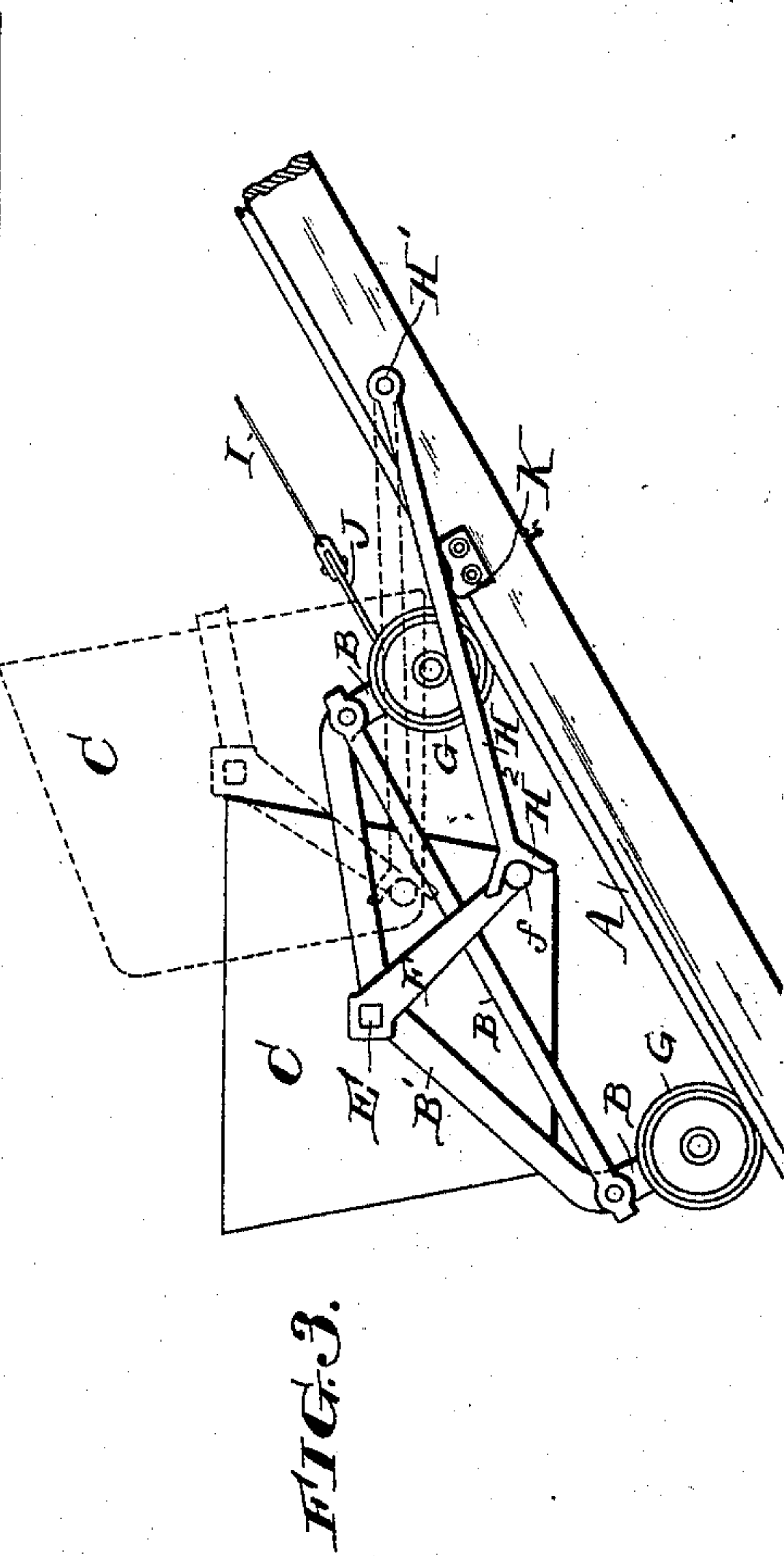
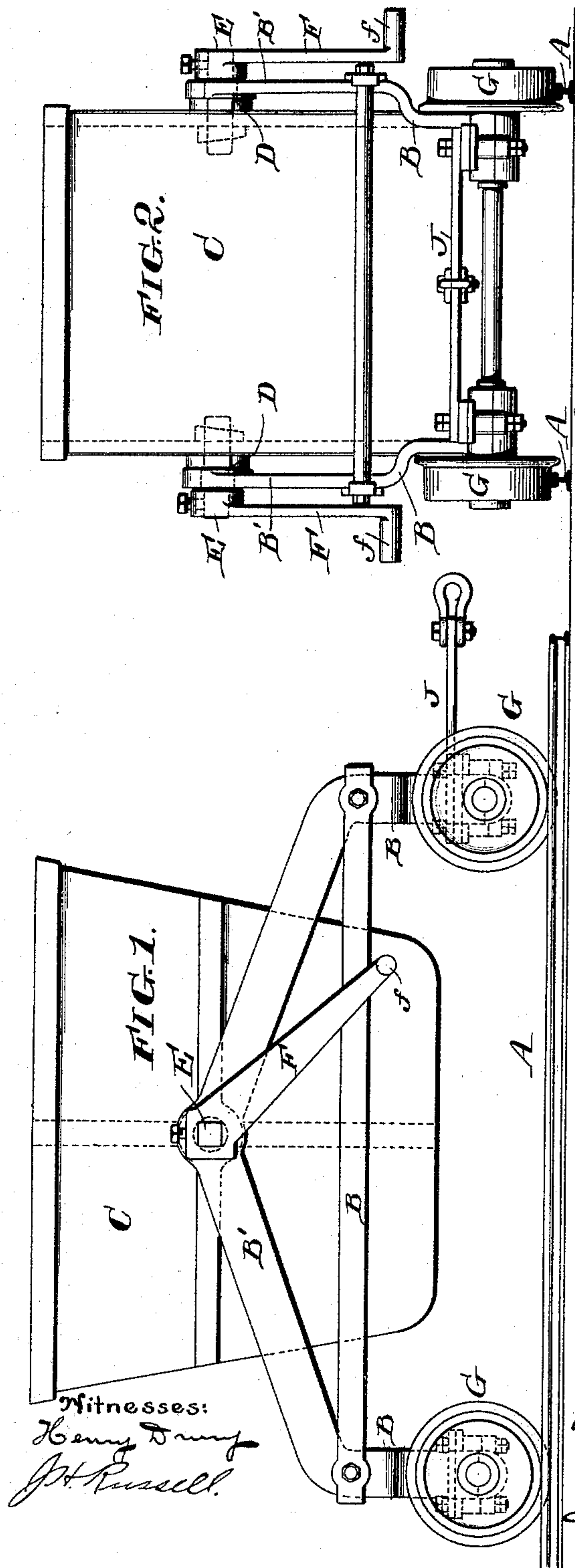


(No Model.)

M. W. ILES.
DUMP CAR.

No. 483,152.

Patented Sept. 27, 1892.



Inventor:
Malvern W. Iles
by his atty.
Francis J. Chambers.

UNITED STATES PATENT OFFICE.

MALVERN W. ILES, OF DENVER, COLORADO.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 483,152, dated September 27, 1892.

Application filed February 3, 1892. Serial No. 420,164. (No model.)

To all whom it may concern:

Be it known that I, MALVERN W. ILES, of Denver, county of Arapahoe, State of Colorado, have invented a certain new and useful Improvement in Dump-Cars, of which the following is a true and exact description, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to dump-cars, and is particularly adapted for slag-cars, which receive slag from a furnace and are then drawn up on the dump, where they deposit their load.

The object of my invention is to provide a car which will be well adapted to carry such a load and which will be automatically dumped at the desired point by novel and efficient means.

The nature of my invention will be best understood as described in connection with the drawings, in which—

Figure 1 is a side elevation of my car. Fig. 2 is a front elevation of same, and Fig. 3 a side elevation illustrating the operation of dumping the car.

A indicates the track in Fig. 3, shown as abruptly ascending.

B indicates the truck of my dump-car, supported on wheels G and having lateral braces B' upon the top of each.

The receptacle C is pivotally supported by trunnions D D. The trunnions are rigidly and securely attached to the receptacle C, which is made in the form of a bucket and so hung that it will normally hang with the bottom downward, as shown in Figs. 1 and 3. As shown, the ends E of the trunnions are squared, and upon these square ends are secured levers F F, which extend downward and forward, as shown, and are preferably provided with pins at their outer ends.

The car may be drawn in any convenient way. As shown, a rod I, attached to extension J, is used for drawing it along on the track.

The dumping of the receptacle C is accomplished by providing stops, which at the desired point come in contact with the ends of levers F F, pushing them backward as the car moves forward and turning the receptacle C on its trunnions until its contents are dumped. Preferably I employ for this purpose hinge-rods H, hinged or pivotally connected with the track-stringers, as shown at H', and having a T-head H², which normally lies in such a position as to engage a pin f of lever F. The advantage of this construction is readily seen by an examination of Fig. 3 of the drawings, which shows the operation of the hinged stop in dumping the receptacle or bucket. The full lines in this figure indicate the positions of the parts when the stop first comes in contact with the lever F and the dotted lines their positions when the car has been drawn forward sufficiently to dump the bucket. The stop-lever H must of course be held in proper position to engage the pin f, as by means of a rest K, upon which it rests when not in operation.

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

The combination of a truck, a receptacle having trunnions E, said receptacle being pivotally supported by said trunnions on the truck, one or more levers F, connected with the trunnions E, and a hinged stop or stops H, arranged in the path of the trucks to engage the levers F and dump the receptacle, said stop or stops being arranged to move with the lever or levers F after they have engaged them and while the receptacle is being dumped, all substantially as and for the purpose specified.

MALVERN W. ILES.

Witnesses:

C. T. DYE,
J. H. TUCKER.