

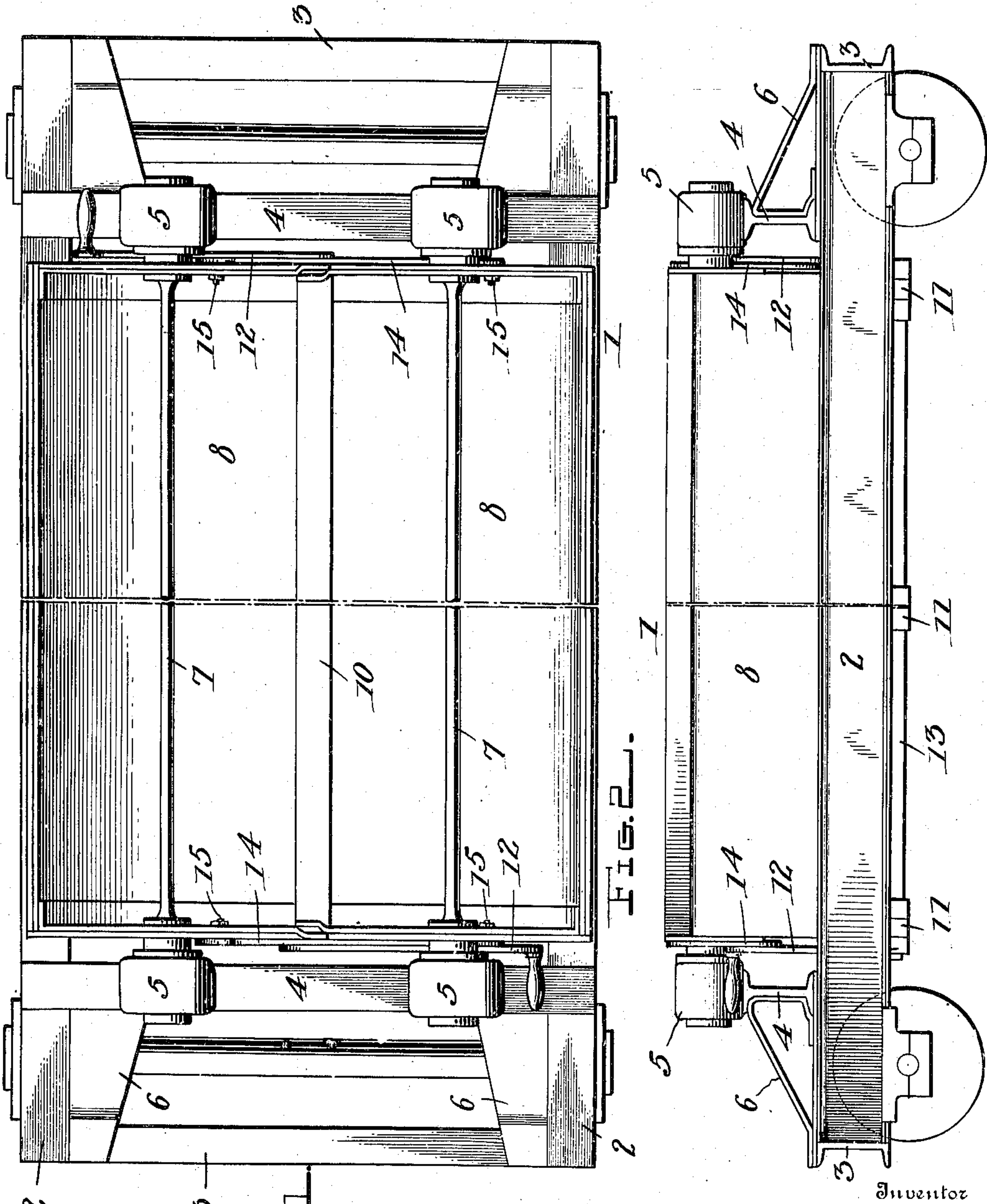
No. 855,128.

PATENTED MAY 28, 1907.

A. PELTZER.
DUMPING CAR.

APPLICATION FILED MAR. 6, 1907.

2 SHEETS—SHEET 1.



Albert Peltzer.

By *Miss. Stumpe*

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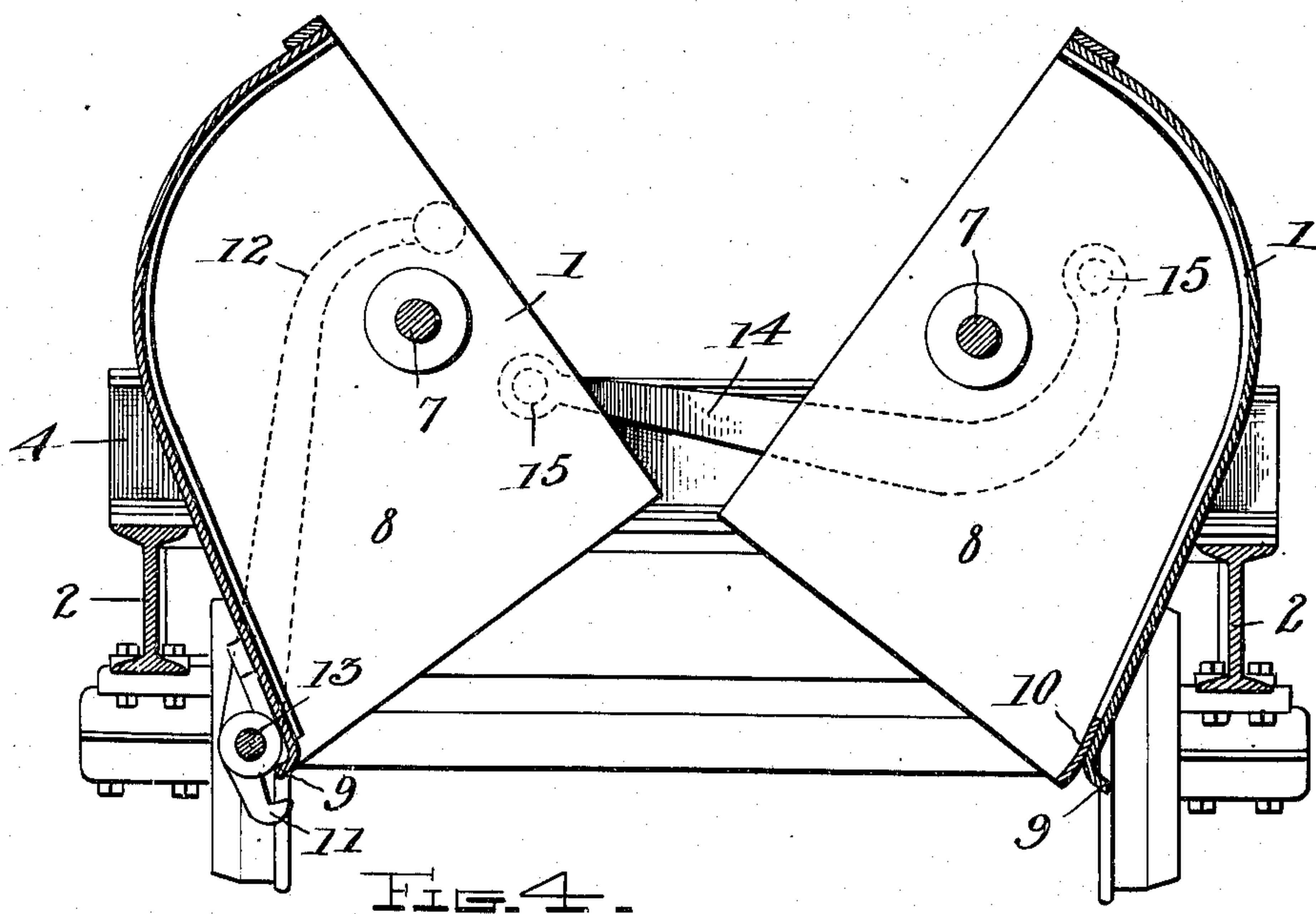
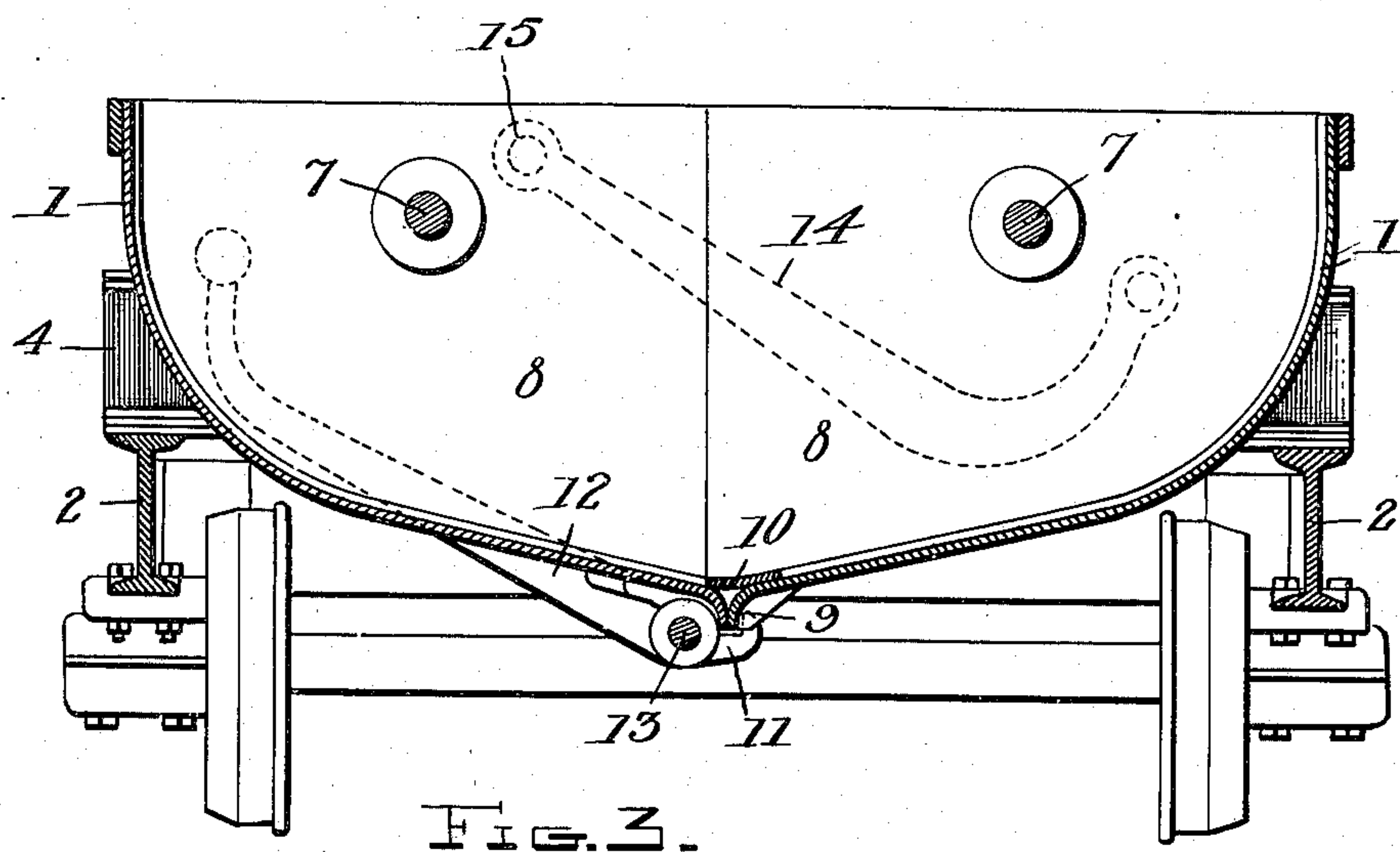
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Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

ALBERT PELTZER, OF CHICAGO, ILLINOIS.

DUMPING-CAR.

No. 855,128.

Specification of Letters Patent.

Patented May 28, 1907.

Application filed March 6, 1907. Serial No. 360,825.

To all whom it may concern:

Be it known that I, ALBERT PELTZER, a subject of Germany, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dumping - Cars, of which the following is a specification.

This invention relates to dumping cars having inwardly tilting sections, and has for its object to provide an improved and mechanically possible structure suitable for railway cars and capable of being produced in pressed steel or the like, and characterized especially by the fact that the opposite tilting sections are connected together so as to swing in unison, and are so hung that they will automatically close when empty, and automatically open to dump a load when the latch is released.

Further advantages and novelties of construction will be apparent from the following description and the accompanying drawings.

In the drawings, Figure 1 is a plan view of a car constructed according to the invention. Fig. 2 is a side elevation. Fig. 3 is a vertical cross section with the dumping sections closed. Fig. 4 is a similar view with the sections open.

Referring specifically to the drawings, the frame of the car will be seen to be composed of side sills 2, mounted upon the journal boxes, and connected at the ends by end sills 3. Cross sills or bolsters 4 are mounted upon the side sills near the end thereof, and these cross sills support bearing or pivot boxes 5 in which the ends of the pivot bars 7 are supported.

The tilting sections meet at the middle longitudinal line of the car, and are hung upon the pivot bars 7, and each section consists of a curved bottom and side 1 and ends 8. The edges of the ends lap each other where they meet, and the meeting edge at the bottom is provided with a lap strip 10, by which means the joint is closed and leakage of the contents of the car is prevented.

In order to insure the simultaneous and corresponding movement or swing of both the sections, they are connected at each end by a curved link 14, pivoted at 15 to the ends of the respective sections, the pivotal points 15 being so arranged with respect to the main pivot 7 that the said pivotal points each maintain the same distance apart in all positions of the sections, and, consequently,

when one swings the other must swing to the same extent or position.

The sections are so hung that the center of gravity of each, when they are closed, is directly below or perhaps a little outside of the pivots 7, and accordingly when the sections are empty they will swing closed by gravity, and in consequence of the connection between the two neither one will be apt to stick, because the weight of one will tend to assist the other in case either is clogged. Said pivots 7 are so arranged, however, and the sides 1 are so shaped that when the sections are loaded the center of gravity will be inside the pivots 7, and consequently the load will tend to automatically tilt the sections and dump whenever the latch is released.

The latch consists of a hook 11, pivoted to a hanger 13 near the edge of the bottom of one section and arranged to engage the lip 9 at the edge of the other section, and said hook is connected to an operating lever 12 which extends up beside the end of the section in convenient position to be manipulated from above. One of these latches is or may be provided at each end.

The extension of the pivot bars 7 across the section from one end to the other adds greatly to the strength and rigidity thereof and enables the section to be made of sheet or structural metal, and of greater length than would otherwise be the case. Said bars tend to prevent buckling, and if the car is to be made of any ordinary or desirable length, are perhaps necessary to make the structure mechanically possible for use in carrying material of ordinary weight.

Although, as stated, the sections tend to open when loaded, the strain of the whole weight does not come on the latches, because the sides 1 are so shaped that the load is almost balanced directly under the pivots, and consequently the only purpose of the latches is to resist the tendency to open, referred to.

I claim:

1. The combination with a frame, of a pair of swinging body sections pivoted at their ends on the frame, in position to swing to and from each other, and connections between the sections, movable therewith, and constructed to produce simultaneous corresponding movement of both sections.

2. The combination with a frame, of a pair of swinging body sections pivoted at their

ends on the frame, in position to swing to and from each other, and a link pivotally connected between the ends of the opposite sections, to produce simultaneous corresponding movement of both sections.

3. The combination with a frame, of a pair of pivoted body sections which swing to and from each other and have meeting edges, one of said edges having a lap strip offset to pass and lap within the other edge when swung together.

4. A dumping car comprising side and end sills mounted on trucks, bolsters extending

across upon the side sills, at the ends thereof, and a pair of inwardly-tilting body sections extending lengthwise between the side sills and having continuous pivot bars extending across within said sections from one end to the other and resting at their ends in bearings on the bolsters.

In testimony whereof I affix my signature, in presence of two witnesses.

ALBERT PELTZER.

Witnesses:

WILL KEMPF,
KARL KEMPF.