

No. 671,025.

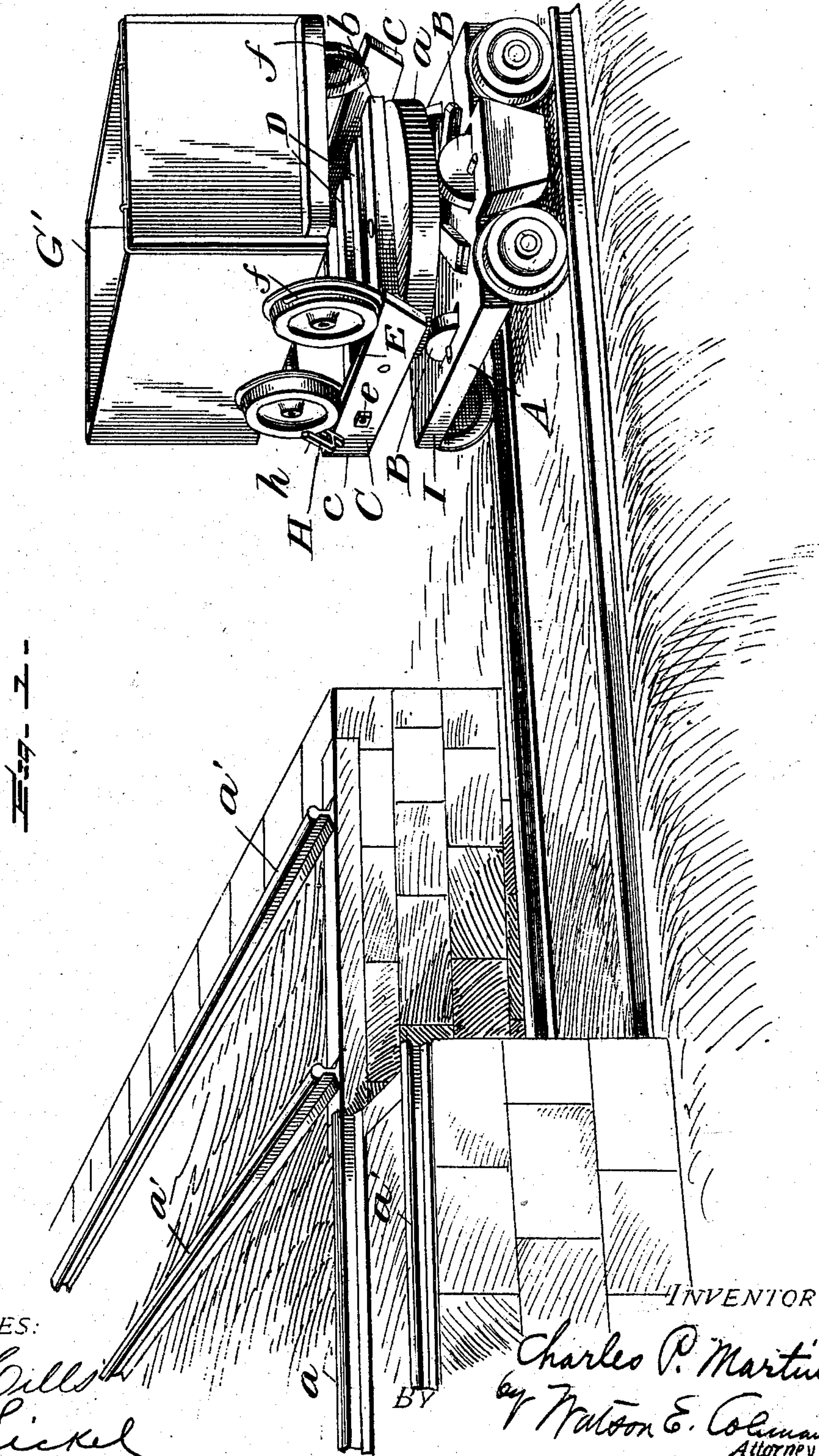
Patented Apr. 2, 1901.

C. P. MARTIN.
UNLOADING APPARATUS.

(Application filed June 14, 1900.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:
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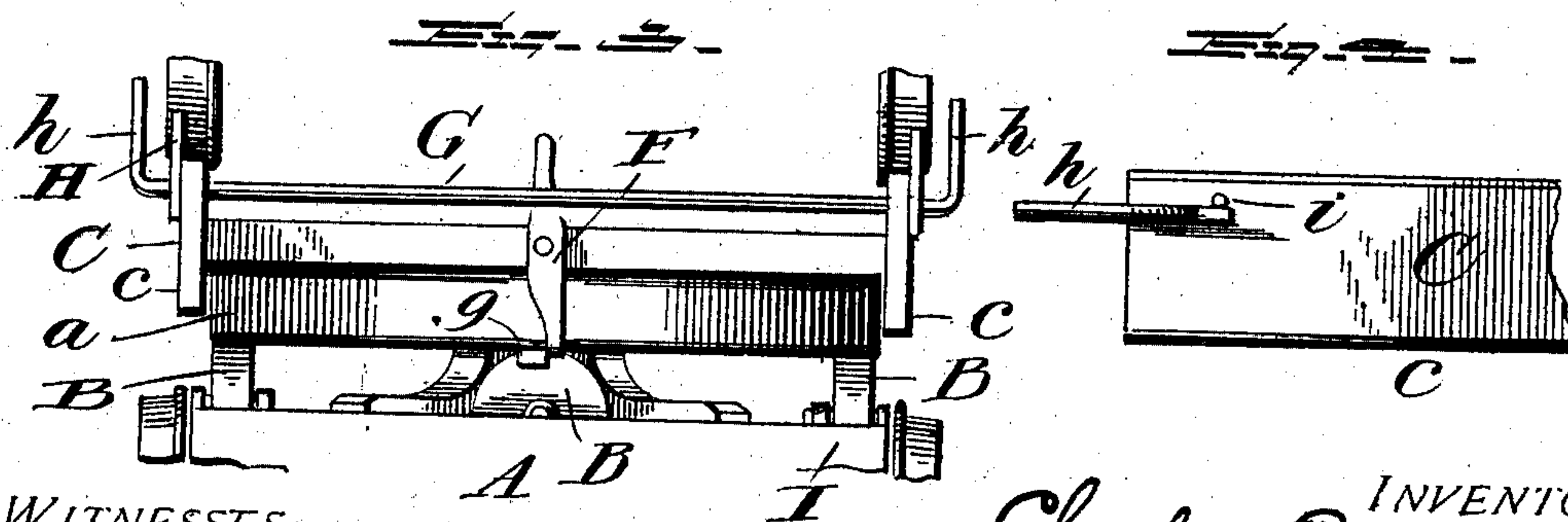
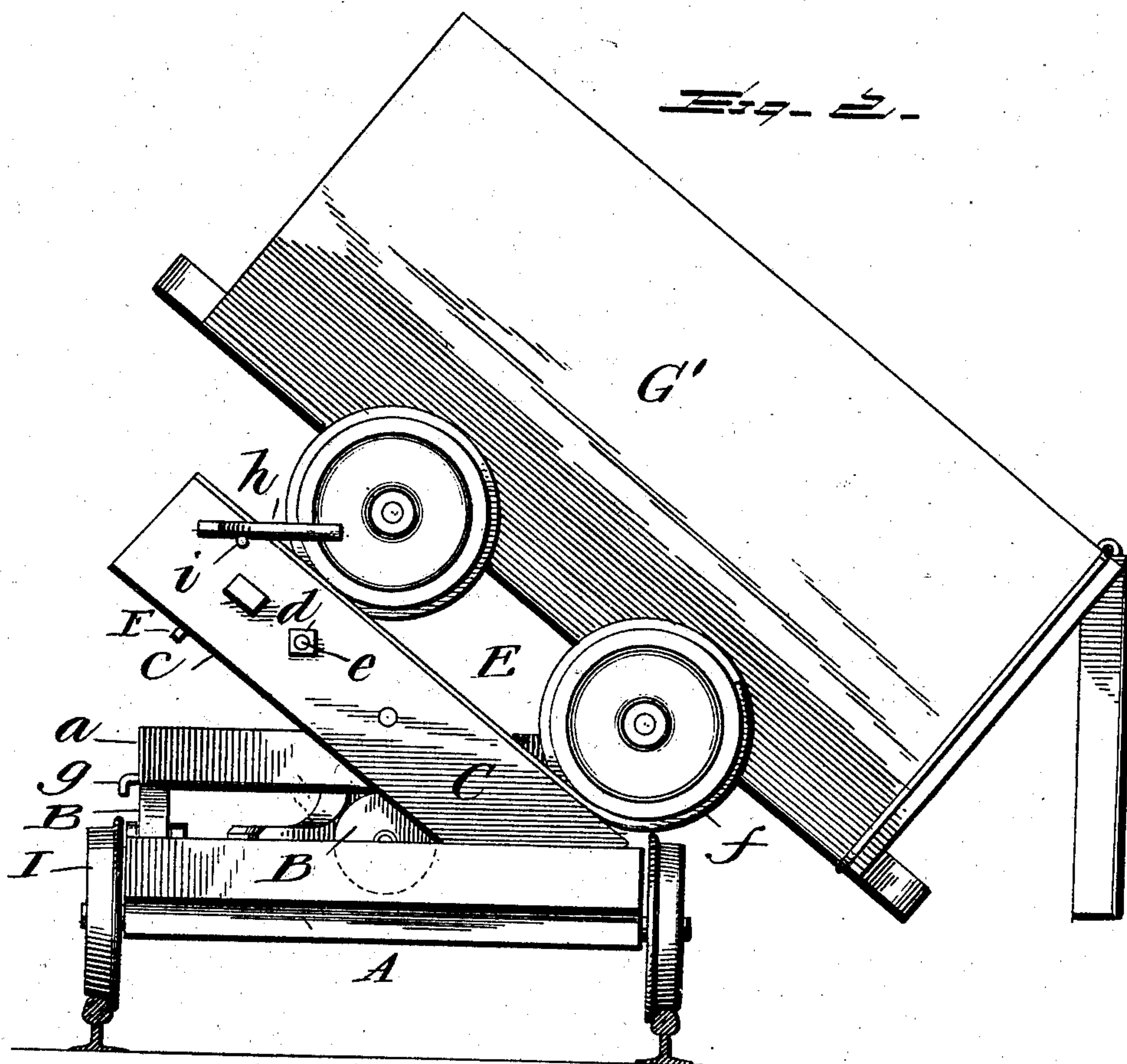
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WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES P. MARTIN, OF LEMONT FURNACE, PENNSYLVANIA, ASSIGNOR OF FIVE-EIGHTHS TO LANE MARTIN, OF SAME PLACE, AND CHARLES H. RHODES, OF HAYDENTOWN, PENNSYLVANIA.

UNLOADING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 671,025, dated April 2, 1901.

Application filed June 14, 1900. Serial No. 20,377. (No model.)

To all whom it may concern:

Be it known that I, CHARLES P. MARTIN, a citizen of the United States, residing at Lemont Furnace, in the county of Fayette and State of Pennsylvania, have invented certain new and useful Improvements in Unloading Apparatus; and I do hereby 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.

My invention relates to an improvement in unloading apparatus, and more particularly to means for conveniently and automatically dumping ore-cars, one object of the invention being to provide a simple and efficacious means by which a loaded car can be conveniently and automatically tilted for the purpose of discharging its contents in any desired direction.

My invention also has for its object the providing of means whereby ore or coal cars run from a plurality of mining-tunnels or coal-banks can be taken from a common point and dumped in any direction and returned to their respective tracks.

The objects of my invention are attained by the construction illustrated in the accompanying drawings, of which—

Figure 1 is a perspective of my device, showing it ready for operation and showing tracks diverging from a common point. Fig. 2 is a side view of truck, showing car and dumping apparatus in a tilted position. Figs. 3 and 4 are details.

In the drawings, A represents an ordinary car-truck, with a platform and a turn-table *a* pivoted thereon by means of a bolt run through the center thereof. The turn-table *a* is supported by a plurality of wheels B set in said truck-platform, as shown.

Attached to the turn-table in any suitable manner is an axletree *b*, upon which track-section C tilts. Said track-section is preferably made of wood or any light material, and is composed of side rails *c* and braces D, which braces rest upon the turn-table *a*, as shown in Fig. 1, thus holding said track-section in a horizontal position. Track-section C is also made more firm and secure by rod

e, running through the side rails *c* and secured by nut *d*. Attached to the top of side rails *c* in any suitable manner are metal rails E, curved at *f*, as shown, so as to form abutments to engage with the front wheels of an ore-car run upon said rails and prevent the car from going forward when track-section C is tilted.

Attached to the rear of track-section C in any convenient manner is hook F, so arranged as to engage with catch *g*, attached to the turn-table *a*. Said hook F when engaged with catch *g* prevents the track-section from tilting before desired.

G is a rod of any desirable material running through holes in the rear of track-section C, as shown, and turned upward at each end to form handles *h*. Attached to or made a part of said rod G, and sufficiently near the ends of track-section C on each side to engage with the rear wheels of an ore-car when run upon said track-section, are two blocks or abutments H, which when turned upward and toward the car, as shown in the drawings, by handles *h*, hold the car from receding from its position on the dumping apparatus. When it is desirable to release the ore-car from track-section C, the abutments or blocks H are turned backward by means of handles *h*, the lower ends of the abutments H resting against the ends of rod *i*, running through track-section C, near the rear thereof, and projecting sufficiently to engage with the lower ends of said abutments H, as shown in the drawings.

Ore-car G', which is provided with a swinging end-board, is run upon track-section C from any desired direction, said track-section turning upon turn-table *a*, the car-truck A being on a track sufficiently below the grade upon which the ore-car track runs to admit of the ore-cars passing upon track-section C. The ore-cars are then carried to any desired point by means of car-truck A and dumped by disengaging hook F from catch *g* and the tilting of the track-section A. By placing track-section C upon axletree *b* at a point in the rear of the center of said track-section, so that a larger portion of the track-section will lie in front of the axletree, the same will tilt

automatically when hook F is released from catch *g*, and the contents of a car resting upon said track-section can be dumped in any direction by means of turn-table *a* and the releasing of said hook F from the catch *g*. The forward end of the track-section when in a tilted position rests upon truck-platform I, as shown in Fig. 2.

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

1. The combination of a tilting track-section C with turn-table *a* and axletree *b*; upwardly-curved rails E; a car-truck carrying said turn-table; braces D connecting the side rails of said track-section; a rod G carrying abutments engaging with the rear wheels of an ore-car upon said track-section; a hook F attached to the rear of track-section C and engaging with catch *g*, substantially as and for the purposes described.

2. In an unloading apparatus, the combination of an ordinary car-truck A, with turn-table *a* carrying tilting track-section C and axletree *b*; rails on said track-section curved at one end to form abutments to engage with the wheels of a car; a rod carrying two abutments H engaging with the rear wheels of an ore-car run upon said track-section C, substantially as and for the purposes described.

3. In an unloading apparatus, the combination of a car-truck with a turn-table pivoted thereto through the center; an axletree supported by the turn-table and carrying a tilting track-section; a plurality of wheels set in the platform of the car-truck and engag-

ing with the turn-table; braces for holding said track-section in place; a rod carrying abutments engaging with the rear wheels of an ore-car upon said track-section; metal rails curved at one end to form abutments engaging with the forward wheels of a car upon said track-section; a hook attached to the rear of track-section and engaging with a catch on the turn-table, substantially as and for the purposes described.

4. In an unloading apparatus, the combination of car-truck A and turn-table *a* pivoted thereon; a plurality of wheels B set in the car-truck platform and engaging with said turn-table; axletree *b* carrying automatically-tilting track-section C; metal rails E curved at the forward end and forming abutments to engage with the front wheels of an ore-car; rod G and pivoted abutments H; hook F and catch *g* engaging therewith, substantially as and for the purposes described.

5. In an unloading apparatus, the combination of a truck, a turn-table mounted thereon, a tilting track-section on said table, a car on said track-section, pivoted abutments on said track-section adapted to engage the wheels of said car, and means on said track-section other than said abutments for limiting the movement of the car on the track-section, substantially as described.

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

CHARLES P. MARTIN.

Witnesses:

DANIEL STURGEON,
N. F. DETWILER.