

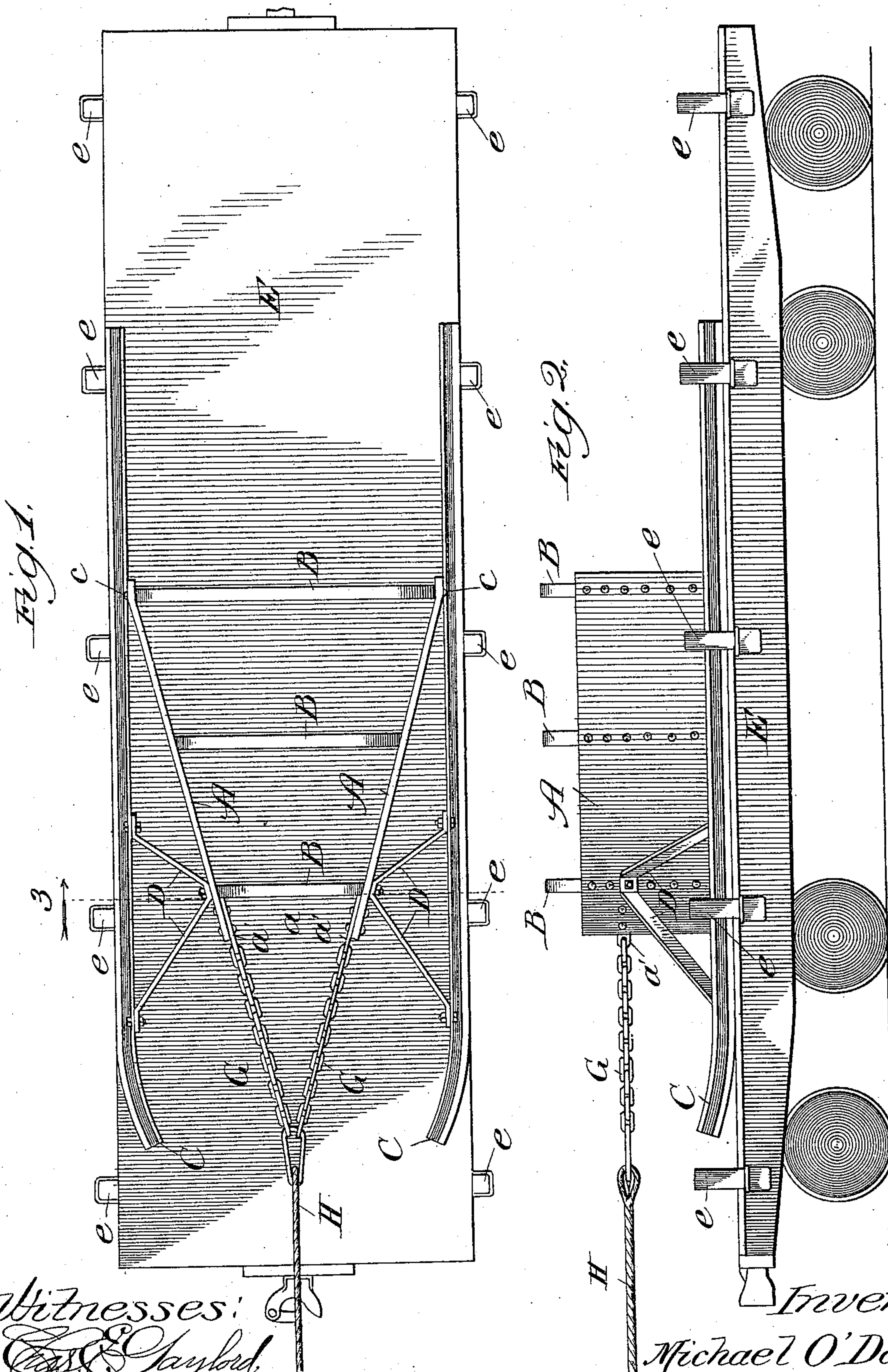
(No Model.)

2 Sheets—Sheet 1.

M. O'DOWD.  
CAR UNLOADER.

No. 575,492.

Patented Jan. 19, 1897.



Witnesses:  
 Jas. E. Gaylord,  
 Lute J. Allen.

Inventor:  
Michael O'Dowd,  
By Panning & Panning & Sheridan  
Attys.

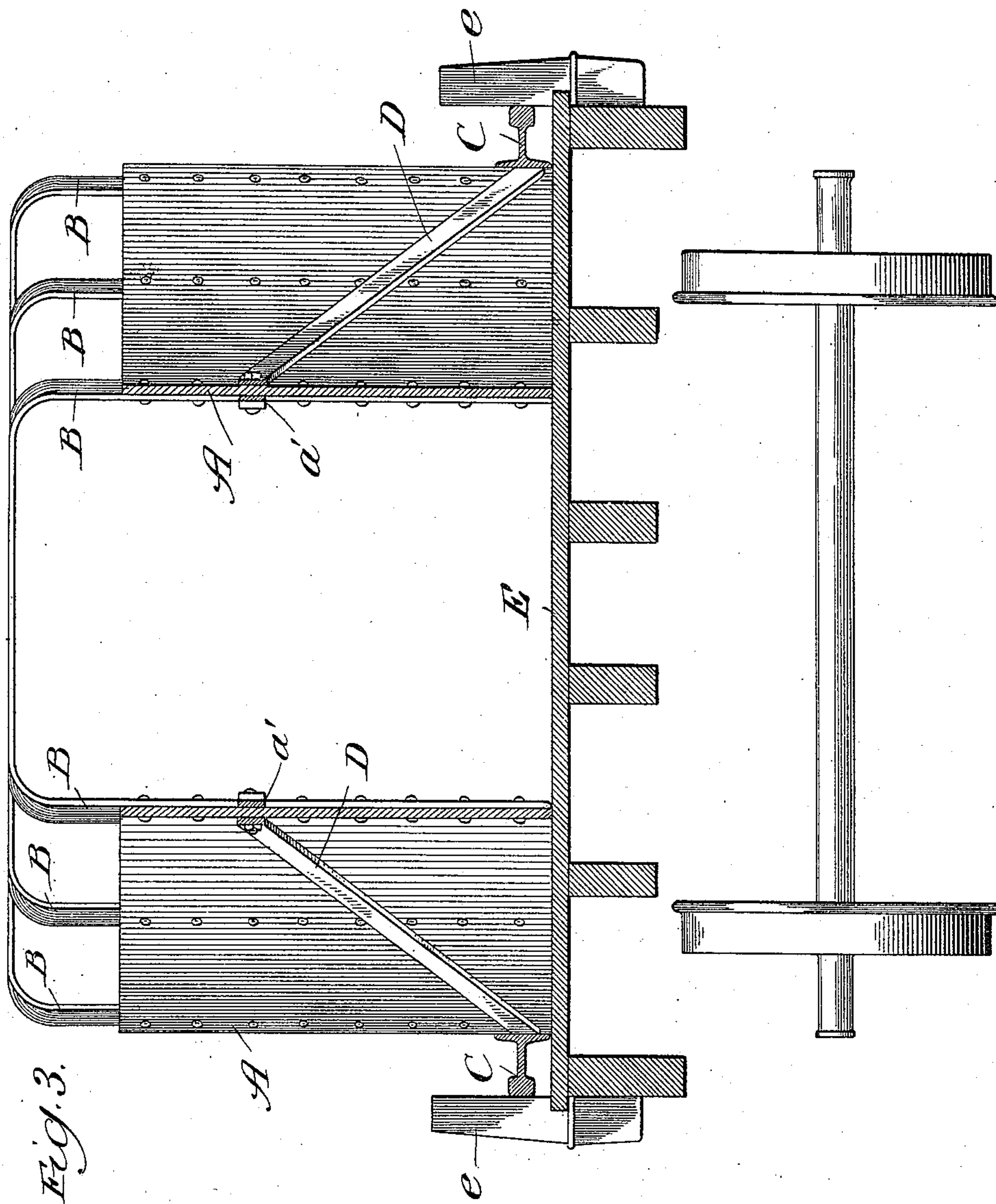
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2 Sheets—Sheet 2.

M. O'DOWD.  
CAR UNLOADER.

No. 575,492.

Patented Jan. 19, 1897.



Witnesses:  
Edw. E. Byford,  
Lute J. Miller

Inventor:  
Michael O'Dowd,  
By *William B. Manning* & *William B. Sheridan*  
Attys.



# UNITED STATES PATENT OFFICE.

MICHAEL O'DOWD, OF CHILLICOTHE, ILLINOIS, ASSIGNOR OF ONE-HALF TO  
CHARLES F. RESSEGUIE, OF CHICAGO, ILLINOIS.

## CAR-UNLOADER.

SPECIFICATION forming part of Letters Patent No. 575,492, dated January 19, 1897.

Application filed July 29, 1896. Serial No. 600,879. (No model.)

*To all whom it may concern:*

Be it known that I, MICHAEL O'DOWD, a citizen of the United States, residing at Chilli-  
cothe, in the county of Peoria and State of  
5 Illinois, have invented certain new and use-  
ful Improvements in Car-Unloaders, of which  
the following is a specification.

My invention relates particularly to that  
class of mechanisms for unloading railway-  
cars, and especially to that class for unload-  
10 ing ballast sand and gravel from platform-  
cars.

The object of my invention is to provide a  
simple, economical, and efficient mechanism  
15 for unloading ballast, such as crushed stone,  
rock, gravel, and sand, from platform-cars in  
desired quantities; and the invention con-  
sists in the features, combinations, and de-  
tails of construction hereinafter described  
20 and claimed.

In the accompanying drawings, Figure 1 is  
a plan view of my improvement shown in  
combination with a platform-car and looking  
at the same from the top; Fig. 2, a side ele-  
25 vation of the same; and Fig. 3 a transverse  
sectional elevation, taken on line 3 of Fig. 1,  
showing the parts somewhat enlarged.

In the art to which this invention relates  
it is customary and usual in unloading plat-  
30 form-cars to shovel material from the cars by  
manual labor. This is a very slow method,  
as well as expensive, in that it requires a  
large force of laborers for the purpose of un-  
loading the car in anything like a satisfactory  
35 manner. Further, it is well known that in  
ballasting railroad-beds about half a car-load  
of material is the amount necessary for the  
top-dressing of the bed for a length equal to  
the length of a car, so that it is desirable to  
40 have mechanism that will discharge about  
one-half the load at a time.

My improvement therefore is intended  
principally to obviate the objections existing  
in the art and to provide a simple, economi-  
45 cal, and efficient mechanism for unloading or  
discharging one-half of a load at a time.

In constructing an unloader in accordance  
with my improvement I make the discharge  
portion of two vertical metallic sections A,  
50 arranged at an acute angle with relation to  
each other, and preferably to provide a sub-

stantially central passage *a* between such  
sections. This central passage is for the pur-  
pose of allowing or permitting a portion of  
the material on the car to remain practically 55  
undisturbed thereon. The size of the open-  
ing should be proportioned so as to leave  
about one-half the load on the car; that is,  
each of the discharging-sections should dis-  
charge or deflect from the car one-quarter of 60  
the load to each side thereof. In order to  
strengthen this mechanism and hold the dis-  
charging-sections in their operative positions,  
I provide overhead trusses B, that are prac-  
tically arch-shaped and have their lower de- 65  
pending legs carried down the full width of  
the discharging-sections, so that while they  
strengthen and stiffen the structure they do  
not in any manner interfere with either the  
discharge of the material or with the material 70  
that is left on the car.

To stiffen the side portion of the discharge-  
sections and provide guides for the structure,  
I make what I will term two "guide-rails"  
C C, formed, preferably, of railway-iron, or 75  
rails with their head portions arranged out-  
wardly and the flanges extending inwardly.  
The lower rear portions of the discharge-sec-  
tions, as at *c*, are secured to these guard-rails  
and the front portions are provided with 80  
trusses D, that connect substantially or prac-  
tically the upper front portions of the dis-  
charging-sections with the guard-rails. These  
guide-rails are preferably of a length exceed-  
ing the length of the discharging-sections, 85  
and the front portions thereof are curved in-  
wardly and upwardly, so that during the  
operation they will contact side stakes *e* of a  
platform-car E and guide the discharge mech-  
anism through the longitudinal center of the 90  
car or from car to car. At the same they  
will act as guards to protect the other mech-  
anism from contacting the stakes and being  
injured thereby.

To operate the parts, the front parts of the 95  
operating-sections adjacent to the side and  
upper front trusses are provided with hooks  
*a'*, to which a chain G may be secured for the  
purpose of having a pulling-cable H draw the  
same, as desired. 100

In operation the unloader is placed on an  
empty platform-car, the cable secured thereto



and to a locomotive. The car or cars to be unloaded are placed in line with the car that carries the unloader. The locomotive is then started and the unloader drawn onto the loaded cars, which operation is insured by the side stakes and acts to discharge one-half of the load of each car. To discharge the entire load, the front open space of the half-unloader may be provided with an A-shaped deflecting portion, such portion and the main portion being rigidly secured together in any economical manner, so that the entire load may be discharged, when desired.

The advantages of my invention are that either one-half or the entire load may be discharged, as desired, at a minimum expense and the saving of considerable time. At the same time the structure is economical to build and efficient in operation and will perform the work of a great many laborers.

While I have described my invention with more or less minuteness as regards details and arrangements and as being embodied in certain precise forms, I do not desire to be limited thereto unduly, no more than as pointed out in the claims. On the contrary, I contemplate all proper changes in form, construction, and arrangement, the omission of immaterial elements, and the substitution of equivalents, as circumstances may suggest or render expedient.

I claim—

1. In a machine of the class described, the combination of a discharging portion formed of two substantially vertical sections arranged

at an acute angle with relation to each other and to provide a substantially central passage so that a portion only of a load is discharged, and mechanism for guiding the structure in the desired position along a car and from car to car, substantially as described.

2. In a machine of the class described, the combination of discharge portion formed of two substantially vertical sections arranged at an acute angle with relation to each other and to provide a central passage therethrough, overhead arched trusses for securing the parts together, and guide-rails, one arranged at each side of the structure and exceeding the length of the discharge-sections for the purpose of guiding the structure in the desired position along a car or from car to car, substantially as described.

3. In a machine of the class described, the combination of a discharging portion formed of two substantially vertical sections arranged at an acute angle with relation to each other, truss mechanism for securing the sections together, and guide-rails, one at each side of the discharging portion formed of railway metallic rails of a length exceeding the length of the discharging-section and having their front portions bent upwardly and inwardly, and truss mechanism for securing the front portion of the discharge-sections to the guide-rails, substantially as described.

MICHAEL O'DOWD.

Witnesses:

C. B. STROHM,  
F. MCFARLAND.