and a receptacle-carrying frame centrally supported on the truck-frame, the receptacles pivotally supported upon opposite sides of the central support to swing outwardly, said frame being balanced by the receptacles upon opposite sides, substantially as described.

2. In combination with a suitable truck frame and wheels, a receptacle-carrying frame, as A A' D D', swiveled to said truck-frame, so as to have movement in a horizontal plane, and the receptacles pivotally supported upon opposite sides of said receptacle-carrying frame, substantially as described.

3. In combination, the truck-frame, the beam F, the bars D D', the block E, the supporting-pin e', the beams A A', and the receptacles pivoted thereto, substantially as described.

4. In combination, the receptacle-supporting frame centrally swiveled, the receptacles pivoted thereto and upon opposite sides of the swivel, the journals of said receptacles being outside the central vertical plane, and limiting-stops for the receptacles, whereby they will remain normally in upright position and swing outwardly when released, substantially as described.

5. In combination, the frame A A', the receptacles pivoted therein, and the collar or head d upon one of the journals and provided with holes to receive a suitable operating-bar, substantially as described.

6. In combination, the pivoted receptacles, the collar or head d, provided with teeth, and the catch e, substantially as described.

Intestimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN W. NESMITH.

Witnesses:

FRANK W. HOPKINS,
ISABEL NESMITH.