

No. 809,016.

PATENTED JAN. 2, 1906.

P. SCHNEIDER.
DUMPING CAR.

APPLICATION FILED AUG. 28, 1905.

2 SHEETS—SHEET 1.

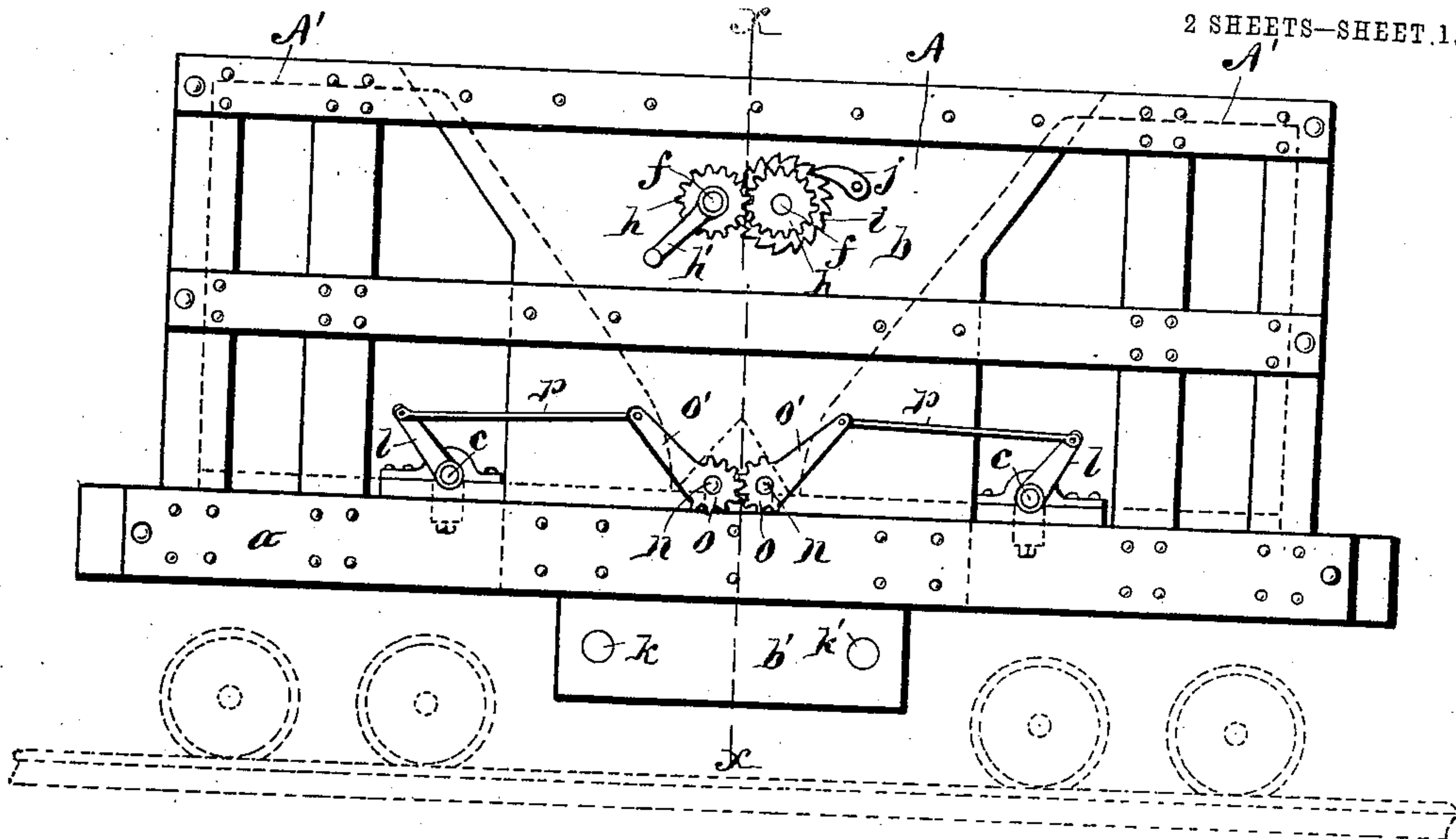


Fig. 1

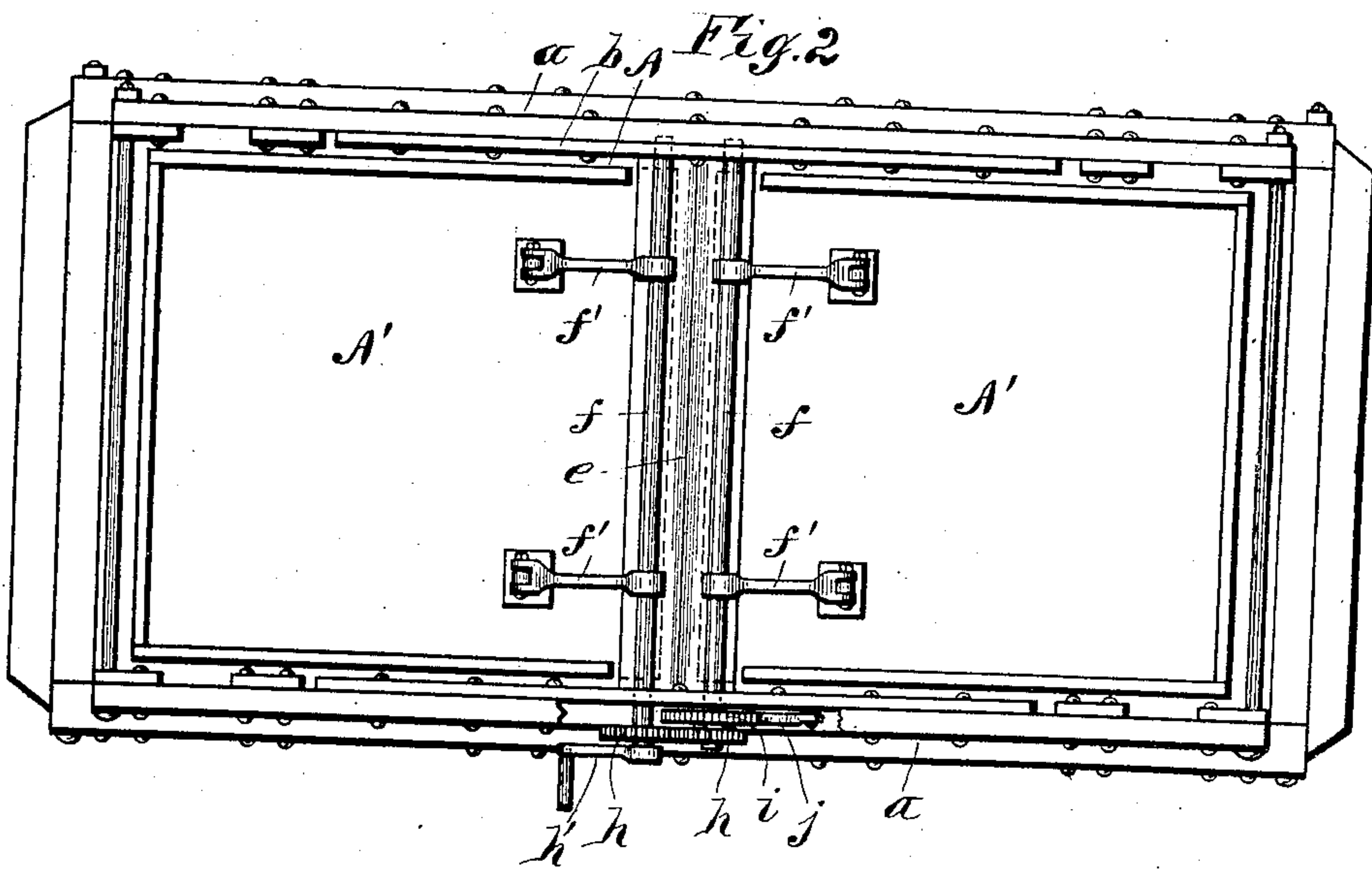


Fig. 2

WITNESSES:

G. H. Fulmer.

J. J. Laass.

INVENTOR

Peter Schneider

By E. Laass

ATTORNEY.

No. 809,016.

PATENTED JAN. 2, 1906.

P. SCHNEIDER.
DUMPING CAR.

APPLICATION FILED AUG. 28, 1905.

2 SHEETS—SHEET 2.

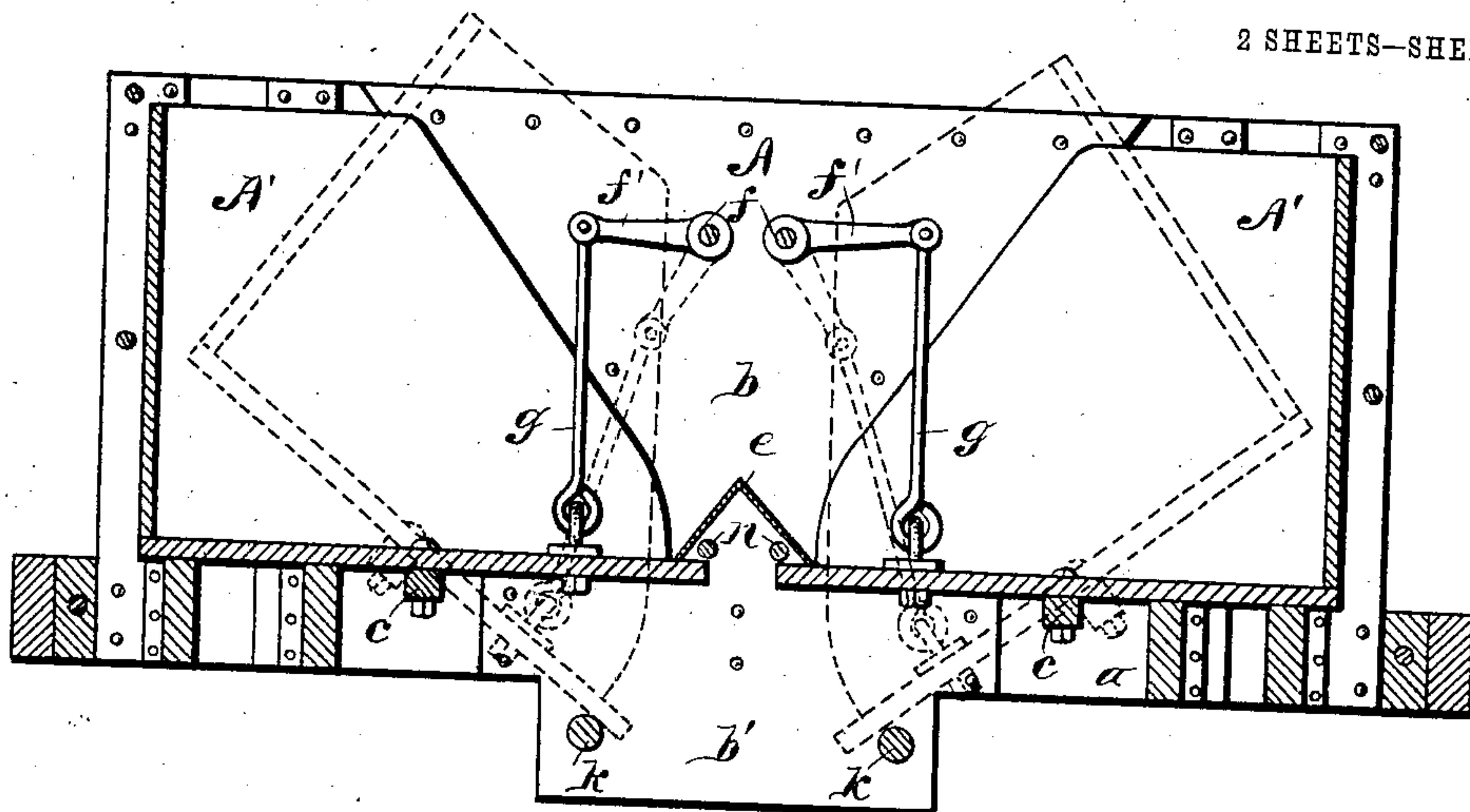


Fig. 3

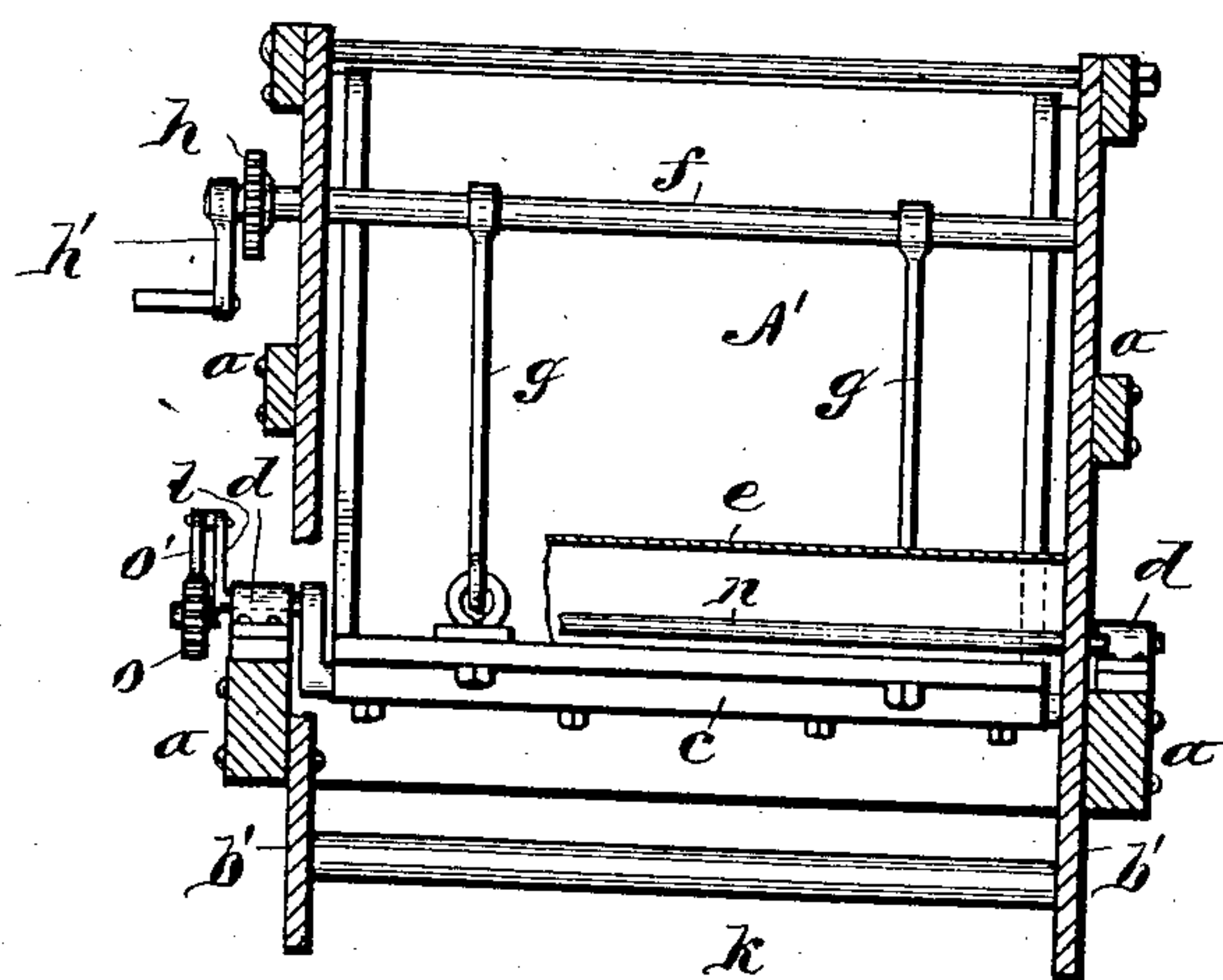


Fig. 4

WITNESSES:

G. H. Fulmer.

J. J. Laas.

INVENTOR

Peter Schneider

By E. Laas

ATTORNEY.

UNITED STATES PATENT OFFICE.

PETER SCHNEIDER. OF OSWEGO, NEW YORK.

DUMPING-CAR.

No. 809,016.

Specification of Letters Patent.

Patented Jan. 2, 1906.

Application filed August 28, 1905. Serial No. 276,018.

To all whom it may concern:

Be it known that I, PETER SCHNEIDER, a citizen of the United States, and a resident of Oswego, in the county of Oswego, in the State of New York, have invented new and useful Improvements in Dumping-Cars, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the class of dumping-cars which have the body divided across the center thereof and the two end portions pivotally supported on the car-frame to tilt endwise and discharge the load through an opening in the center of the bottom of the body; and the invention consists in an improved construction and combination of the component parts of the car-body and means for tilting and supporting the pivoted end portions thereof, as hereinafter described, and illustrated in the accompanying drawings, in which—

Figure 1 is a side view of a car-body embodying my invention. Fig. 2 is a plan view of the same. Fig. 3 is a vertical longitudinal section of the car-body in its tilted position, and Fig. 4 is a transverse section on the line $x x$ in Fig. 1.

Similar letters of reference indicate corresponding parts.

$a a$ denote the frame, upon which the car-body is supported. Said body is composed of a stationary bottomless central section A and two pivoted end sections A' A', which are adapted to tilt endwise to discharge the load through the opening in the bottomless central section. The central section A consists of two side plates or walls $b b$, which are rigidly attached to the frame a and extend below said frame, as shown at b' . The end sections A' A' are mounted near the center of their length on axles c , which are pivotally supported at their ends in suitable bearings d , secured to the sills a . The axles c are located at a suitable distance from the inner ends of the body-sections A' A' to cause them to tilt automatically toward the central section A, as shown in Fig. 3 of the drawings.

e represents a stationary chute, which extends horizontally across the bottomless central section A and is rigidly attached to the side plates $b b$. Said chute is sloped or inclined from the center of its width toward the adjacent end sections A' A', the bottoms of which extend under the bottom edges of the chute when said sections are in their normal

position to close the central opening of the body, as shown in full lines in Fig. 3 of the drawings. For raising the end sections A' A' to their said normal position I employ transverse shafts $f f$, which are pivotally supported in the stationary side plates $b b$. To each of these shafts are fastened arms $f' f'$, the ends of which are suitably connected to the inner end of one of the end sections A' by means of rods $g g$ or by chains, as may be desired. To the protruding ends of the shafts $f f$ are attached intermeshing gears $h h$, and to one of said shafts is connected a crank h' , by which to turn the shaft, which transmits motion to the other shaft by means of the gears $h h$, and thus causes said shafts to turn in unison and lift the inner ends of the body-sections A' A' by means of the arms $f' f'$.

i denotes a ratchet-wheel which is attached to one of the shafts f and is engaged by a dog j , which serves to lock the gears and retain the end sections A' A' raised to their normal position.

$k k$ are rods on the extensions b' of the side plates b , which rods are in positions to receive upon their tops the inner ends of the bottoms of the body-sections A' A' when tilted to discharge the load. The interposition of the chute e serves to equalize the discharges from opposite ends of the car-body and to deposit the discharge central under the body.

To equalize the strains on the two supporting-shafts $c c$ of the tilting end sections A' A', I attach to one end of each of the shafts $c c$ a crank l and pivot to the stationary side plates b transverse shafts $n n$, to which I attach intermeshing gears $o o$, which have extending from them arms $o' o'$, the ends of which are connected by rods $p p$ to the cranks $l l$, as shown in Fig. 1 of the drawings. Said connections cause the shafts $c c$ to turn in unison with the tilting of the end sections A' A'.

What I claim as my invention is—

1. A car-body composed of a stationary central section formed of two side plates, a stationary chute attached at its ends to the bottom portions of said side plates, and end sections pivotally supported to tilt automatically from the chute, in combination with transverse shafts pivotally supported in the aforesaid side plates, arms attached to said shafts, means connecting said arms to the inner ends of the end sections, means for turning the shafts to lift the end sections into normal position and locking devices for retaining the end sections in normal position.

2. A car-body composed of a stationary central section formed of side plates, a stationary chute attached at its ends to said side plates, and end sections mounted near the center of their length on transverse shafts, to tilt automatically from the chute, in combination with shafts pivoted at their ends in the aforesaid side plates, arms attached to said shafts, means connecting said arms to the inner ends of the end sections, means for turning said shafts to lift the end sections into normal position, intermeshing gears pivotally supported at one side of the central body-section, arms extending from said gears toward the adjacent end sections, cranks attached to the supporting-shafts of said end sections, and rods connecting said cranks to the arms of the gears as and for the purpose set forth.

3. A car-body composed of a stationary central section formed of side plates extending below the body, a stationary chute extending across the center of the body and attached to the aforesaid side plates, and end sections

mounted near the center of their length, on transverse shafts and tilting automatically from the chute, in combination with shafts pivoted at their ends in the aforesaid side plates, arms attached to said shafts, means connecting said arms to the inner ends of the end sections, intermeshing gears attached to said shaft, means for locking said gears and maintaining the end sections in their normal position, stops secured to the bottom extensions of the stationary side plates to limit the tilting of the end sections, intermeshing gears pivotally supported at one side of the central section, arms extending from said gears toward the adjacent end sections, cranks attached to the supporting-shafts of the said end sections, and rods connecting said cranks to the arms of the gears as set forth and shown.

PETER SCHNEIDER. [L. s.]

Witnesses:

C. L. BLOOMINGDALE,
CHAS. TUPPER BAILLIE.