

No. 607.785.

Patented July 19, 1898.

G. E. TRUAX.
ORE CAR.

(Application filed Jan. 6, 1898.)

(No Model.)

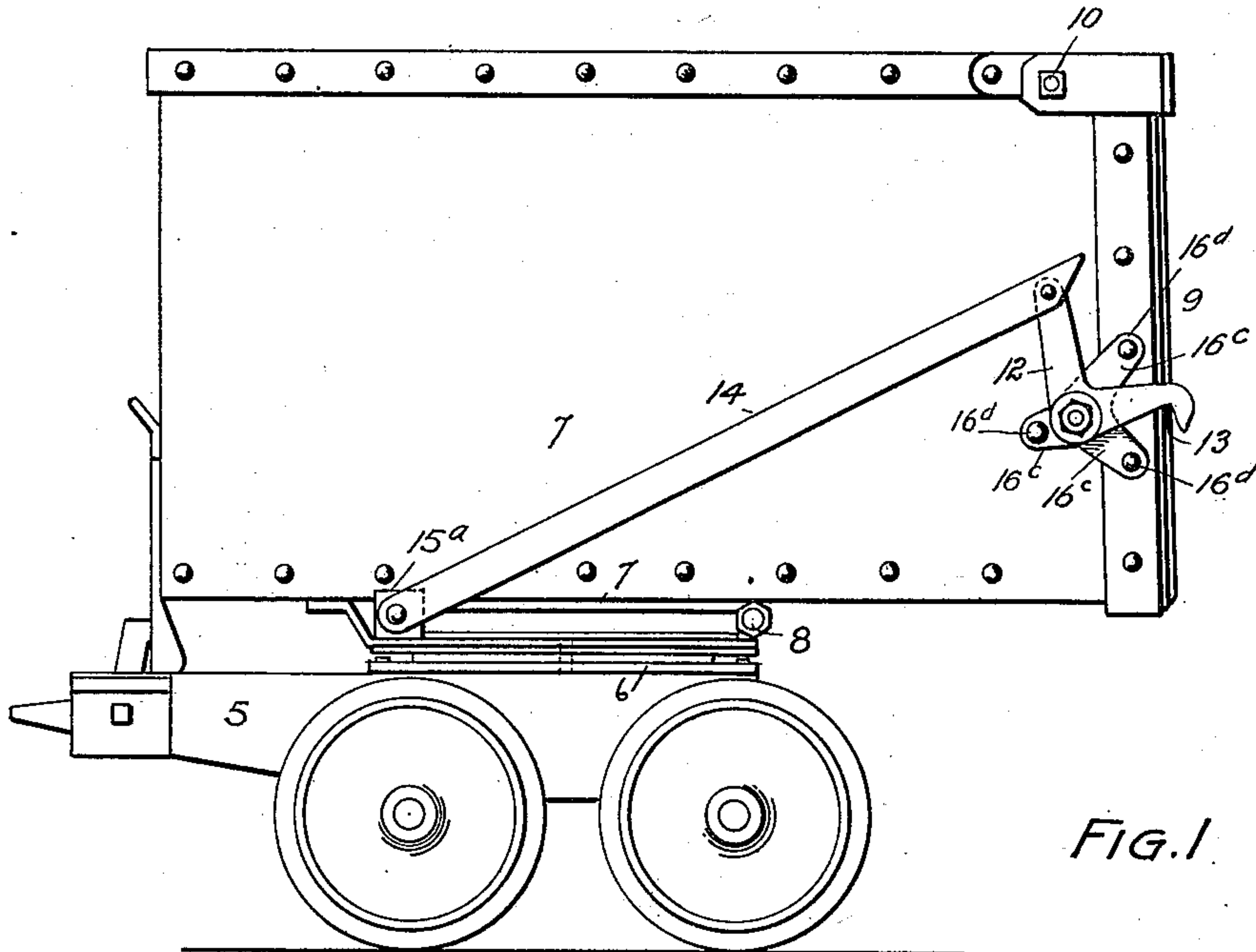


FIG. 1.

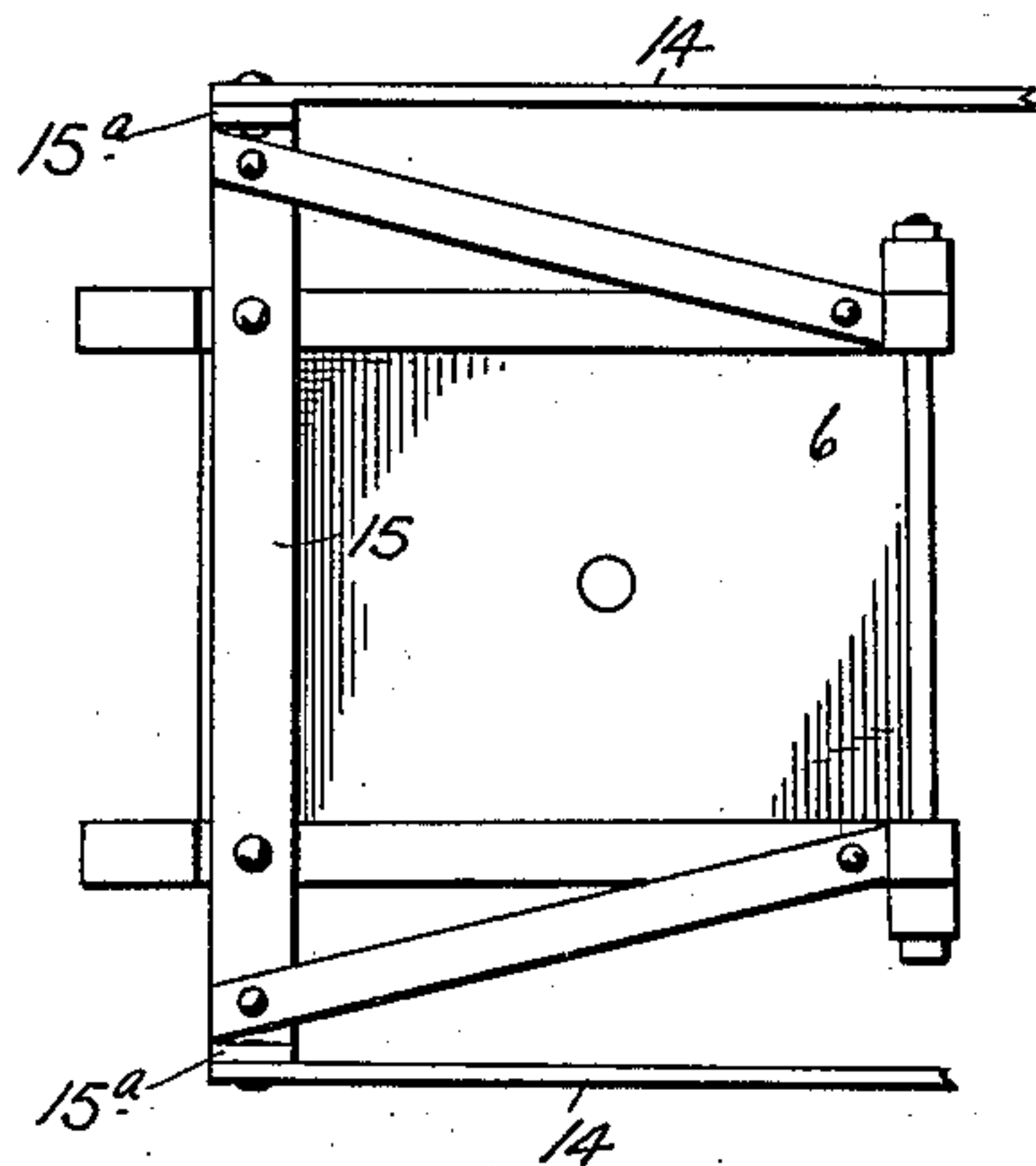


FIG. 2.

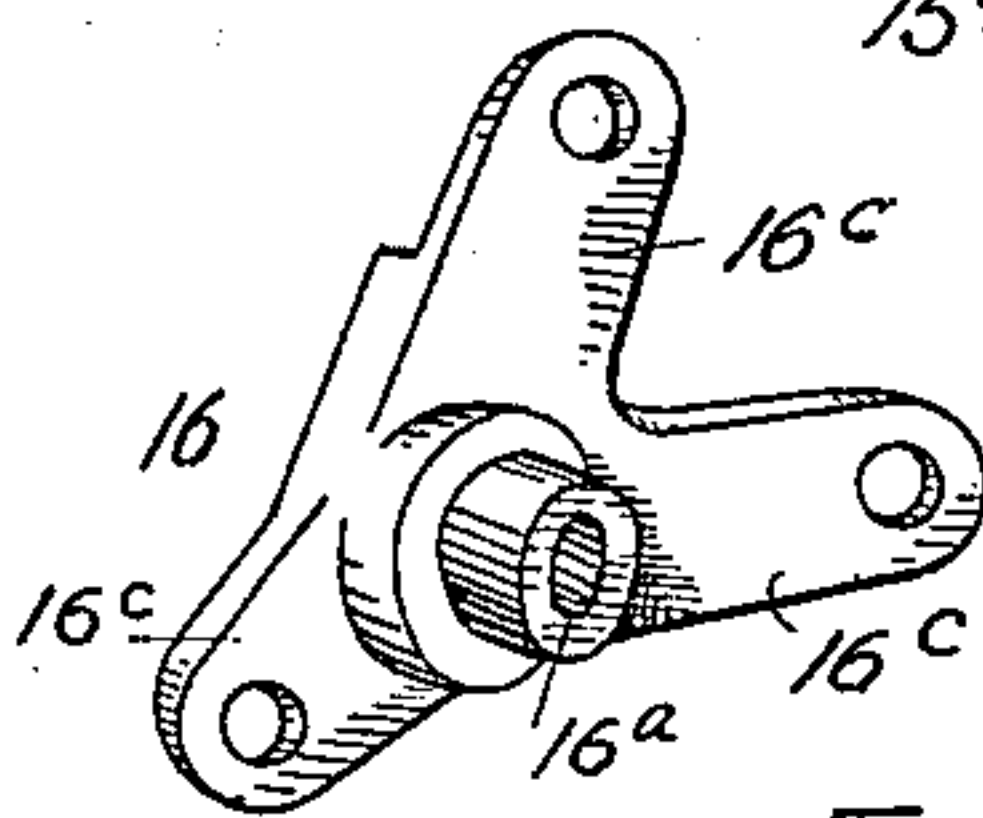


FIG. 4.

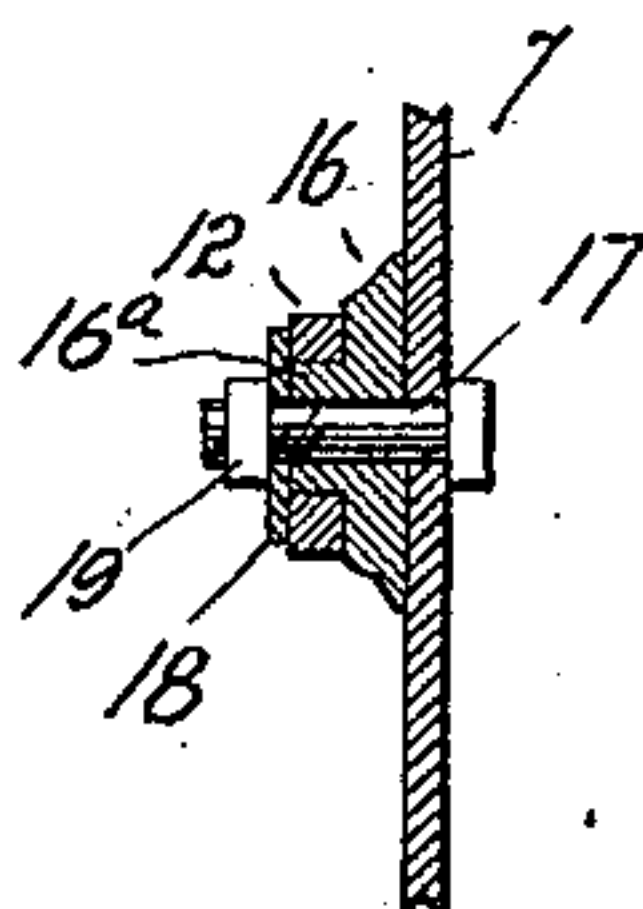


FIG. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE E. TRUAX, OF DENVER, COLORADO.

ORE-CAR.

SPECIFICATION forming part of Letters Patent No. 607,785, dated July 19, 1898.

Application filed January 6, 1898. Serial No. 665,756. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. TRUAX, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Ore-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to ore-cars of the class set forth in my prior United States Letters Patent, No. 466,717, dated June 5, 1892.

My object is to improve certain features of the construction set forth in the aforesaid patent; and to this end my present invention consists of the features, arrangements, and combinations hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a side elevation of a car equipped with my improvements. Fig. 2 is a top or plan view of the turn-table. Fig. 3 is a section taken through the bearing of the locking-lever. Fig. 4 is a perspective view in detail of the plate upon which the locking-lever is fulcrumed.

Similar reference characters indicating corresponding parts in these views, let the numeral 5 designate the truck-frame; 6, the turn-table mounted thereon; 7, the car-body pivoted on the turn-table at 8; 9, the door hinged on the car-body at 10; 12, the locking-lever engaging a projection 13 on the car-door, and 14 an arm connected with the locking-lever at one extremity, its rear extremity being pivoted on the upturned end 15^a of a bar 15, made fast to the turn-table 6.

In the construction shown in my previous patent the lever 12 is fulcrumed on a bolt passed through the side of the car and held in place by a nut. This bolt provided but an insufficient fulcrum for the lever and was liable to become bent or otherwise injured in such a manner as to interfere with the proper locking of the lever.

My improvement consists in securing an

apertured bearing 16 to the car side, the fastening-bolt for the lever being passed through the opening in the bearing. The lever is fulcrumed on an annular shoulder 16^a, surrounding the bolt-hole. As shown in the drawings, the fulcrum consists of a plate having three arms 16^c riveted to the car side, as shown at 16^d. The annular shoulder 16^a, forming the fulcrum proper, projects outwardly from the body of the plate, against which the inner surface of the lever rests. Outside of the shoulder and engaging the same is a washer 18, against which is screwed a nut 19, applied to the threaded extremity of the bolt 17, which passes through the side of the car-body 7. In this construction the lever is fulcrumed entirely independently of the fastening-bolt, and there is no chance, or at least but little opportunity, for the fulcrum to become disarranged or get out of repair.

My improvement consists, further, in placing the fulcrum lower on the car side than shown in my former patent and in extending the arms 14 backward to the rear of the turn-table center and in making the arms 15^a very short, whereby there is less tendency for them to become bent or disarranged.

In my previous construction the parts corresponding to the arms 15^a were of considerable length, and it sometimes happened that in raising the car after dumping the projection 13 would strike against the lever 12 with sufficient force to bend the said upright arms by the backward thrust imparted to the arms 14. This bending of the arms to which the rear extremities of the arms 14 were fastened would sometimes result in such a disarrangement of the parts that the locking-lever would not engage the projection 13 on the car-door.

It must be understood that one of the fulcrum-plates 16 is secured to each side of the car, since there are two levers 12 (one only being shown) and two arms 14.

Having thus described my invention, what I claim is—

1. In a dumping-car, the combination with the car-body, the hinged end door and the locking-lever, of a plate secured to the car side and having an opening adapted to receive the fastening-bolt passed through an aperture in the car side, the said plate being provided with an annular shoulder surrounding

the said opening, and forming a fulcrum for the locking-lever.

2. The combination of the car-body, the hinged door, the locking-lever, and the fastening-bolt, the car side being provided with a fulcrum for the locking-lever surrounding the opening for the fastening-bolt, the said fulcrum being independent of the said bolt.

3. The combination with the car-body, the hinged door, the locking-lever and the fastening-bolt, of a fulcrum for the said lever, said fulcrum being mounted on the car side and apertured to register with the bolt-hole therein.

4. The combination with the car-body, the hinged door, the locking-levers fulcrumed on the car-body, and the arms connected with the locking-levers, the latter being fulcrumed relatively low on the car side, and the rear extremities of the said arms being pivoted on the turn-table to the rear of its center.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE E. TRUAX.

Witnesses:

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EDITH HIMSWORTH.