

No. 736,561.

PATENTED AUG. 18, 1903.

T. STAGG.
MINE CAR.

APPLICATION FILED MAY 24, 1901.

NO MODEL.

2 SHEETS—SHEET 1.

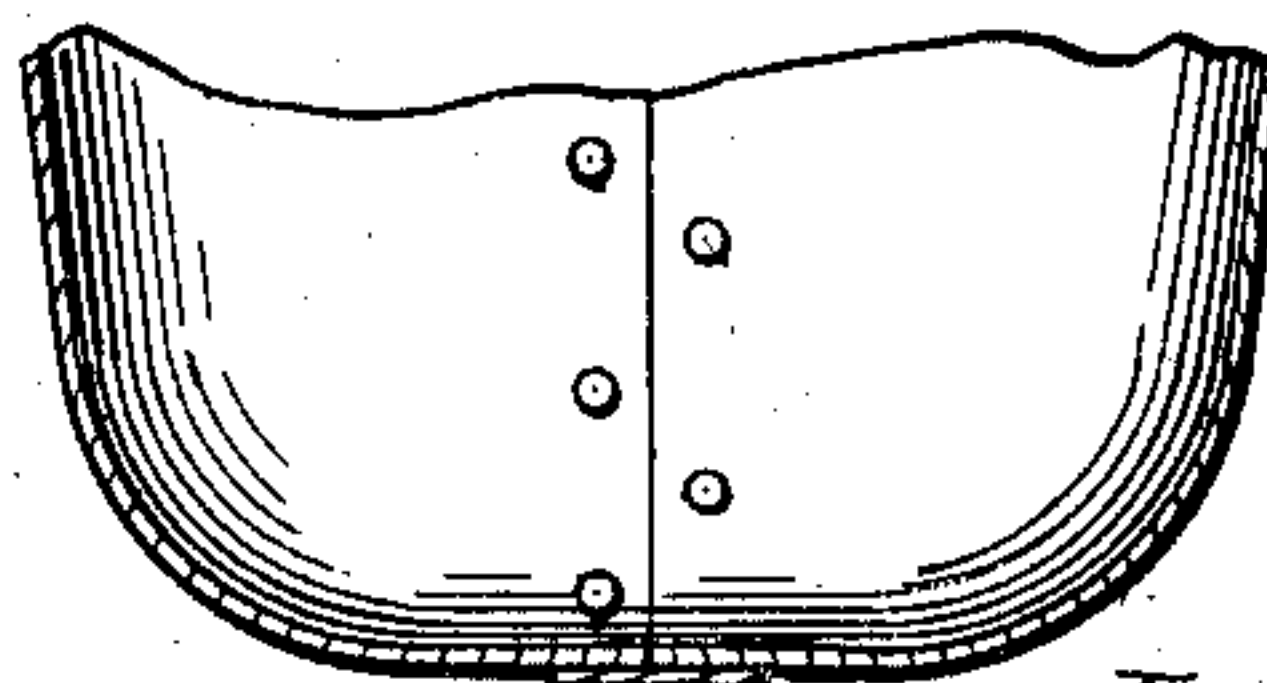
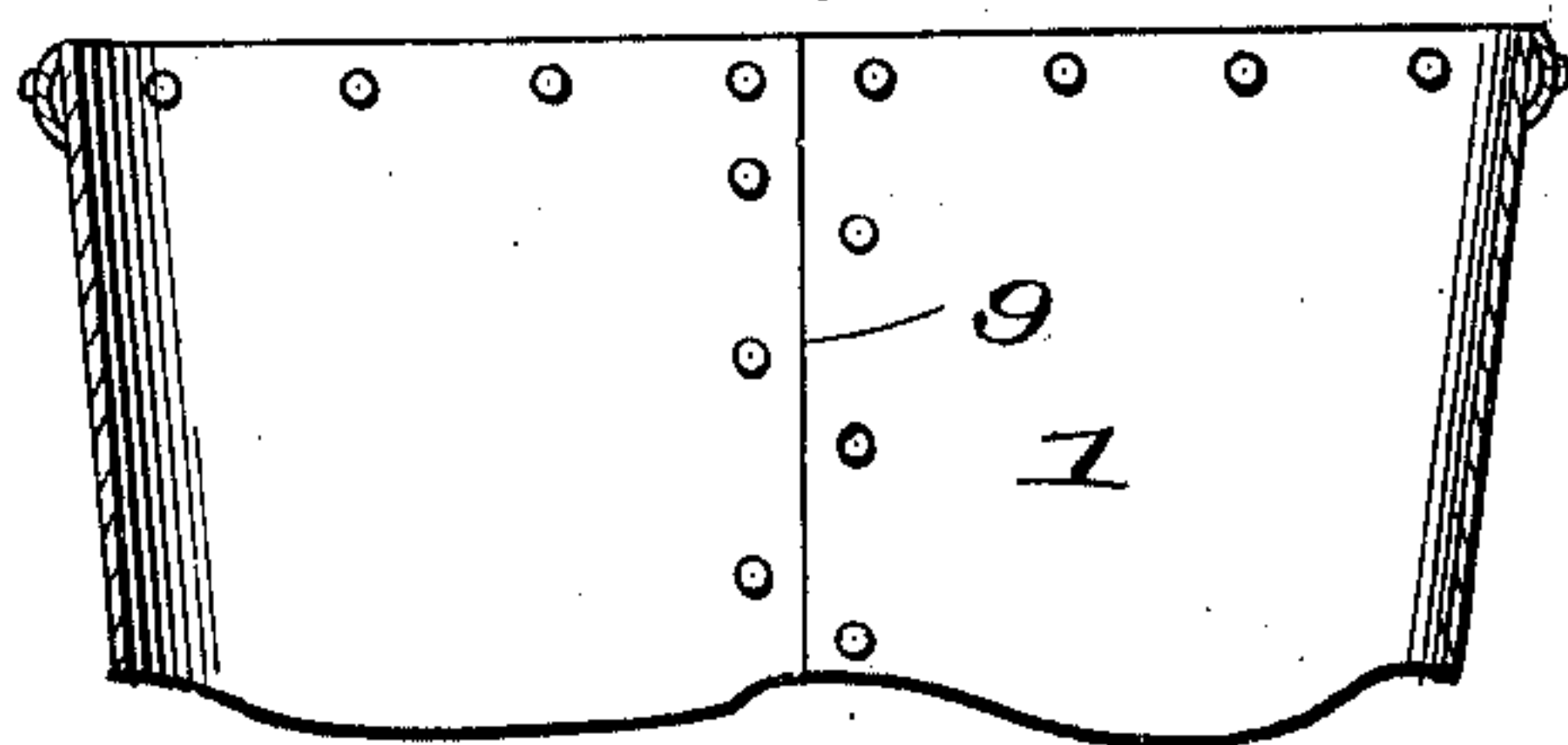
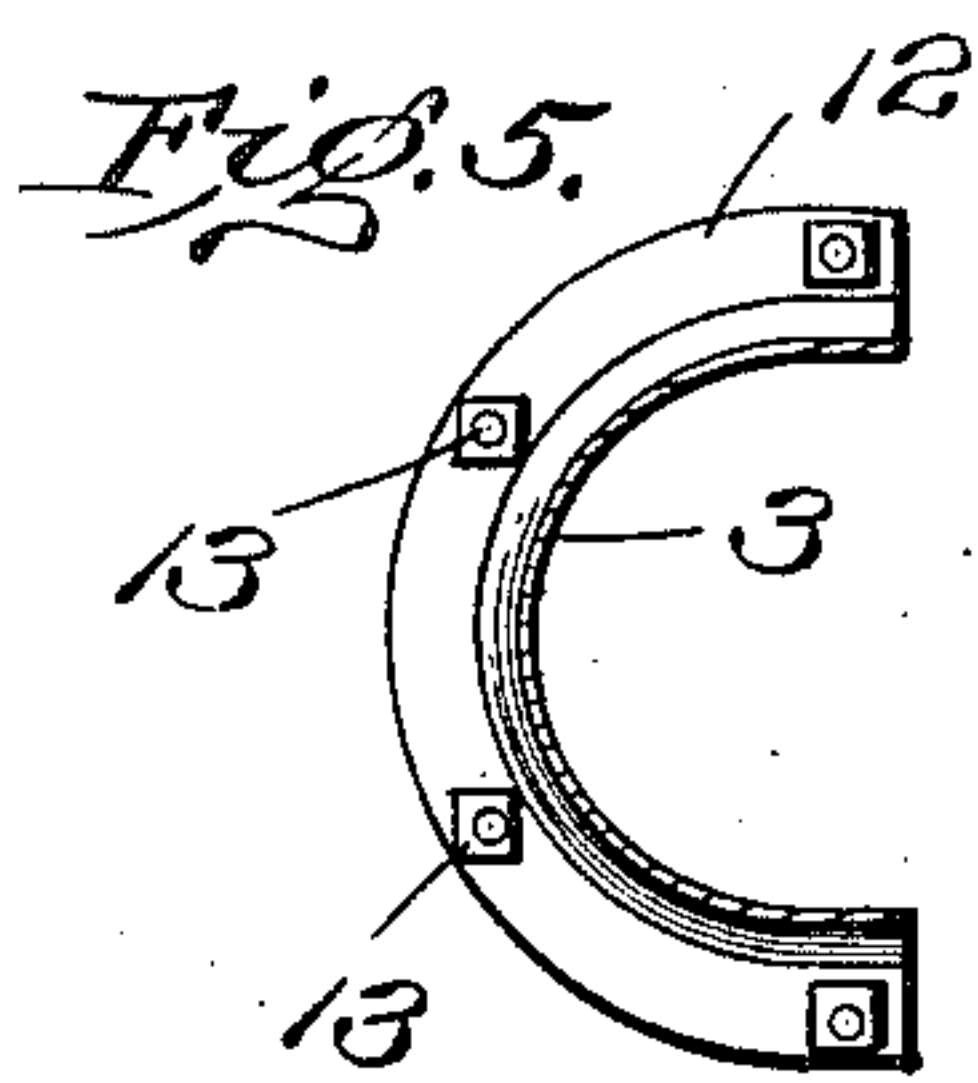
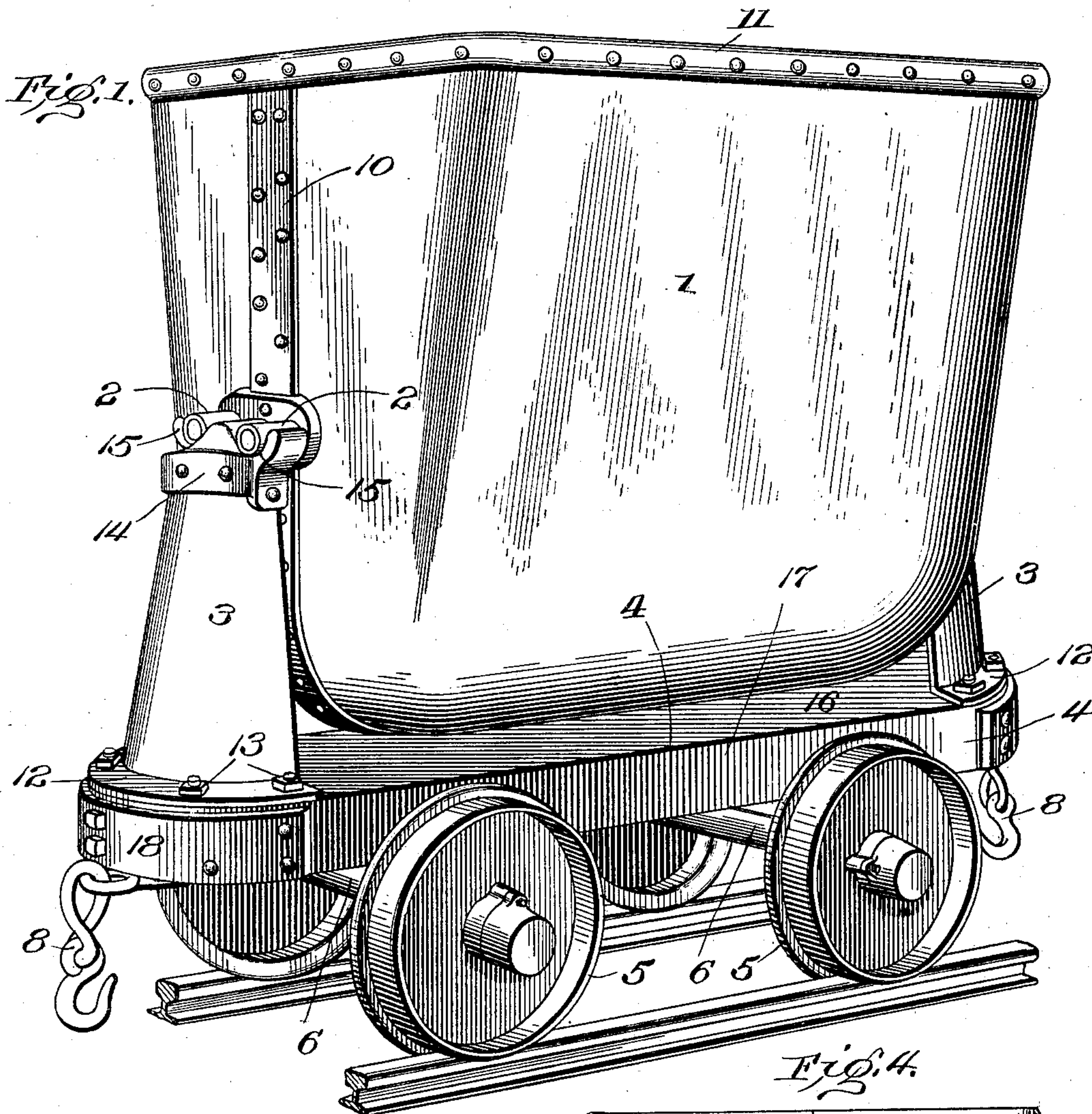
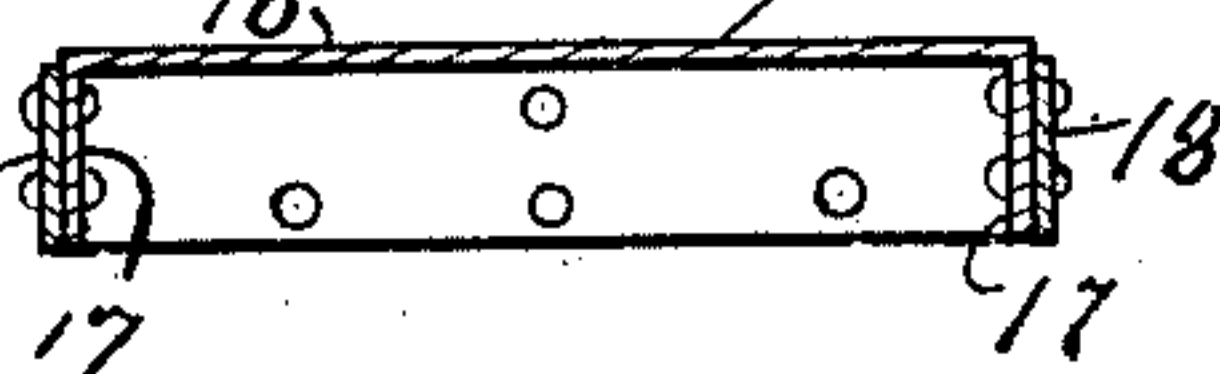


Fig. 6.



Witnesses:

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Inventor:

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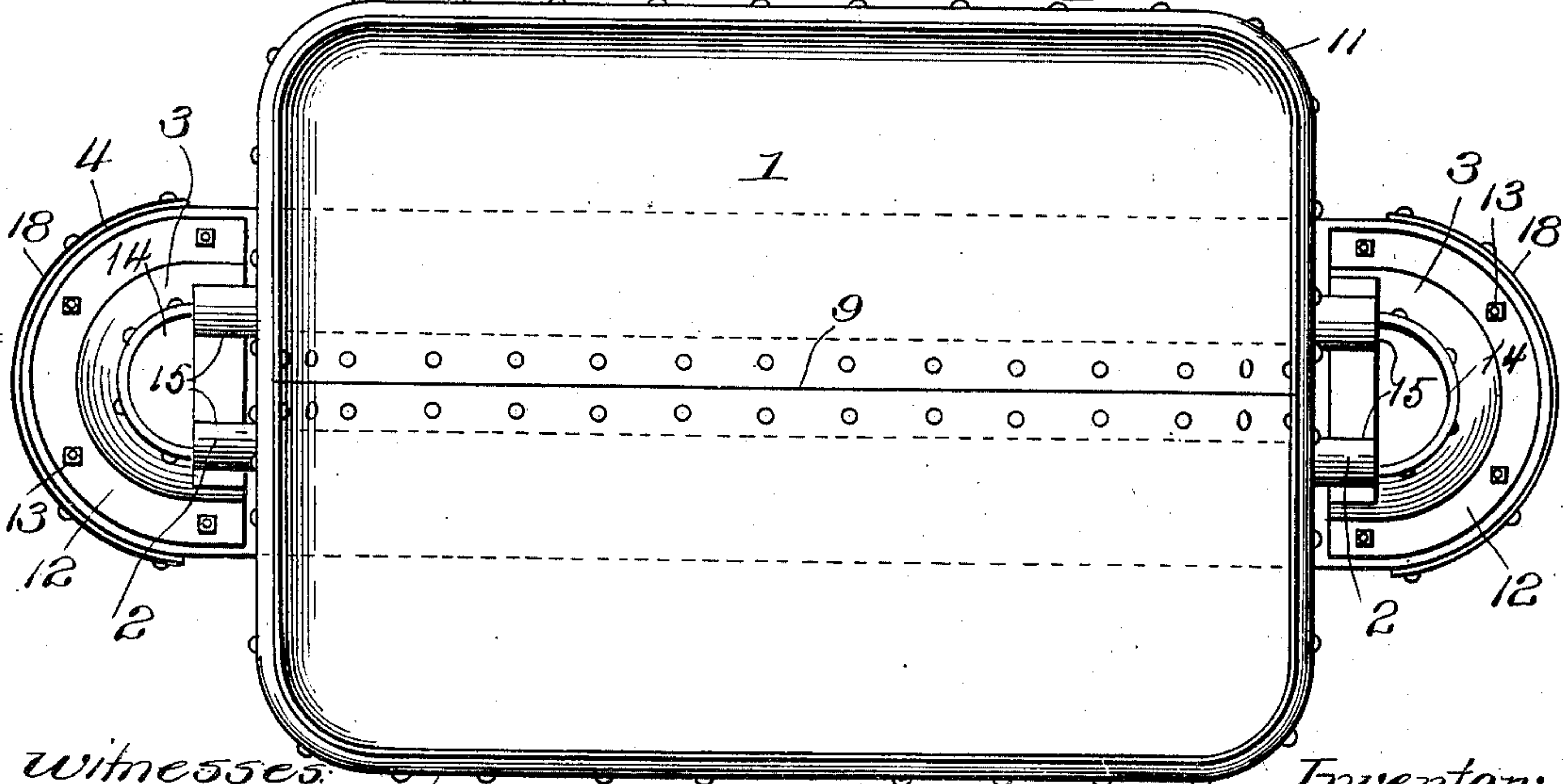
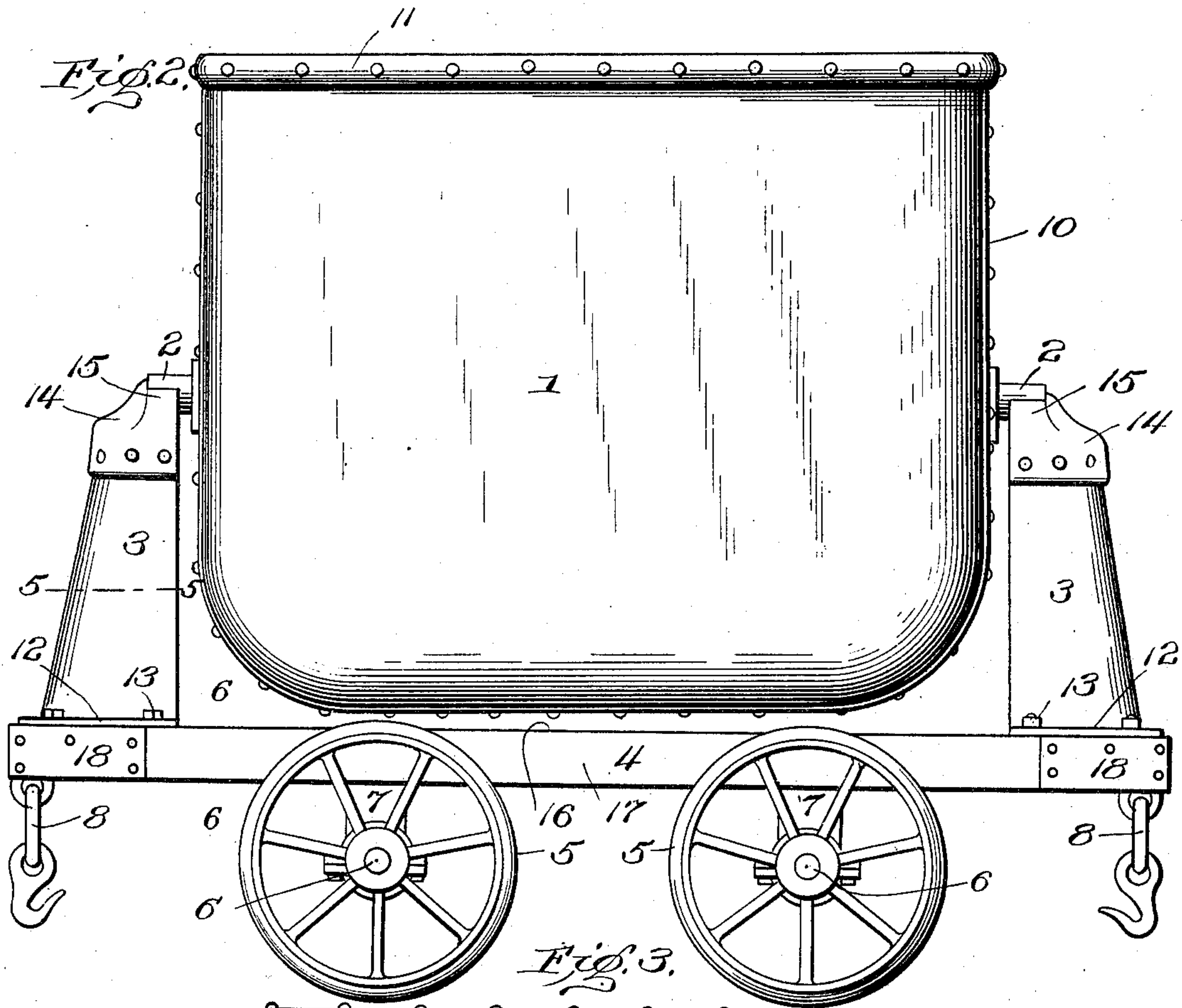
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T. STAGG.
MINE CAR.

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NO MODEL.

2 SHEETS—SHEET 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

THOMAS STAGG, OF COLUMBUS, OHIO, ASSIGNOR TO THE KILBOURNE & JACOBS MANUFACTURING COMPANY, OF COLUMBUS, OHIO, A CORPORATION OF OHIO.

MINE-CAR.

SPECIFICATION forming part of Letters Patent No. 736,561, dated August 18, 1903.

Application filed May 24, 1901. Serial No. 61,721. (No model.)

To all whom it may concern:

Be it known that I, THOMAS STAGG, a citizen of the United States, residing at Columbus, county of Franklin, State of Ohio, have invented certain new and useful Improvements in Mine-Cars, of which the following is a specification.

My invention relates to a car for carrying minerals from the mine, and more particularly to dumping mine-cars.

The object of my invention is to provide a light-weight dumping mine-car of cheap and simple construction, yet convenient to operate and amply durable under the severe usage that such cars receive. Cars of this class should be as light as practicable consistent with strength. They should also be of cheap construction, and for this reason and for the sake of durability they should be made in as few parts and with as few joints as practicable, and owing to exposure and strains to which such cars are subjected they should be constructed with as few angles as practicable.

The foregoing considerations are all successfully met in my present invention, which consists in certain novel features of construction that are hereinafter fully described, and particularly pointed out in the claims, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of a mine-car constructed in accordance with my invention. Figs. 2 and 3 are respectively a side elevation and a plan of a mine-car. Figs. 4, 5, and 6 are respectively a vertical section of the body on the line 4 4, Fig. 2, a horizontal section of a standard on the line 5 5, Fig. 2, and a vertical section of the base on the line 6 6, Fig. 2.

1 represents a specially-constructed body, having double-trunnioned support 2 upon specially-constructed standards 3, that rise from the ends of a specially-constructed longitudinal base 4.

5 represents wheels that may be of any approved type or construction, having their axles 6 secured to the base 4 by any suitable means, such as pedestals 7.

8 represents any suitable draft appliances.

The body 1 is made in two halves divided in a vertical longitudinal plane, (indicated by the line 9,) said halves being stamped up or forged from wrought-steel into such shape as when brought together to form a receptacle of approximate wedge shape having rounded corners and bottom free from angles, the halves being securely united by a binding-strap 10, riveted to their respective edges. The receptacle 1 is further strengthened and its halves tied together by the metallic binding strip or bead 11, riveted around its top edge. The double trunnions 2 are attached to the body through the uniting-strap 10.

A body for mine-cars constructed as above described accomplishes all the objects hereinbefore recited.

The standards 3 are stamped up from wrought-steel in semicircular horizontal section with their convex surfaces tapering upwardly from a flanged foot 12, secured by bolts 13 to the base and terminating in a malleable casting 14, riveted to the top of the standards and formed with bearings 15 for the trunnions 2. The standards have substantially vertical inner edges, while the taper is on their outer surfaces and adapts them to withstand horizontal thrust of the body.

The base 4 is struck up from wrought-steel to form a plane top 16 with rounding ends and a continuous integral vertical flange 17, conforming to the outline of the top 16 and provided with reinforcing buffer-plates 18 over the rounding ends. The base thus constructed, while very light and comparatively inexpensive, offers great rigidity against vertical or torsional strains and longitudinal shocks. The vertical flanges also afford convenient and effective means for attaching the pedestals or other means for securing the attachment of the wheel-axles.

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

1. In a mine-car, the combination of the body having trunnions, the standards having trunnion-bearings, and the longitudinal base from which the standards project upwardly; said base being forged from wrought metal

with a flat top having rounded ends and a continuous vertical flange integral with and conforming to the outline of the top.

2. In a mine-car, the combination of the
5 body having trunnions, the standards having trunnion-bearings, and the longitudinal base from which the standards project upwardly; said base being forged from wrought metal into a flat top having rounded ends and a con-

tinuous vertical flange integral with and conforming to the outline of the top, and the rounded ends provided with reinforcing buffer-plates.

THOMAS STAGG.

Witnesses:

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