

No. 680,817.

Patented Aug. 20, 1901.

J. F. STONE & C. C. SHARP.

DUMPING CAR.

(Application filed May 31, 1901.)

(No Model.)

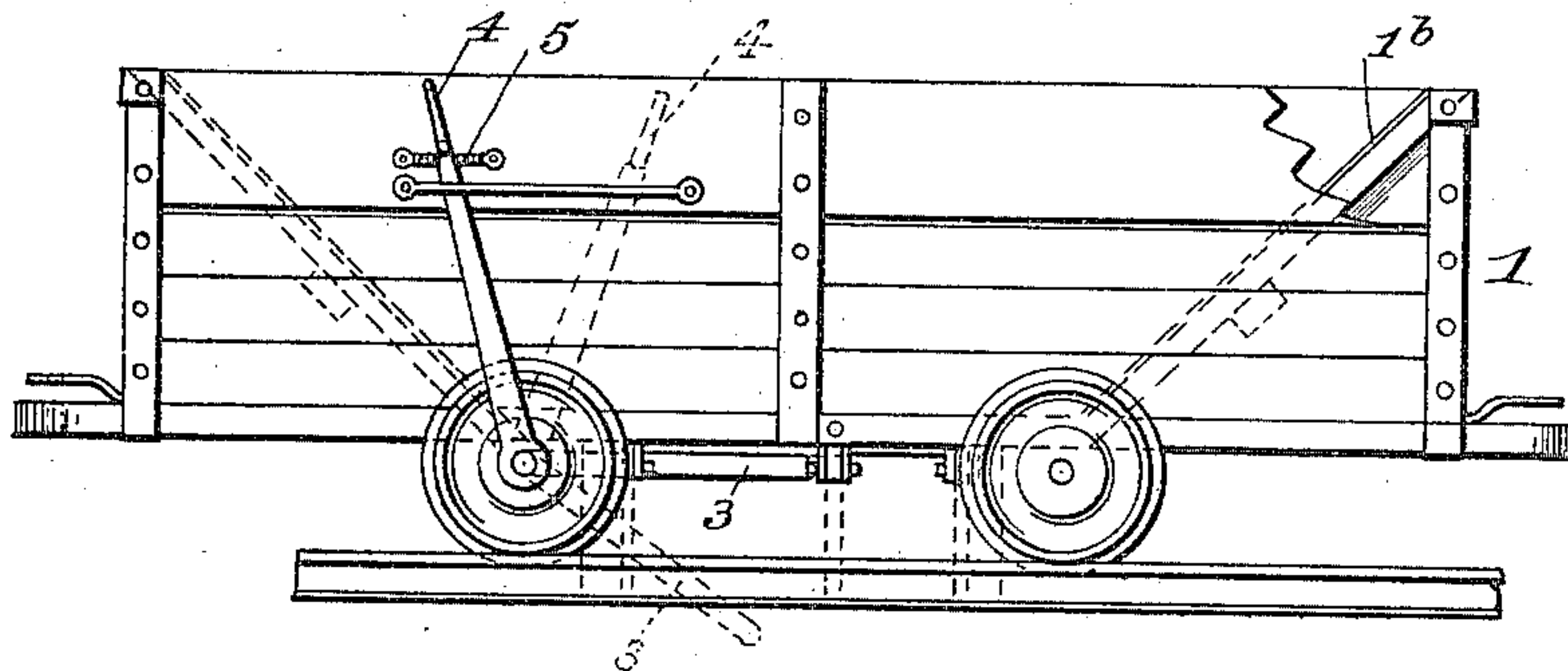


Fig. 1

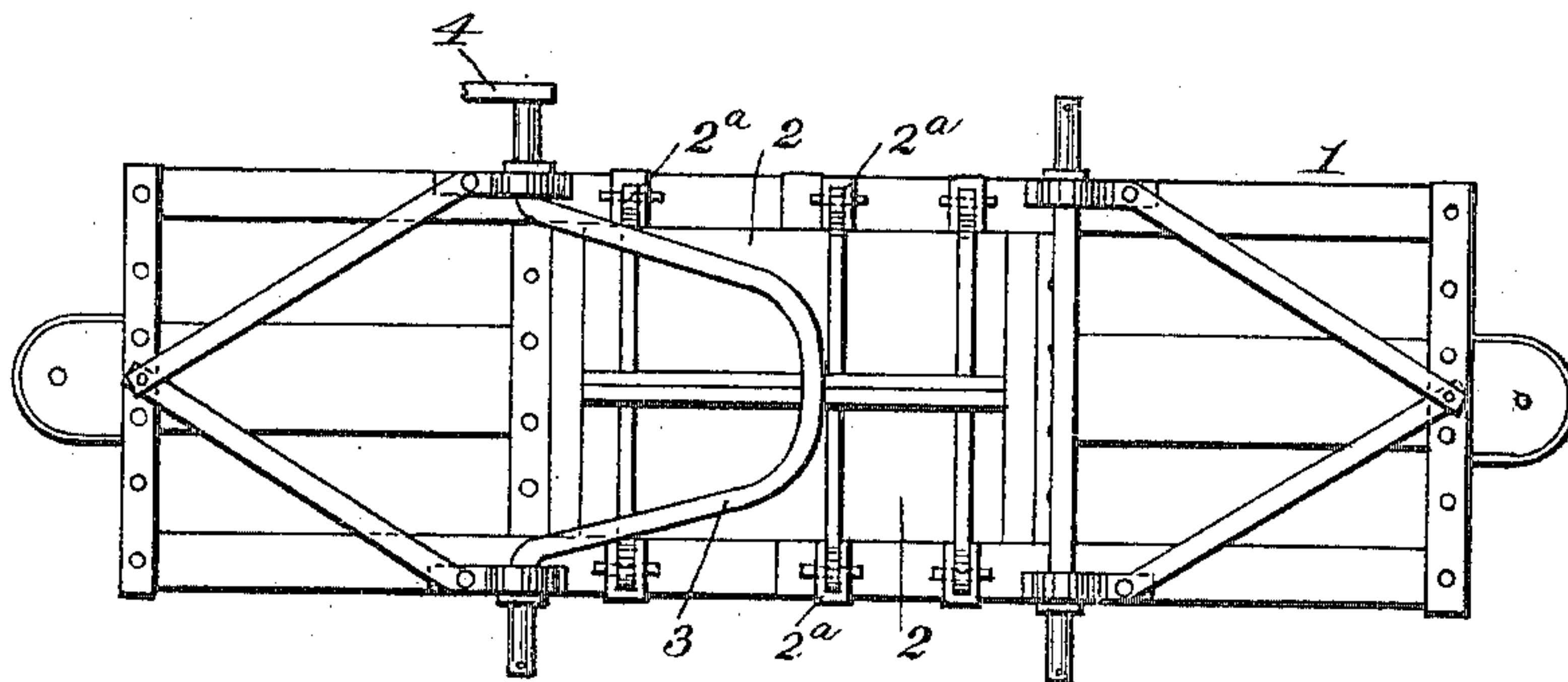


Fig. 2

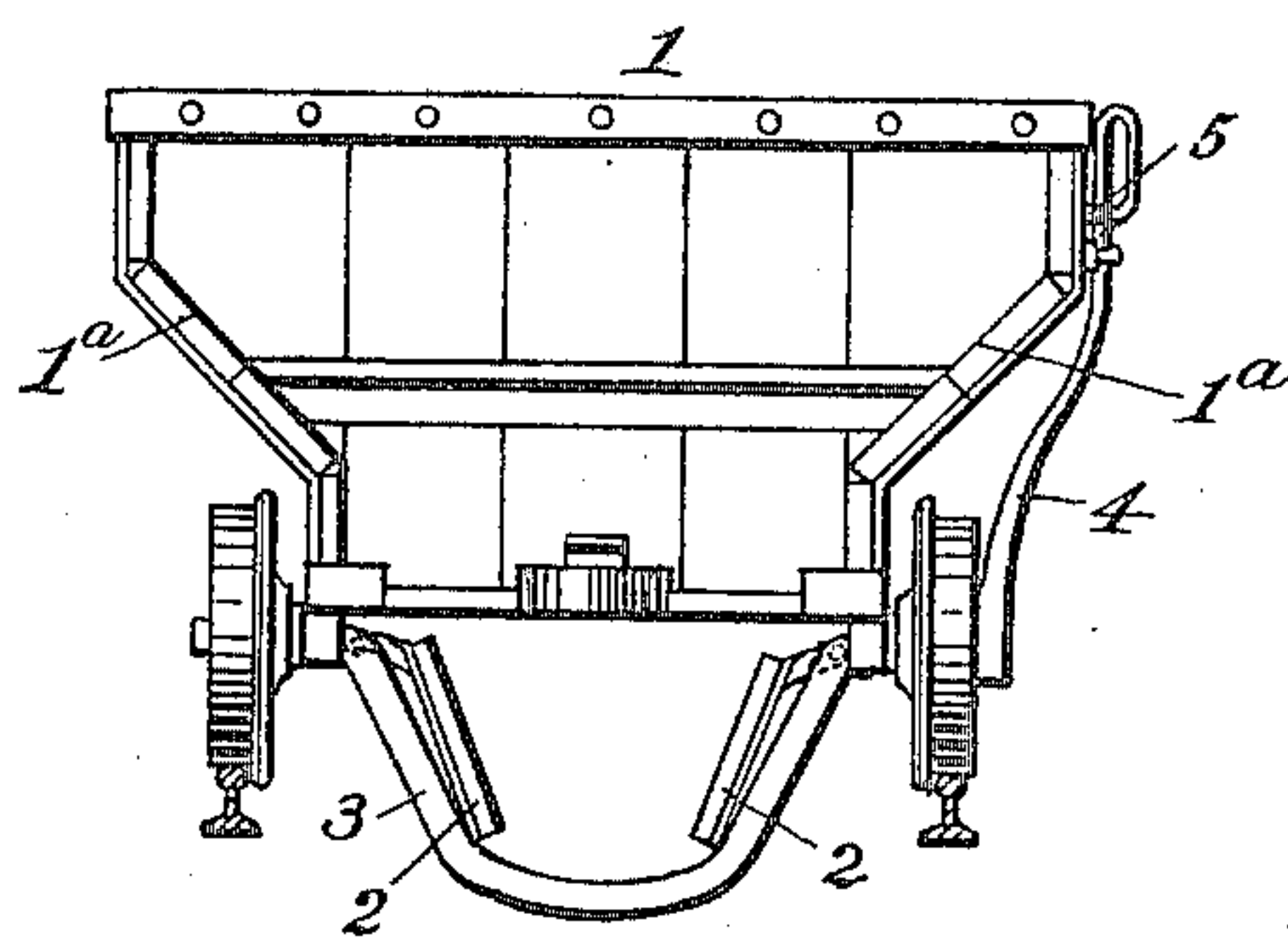


Fig. 3

Witnesses
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UNITED STATES PATENT OFFICE.

JULIUS F. STONE, OF COLUMBUS, OHIO, AND CHARLES C. SHARP, OF
BOOMER, WEST VIRGINIA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 680,817, dated August 20, 1901.

Application filed May 31, 1901. Serial No. 62,522. (No model.)

To all whom it may concern:

Be it known that we, JULIUS F. STONE, residing at Columbus, in the county of Franklin and State of Ohio, and CHARLES C. SHARP, residing at Boomer, in the county of Fayette and State of West Virginia, citizens of the United States, have invented certain new and useful Improvements in Dumping-Cars; and we 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.

The object of this invention is to provide a simple and economically-constructed car adapted to have its load discharged through an opening in the bottom thereof and between the axles.

The invention resides in the combination, with a car having its ends or a portion of its sides and ends inclined inwardly toward the bottom at points between the axles, of a door or doors to close the opening in the bottom of the car, a yoke to engage and support the door or doors journaled and swinging in a plane approximately at right angles to the direction of movement of the door or doors, and a lever for operating the yoke, as will be hereinafter more particularly set forth.

An embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a view in side elevation, the inclined portion being indicated partially by broken and partially by full lines. Fig. 2 is a view of the bottom of the car, and Fig. 3 is a view in end elevation.

Like characters of reference in the several views designate corresponding parts.

1 designates the car-body proper, 1^a the inclined sides, and 1^b the inclined ends, the latter being partially indicated by dotted lines. These inclined sides and ends terminate in their lower edges at points between the axles of the car. Hinged at 2^a to the sides of the opening at the bottom of the car and between the axles thereof are folding doors

2, that can be raised or lowered to close or open the opening in the bottom of the car. Journaled to the bottom of the car is a yoke 3, that can be rocked by means of a handled lever 4, attached to one end of the yoke. This handled lever 4 extends to the top of the car, as indicated in Fig. 3, so as to afford ample leverage and be within easy reach of the operator.

The yoke 3 is shown in our drawings to subserve the dual purpose of a yoke for raising and supporting the door or doors 2 and as one of the axles of the car. This simplifies and cheapens the construction; but the yoke can be a separate part journaled in the bottom of the car.

Any suitable or well-known means 5 can be provided to lock the lever 4 when the yoke has been raised to close the doors.

The placing of the doors between the axles avoids the necessity of bolstering the car-body above the axles, and the car-body can therefore be of standard capacity without being so high as to be top-heavy or as to preclude its use in some mines; but our invention will be useful in situations other than mines, and indeed is perfectly applicable to all cars where the load is advantageously discharged through the bottom of the car.

What we claim, and desire to secure by Letters Patent, is—

1. In combination with a car having its bottom inclined at its ends toward an opening in the bottom of the car between the axles, a door or doors hinged so as to close said opening, a yoke journaled and rockable in a plane approximately at right angles to the direction of movement of the door or doors arranged to close and support said door or doors, and a lever attached to said yoke for operating the same substantially as described.

2. In combination with a car having its bottom inclined at its ends toward an opening in the bottom of the car between the axles, a door or doors hinged so as to close said opening, a rockable yoke-like axle arranged to support and close said door or doors, and a

lever attached to said yoke-like axle for operating the same, substantially as described.

3. In combination with a car having its bottom inclined at its ends toward an opening in
5 the bottom of the car between the axles, a door or doors hinged longitudinally with respect to the car so as to close said opening, a yoke journaled transversely of the car and reaching under the edge of the door or doors
10 when open, and a lever connected with said yoke to operate the same, substantially as described.

In testimony whereof we hereunto affix our

signatures each in the presence of two witnesses.

JULIUS F. STONE.
CHARLES C. SHARP.

Witnesses to the signature of Julius F. Stone:

GEO. W. ALFRED,
GEORGE M. FINCKEL.

Witnesses to the signature of Charles C. Sharp:

W. H. McCLELLAND,
G. W. HOPE.