(No Model.)

# H. DURAND.

## MINE CAR.

No. 488,879. Patented Dec. 27, 1892.

Fig. 1.

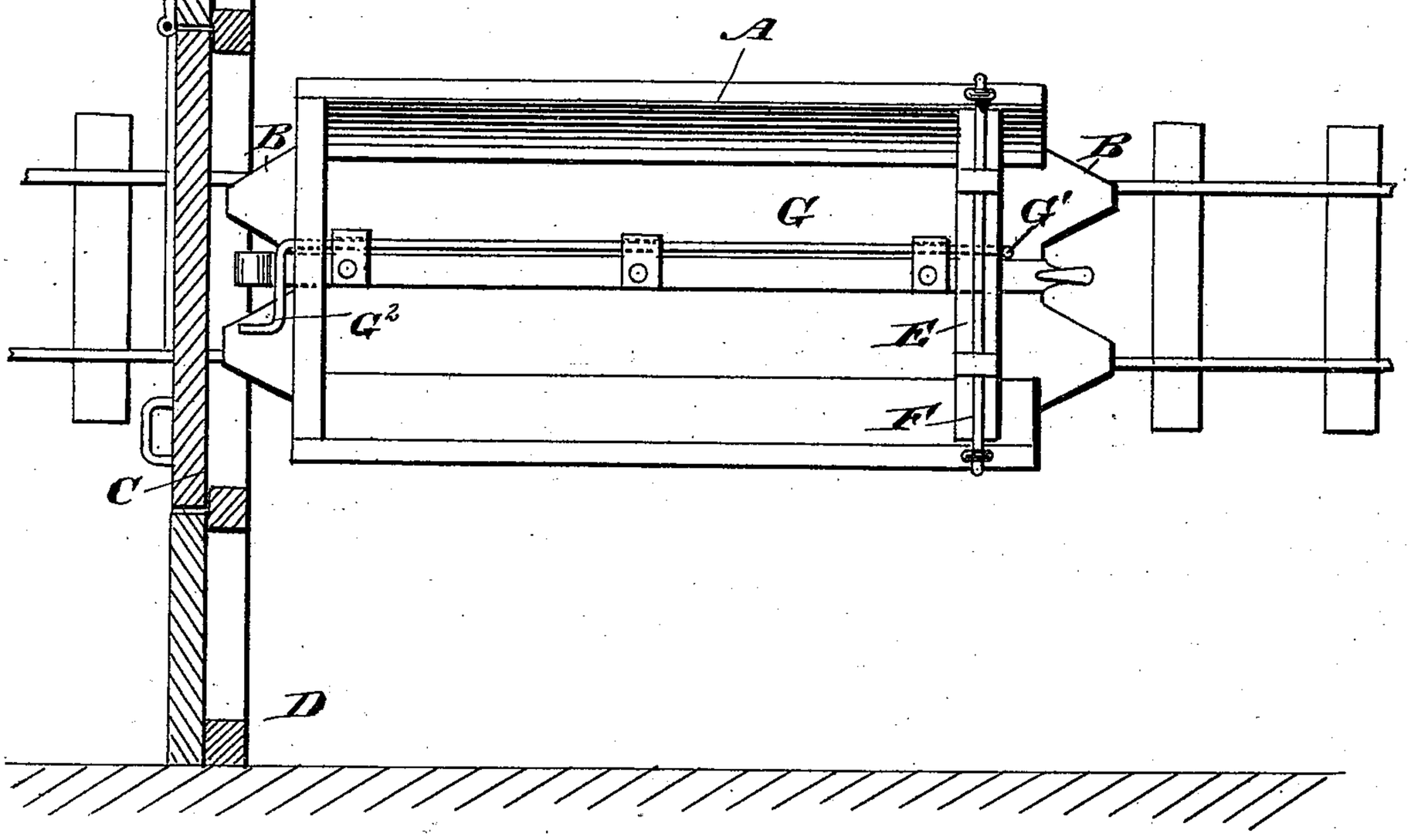
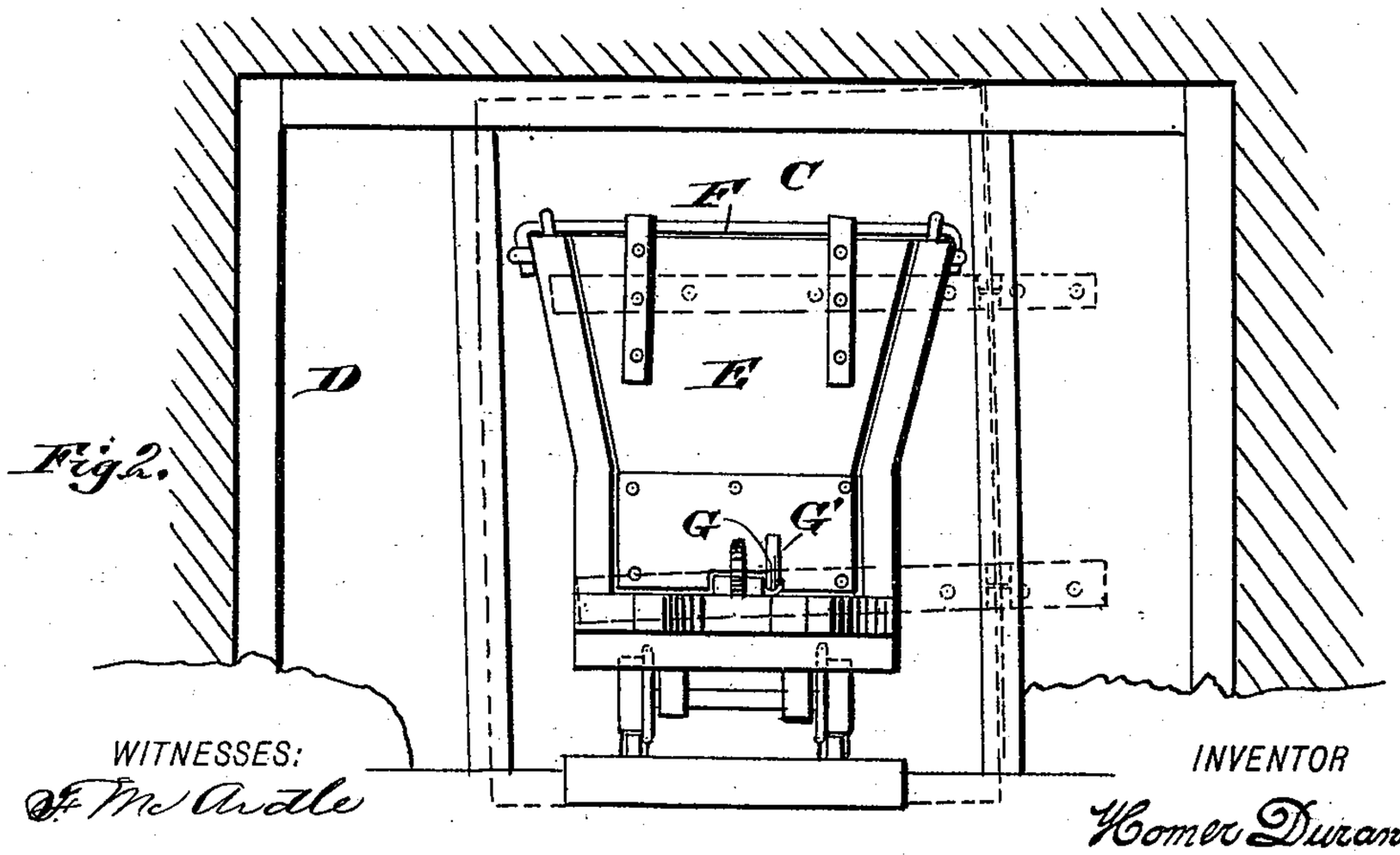



Fig. 2.




WITNESSES:

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# UNITED STATES PATENT OFFICE.

HOMER DURAND, OF STARKVILLE, COLORADO, ASSIGNOR TO HOMER DURAND & CO., OF SAME PLACE.

## MINE-CAR.

SPECIFICATION forming part of Letters Patent No. 488,879, dated December 27, 1892.

Application filed July 15, 1892. Serial No. 440,127. (No model.)

*To all whom it may concern:*

Be it known that I, HOMER DURAND, of Starkville, in the county of Las Animas and State of Colorado, have invented a new and Improved Mine-Car, of which the following is a full, clear, and exact description.

The invention consists of certain parts and details and combinations of the same, as hereinafter described and claimed.

The object of the invention is to provide a new and improved mine car, which is simple and durable in construction, more especially designed for use in mines, and the invention consists in the particular construction and arrangement of parts as hereinafter fully described and pointed out in the claim.

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 the improvement; and Fig. 2 is an end elevation of the same.

The improved mine car is provided with a body A, mounted on wheels adapted to travel on the track laid in the shafts of the mine. The bottom of the car body A extends beyond the ends of the body and the central portion of the said extension is cut away to form projections B, adapted to engage or abut against the door C, arranged transversely in the mine shaft D, so that when the car travels down the track in the shaft D, the end projections B in striking against the door C automatically opens the same.

One end of the car body A is formed with a door E, hung at its upper end on a transversely-extending rod F, mounted in suitable bearings secured to the upper edges of the sides of the car body. The door E is prevented from swinging outward by a projection G′ formed on a rod G, extending longitudinally through the car and mounted to turn in suitable bearings arranged in the bottom thereof. The rod G passes through the other fixed end of the car and is provided at this outer end with a crank arm $G^2$, for turning the said rod G so as to swing the projection G′ against the free end of the door E to prevent the latter from swinging outward. When the crank arm or handle $G^2$ is swung upward into a vertical position, then the rod G is turned so that the projection G′ swings downward flat onto the upper surface of the car bottom, thus permitting the door E to swing outward to discharge the contents of the car.

It is understood that the crank arm $G^2$ and the projection G′ stand at right angles to each other so that when the arm $G^2$ is turned downward the projection G′ swings upward to lock the door, and when the crank arm is swung upward the projection G′ swings downward to unlock the door.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent:—

A mine car having the bottom of its body extended beyond the ends thereof said extension being cut away at the center to form two projections B, said projections being adapted to engage a door in a mine shaft to open the same, substantially as described.

his
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Witnesses:
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