

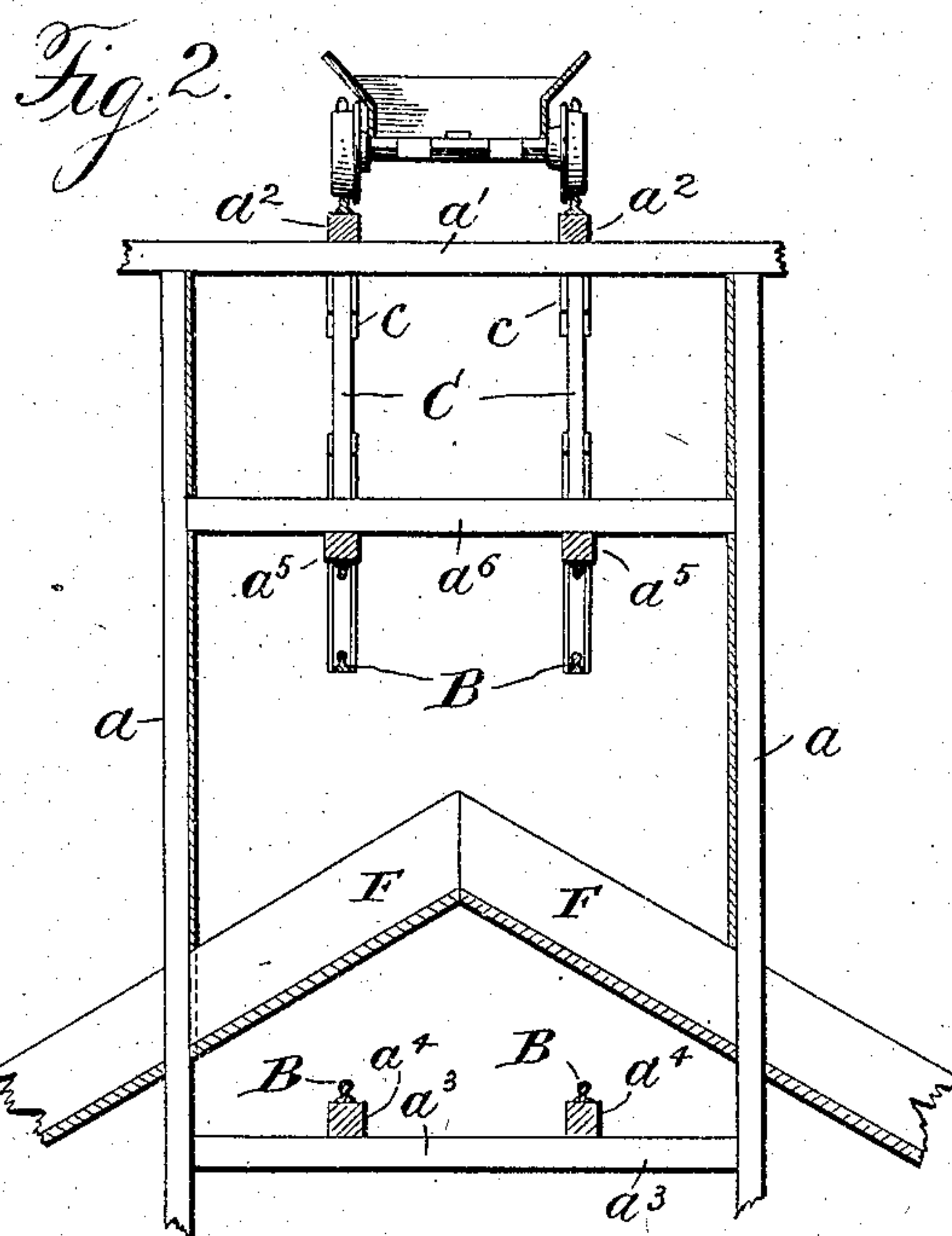
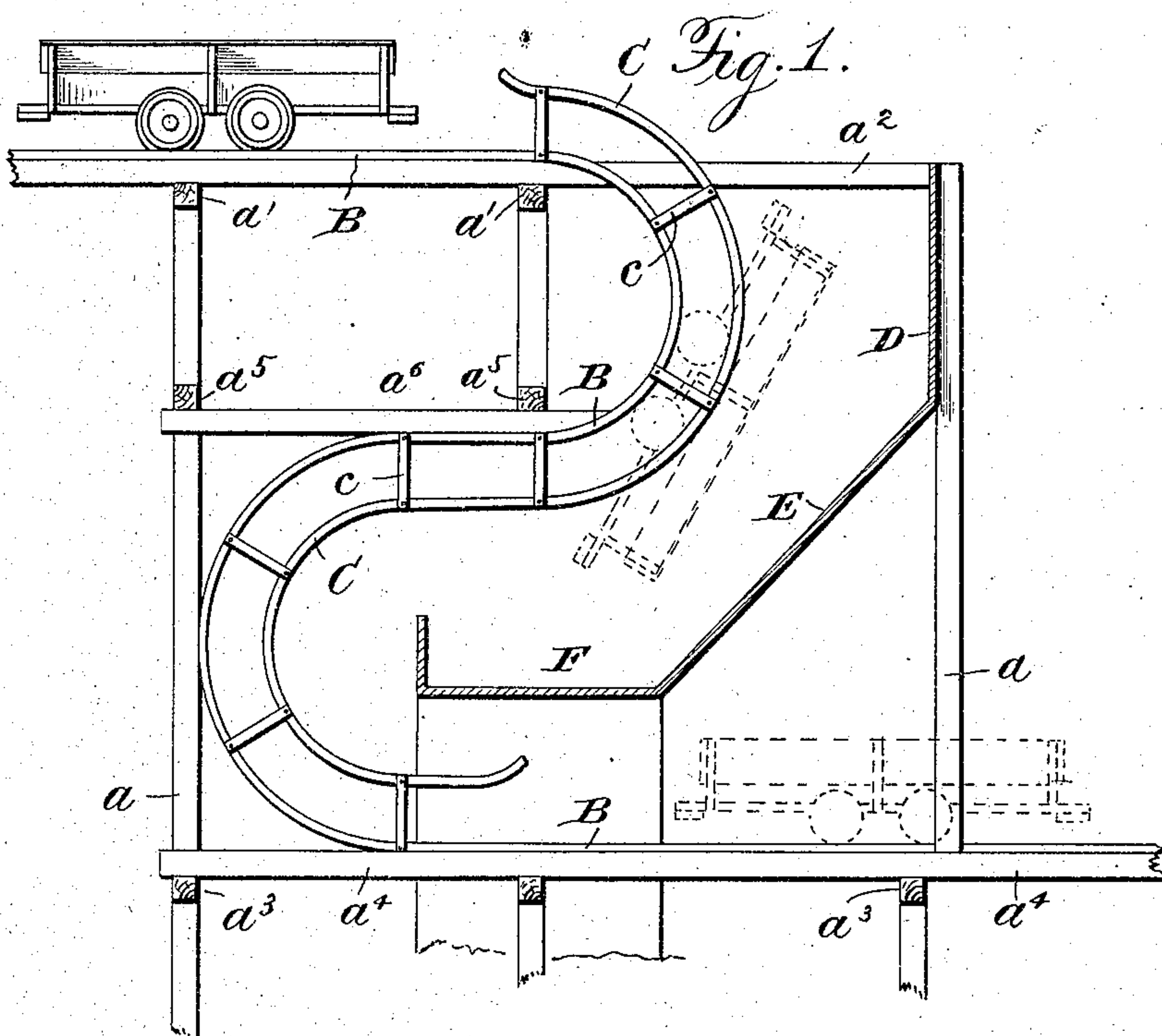
No. 791,477.

PATENTED JUNE 6, 1905.

W. A. LATHROP.

CAR DUMP.

APPLICATION FILED OCT. 18, 1900. RENEWED NOV. 8, 1904.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM A. LATHROP, OF WILKESBARRE, PENNSYLVANIA.

CAR-DUMP.

SPECIFICATION forming part of Letters Patent No. 791,477, dated June 6, 1905.

Application filed October 18, 1900. Renewed November 8, 1904. Serial No. 231,954.

To all whom it may concern:

Be it known that I, WILLIAM A. LATHROP, of Wilkesbarre, in the county of Luzerne, and in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Dumps; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of my car-dump, and Fig. 2 is a transverse sectional view thereof.

Letters of like name and kind refer to like parts in each of the figures.

The object of my invention has been to provide a car-dump by which the contents of a loaded car can be readily transferred to a receptacle therefor or other place of discharge; and to such ends my invention consists in the car-dump hereinafter specified.

In carrying my invention into practice I provide a framework A, consisting of posts or uprights a and a , upon which are supported upper cross-beams a' and a' , that carry upper stringers a^2 and a^2 , and lower cross-beams a^3 and a^3 , which carry lower stringers a^4 and a^4 . Intermediate cross-beams a^5 and a^5 are also supported by the posts or uprights a and a , and such cross-beams carry intermediate stringers a^6 and a^6 . The upper and intermediate stringers which support the rails extend from the rear side of the framework only part way across the same. Rails B and B extend along the upper stringers a^2 and a^2 and are then curved down and back and extend for a short distance along the intermediate stringers a^6 and a^6 . From the intermediate stringers the rails B and B are curved down and forward to meet the lower stringers a^4 and a^4 , along which they pass to carry the car away from the dump. There is thus in effect an upper and a lower track connected by an S-shape track. Guard-rails C and C extend parallel to the S-shape portions of the rails B and B and at a distance therefrom equal to the diameter of the car-wheels, such guard-rails being supported by braces c and c , secured to the rails B and B.

A vertical apron D extends down the forward posts a and a from the upper stringers

to a point where it meets an inclined apron E, and the latter extends downward and rearward until it meets a double chute F, which is bridged over the rails B and B and extends downward on each side thereof.

In the operation of my car-dump the car, propelled in any desired manner, is run along the upper straight portions of the rails B and B until it reaches the curved portions thereof, where are also the guard-rails C and C. The car then descends the curved portions of the rails B and B and the guard-rails, the car being gradually overturned by such action and its contents thrown against the aprons and into the chute until at the portions of such rails which are attached to the intermediate stringers the car is completely inverted and entirely emptied into the chute. The car then passes down the remaining curved portions of the rails, and thus becomes restored to its normal position. The chute being elevated above the rails B and B allows the car to pass thereunder and along the portions of the rails B and B which extend along the lower stringers.

Changes which do not involve a departure from the scope of my invention may be made. For instance, it is manifest that during the rearward portions of the travel of the car—i. e., from the forward portion of the upper bend to the rearward portion of the lower bend—the weight of the car is on the guard-rails. If desired, the rails B and B can be omitted along the portions where the weight of the car is on the guard-rails, and the guard-rails can be omitted along the remaining curved portions of the rails B and B.

Having thus described my invention, what I claim is—

1. The combination of two substantially horizontal tracks, in a higher and a lower plane, respectively, and a vertical compound, curve connecting said tracks, one portion of which is substantially horizontal, such portion being below the upper track and above the lower track, whereby a car in traversing said curve is inverted.

2. The combination with two substantially horizontal tracks, in a higher and a lower plane, respectively, connected by a vertical com-

pound curve, one portion of which is substantially horizontal, such portion being below the upper track and above the lower track, whereby a car in traversing said curve is inverted, of a car having a plurality of wheels in a single plane, adapted to run on said tracks and curve.

3. The combination with two substantially horizontal tracks, in a higher and a lower plane, respectively, connected by a vertical compound curve, one portion of which is substantially horizontal, of a car having a plurality of wheels in a single plane, adapted to run on said tracks and curve, such curve acting to invert said car, thus discharging its contents.

4. The combination with two substantially horizontal tracks, in a higher and a lower plane, respectively, of a vertical compound curve connecting said tracks, said curve consisting of an upper forward convex portion and a lower rearward convex portion, and a section of the curve being substantially horizontal, such portion being below the upper track and above the lower track, whereby a car in traversing said track is inverted.

5. The combination with two substantially horizontal tracks, in a higher and a lower plane, respectively, of a vertical compound curve connecting said tracks, said curve consisting in an upper forward convex portion and a lower rearward convex portion, such two portions being connected by a substantially horizontal section, said section being below the upper track and above the lower track, whereby a car traversing said track is inverted.

6. The combination of two substantially horizontal tracks, in a higher and a lower plane, respectively, a vertical compound curve, connecting said tracks, consisting of an upper forward convex curve and a lower rearward convex curve, and a car adapted to run on said tracks and curve, such curve acting to invert said car, thus discharging its contents.

7. The combination of two substantially horizontal tracks, in a higher and a lower plane, respectively, a vertical compound curve, connecting said tracks, consisting in an upper forward convex curve and a lower rearward convex curve, such curves being connected by a substantially horizontal portion; and a car adapted to run on said tracks and curve, such curve acting to invert said car, thus discharging its contents.

8. The combination with a car, having a plurality of pairs of wheels in a single plane, of a track having a vertical compound curve upon which such wheels are adapted to run, and a receptacle opposite the upper portion of such curve in position to receive the contents of said car as the car is emptied in traversing such curve, substantially as and for the purpose described.

9. The combination with a car, having a plurality of pairs of wheels in a single plane, of a track, having a vertical portion with a downward curve, upon which such wheels are adapted to run, and a receptacle facing and beneath such curve, said track being curved beneath such receptacle and extended forward, substantially as and for the purpose described.

10. The combination with a car, having a plurality of pairs of wheels in a single plane, of a track having a vertical portion with a downward curve upon which such wheels are adapted to run, a receptacle facing such curve, said track being curved beneath such receptacle, and a guard-rail extending parallel to the curved portions of said track for maintaining the car-wheels in contact therewith, substantially as and for the purpose described.

In testimony that I claim the foregoing I have hereunto set my hand this 8th day of October, 1900.

WILLIAM A. LATHROP.

Witnesses:

FRED. M. CHASE,

LAWRENCE B. JONES.