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PATENTED MAR. 20, 1906.

C. F. SHELBY.
LATCH DEVICE FOR DUMPING STRUCTURES.
APPLICATION FILED NOV. 28, 1905.

Fig. 1.

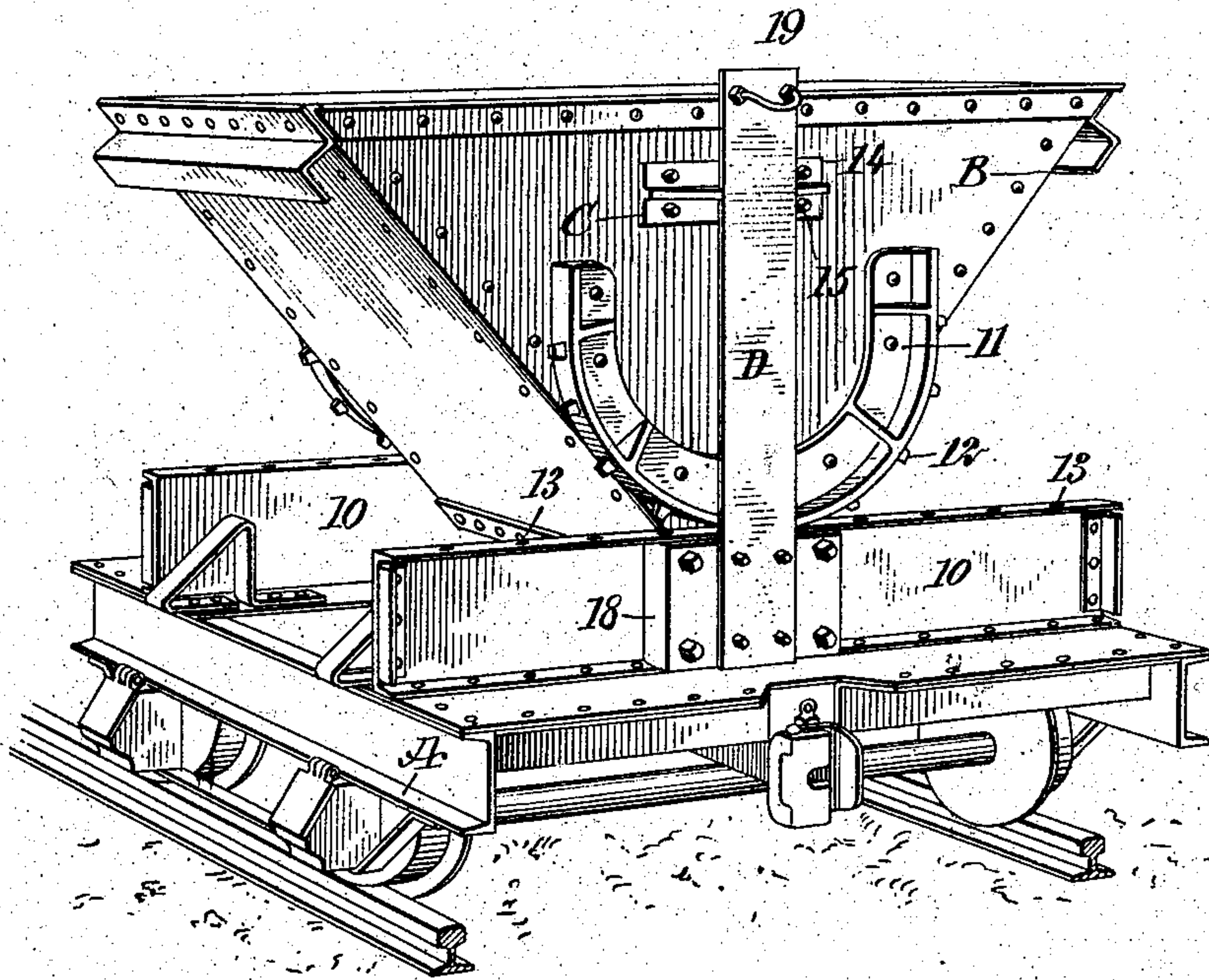


Fig. 2.

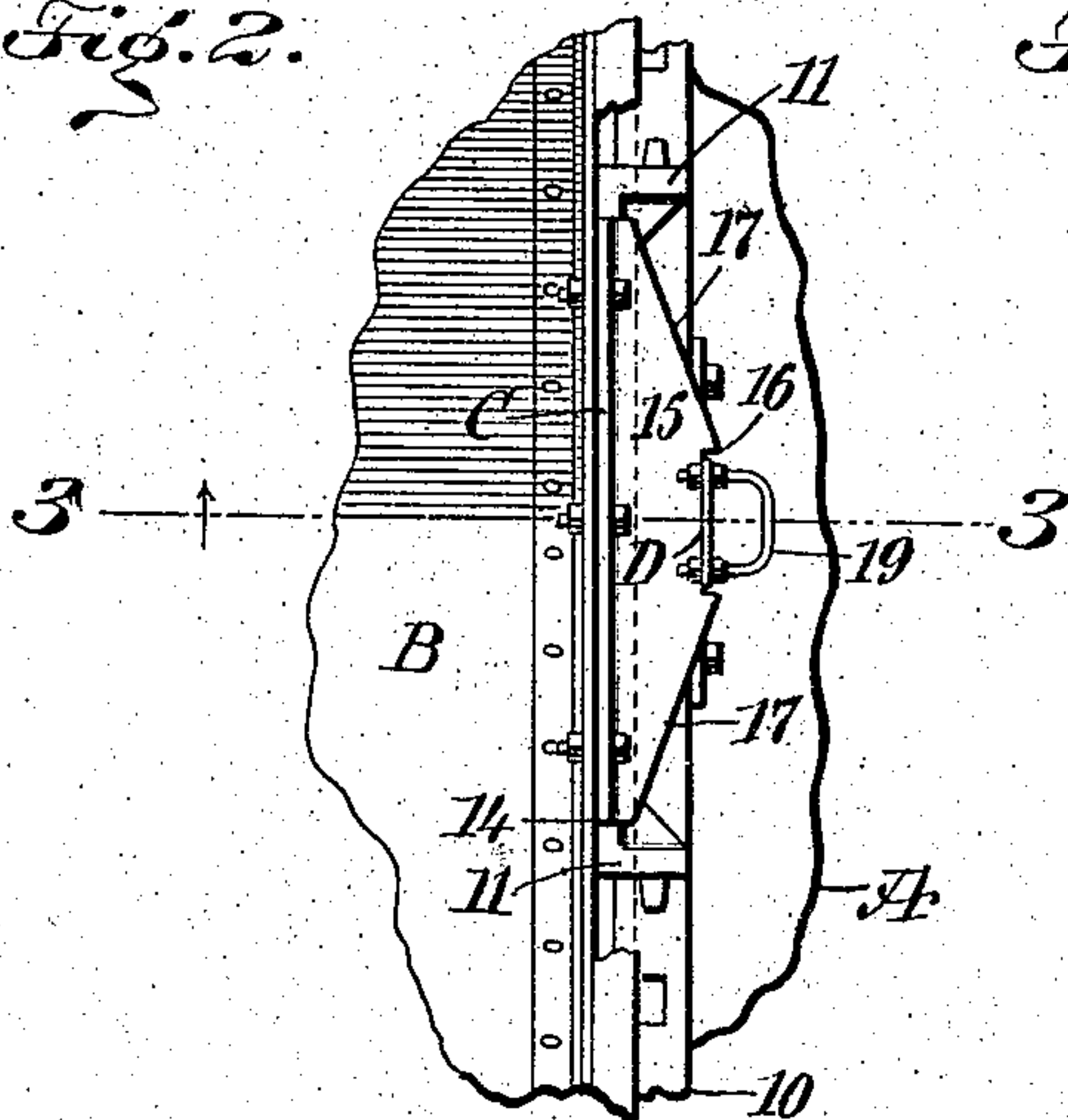
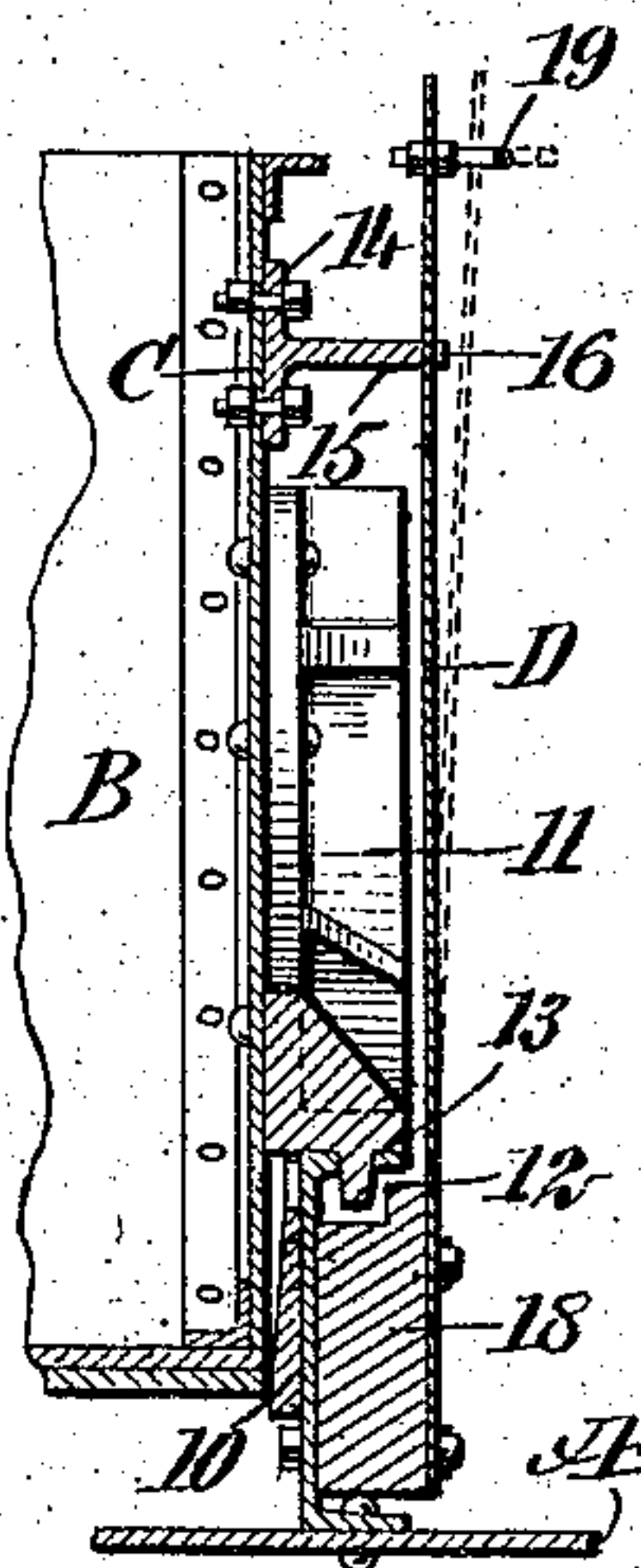


Fig. 3.



WITNESSES:

W. C. Abbott
W. C. Abbott

INVENTOR

Charles F. Shelby

BY

Mum
ATTORNEYS

UNITED STATES PATENT OFFICE.

CHARLES FRANCIS SHELBY, OF GLOBE, ARIZONA TERRITORY.

LATCH DEVICE FOR DUMPING STRUCTURES.

No. 815,645.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed November 28, 1905. Serial No. 289,494.

To all whom it may concern:

Be it known that I, CHARLES FRANCIS SHELBY, a citizen of the United States, and a resident of Globe, in the county of Gila and Territory of Arizona, have invented a new and Improved Latch Device for Dumping Structures, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a latch device especially designed for normally holding the dumping or rocking body of a car in carrying position on the platform and to so construct the latch that it is simple, durable, economic, and readily applied and is not liable to get out of order.

A further purpose of the invention is to provide a latch which can be quickly and conveniently disconnected from its keeper when the body of the car is brought to its normal or carrying position.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a dumping-car and the improved latch applied thereto. Fig. 2 is a plan view of a part of one side portion of the body of the car and adjacent support and a plan view of the improved latch device, and Fig. 3 is a vertical section taken practically on the line 3 3 of Fig. 2.

A represents the platform of a dumping-car, and B the dumping-body thereof, which body is shown as V-shaped in general contour. The said body is provided at its sides with segmental projections 11, on the outer edges of which projections teeth 12 are formed, which projections rest normally at their lower portions upon channel track-beams 10, secured at suitable distances apart upon the platform A. The upper faces of the track-beams are provided with apertures 13, that receive the teeth 12 from the supporting projections 11 of the body. Thus the body has a rocking support on the said channel-beams 10.

The latch which is adapted to normally lock the body B in its carrying position consists, primarily, of a keeper C and a latch member D. The keeper C is substantially T-shaped in cross-section, the head member 14 whereof is secured to one outer side face of the body B near its top, and the web member 15 of the

said keeper is provided at the central portion of its outer edge with a recess 16. The said outer edge of the web member 15 of the keeper C is inclined inwardly and in opposite directions from the recess 16, as is shown at 17 in Fig. 2.

A block 18 is bolted or otherwise secured to the outer face of the channel track-bar 10 at that side of the car at which the keeper C is located, and the said latch-bar D is made as light as possible consistent with strength, is made of spring metal, and extends upward past the keeper C. The upper portion of the latch-bar D normally rests in the recess 16 of the keeper, to which recess it is snugly fitted, thus holding the body in its carrying position.

At the upper end of the latch-bar D a handle 19 is attached, so that when the body B is to be dumped by means of the handle 19 the upper portion of the latch-bar D may be sprung outward and disengaged from the keeper C, and as the body B is restored to its normal or carrying position the latch-bar D will slide along one or the other of the inclined edges 17 of the keeper until it finds a seat in the recess 16 of the keeper.

This latch device is exceedingly simple, durable, and economic, is readily operated and effective in operation.

It will be understood that the spring-latch and its keeper may be otherwise attached and located than shown—as, for example, the latch may be placed at any desired angle to the perpendicular of the device and that the latch can be attached to the rocking body of the car or to the platform and that in either event the keeper is attached to the cooperating part.

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

1. A car-platform, a dumping-body carried thereby, a keeper secured to one member, and provided with a recess and having its surface inclined in opposite directions from the end portions of said recess, and a spring latch-bar attached to the cooperating member and arranged normally for locking engagement with the recess of the keeper.

2. The combination with the platform of a car and a body mounted to rock thereon, of a latch device consisting of a keeper attached to one side of the body, extending outward therefrom and provided with a recess in its outer edge, and a latch-bar of spring mate-

rial secured at one end to the platform, the other end portion of the latch-bar being free and normally fitted in the recess in the keeper.

5 3. The combination with a car-platform and a rocking body mounted to rock thereon, of a latch device consisting of a keeper T-shaped in cross-section, which keeper is secured to one side of the body, the outer edge
10 of its web member being provided with a recess and having its surface inclined in opposite directions from the end portions of the said recess, and a latch consisting of a spring-bar secured at its lower end to the platform, be-
15 ing otherwise free, the upper portion of which latch-bar normally fits in the recess of the said keeper, and a handle at the upper end of the bar.

4. A platform, a dumping-body mounted
20 to rock thereon, a keeper secured to one mem-

ber and provided with a recess in its outer edge, the surface of the keeper being inclined in opposite directions from the end portions of said recess, and a latch-bar of spring material attached to the cooperating member and
25 normally engaging the recess in the keeper, the said dumping-body being adapted to rock in either direction when the latch-bar is disengaged from the keeper, the latch-bar automatically seating itself in the recess of
30 the keeper when the body is restored to its normal position. -

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES FRANCIS SHELBY.

Witnesses:

G. W. SHUTE,
S. S. BARTLETT.