No. 864,381. PATENTED AUG. 27, 1907.

G. E. MILLER & C. H. BARNES.

BEET DUMP.

APPLICATION FILED DEC. 7, 1906.

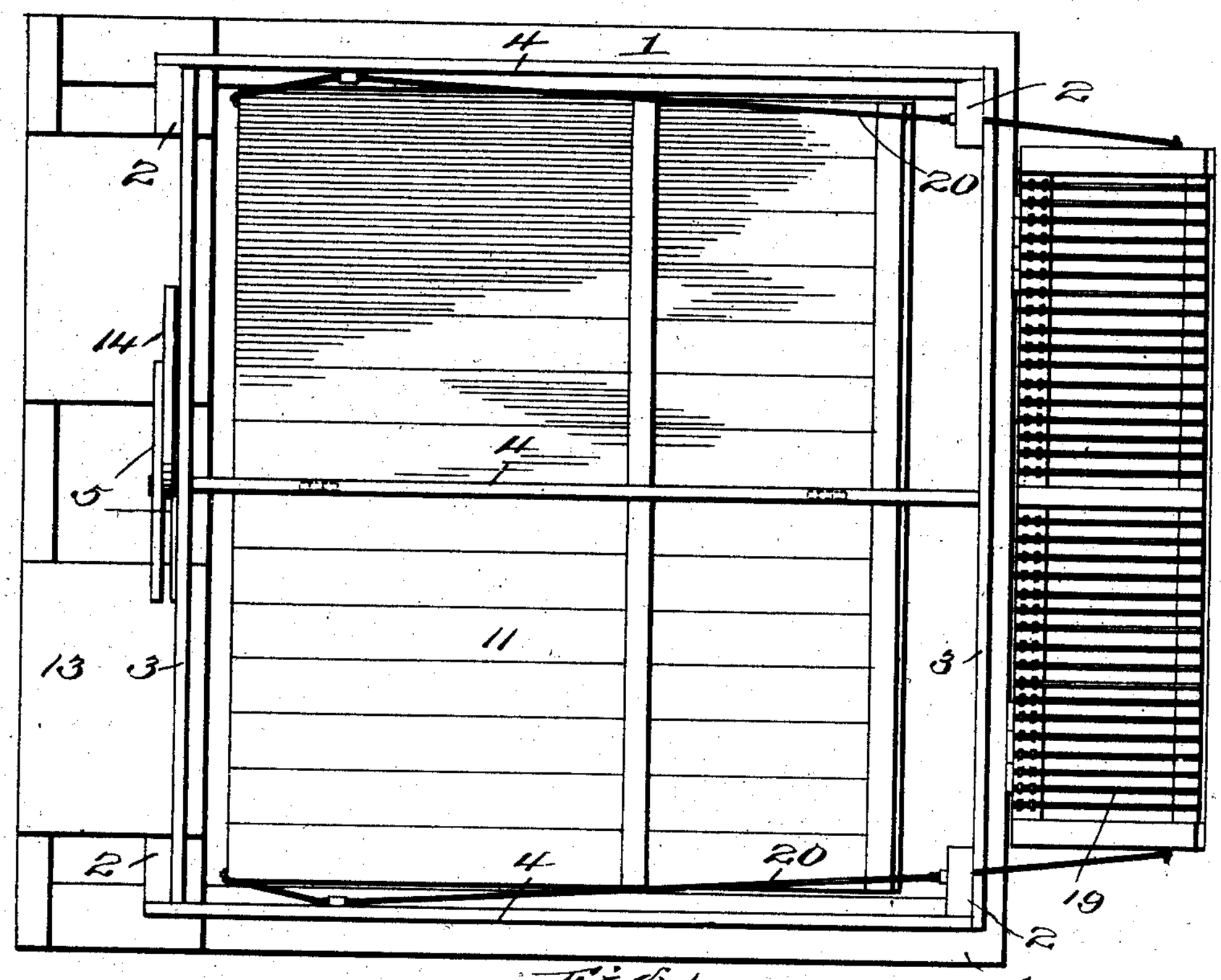

Fig. 1.

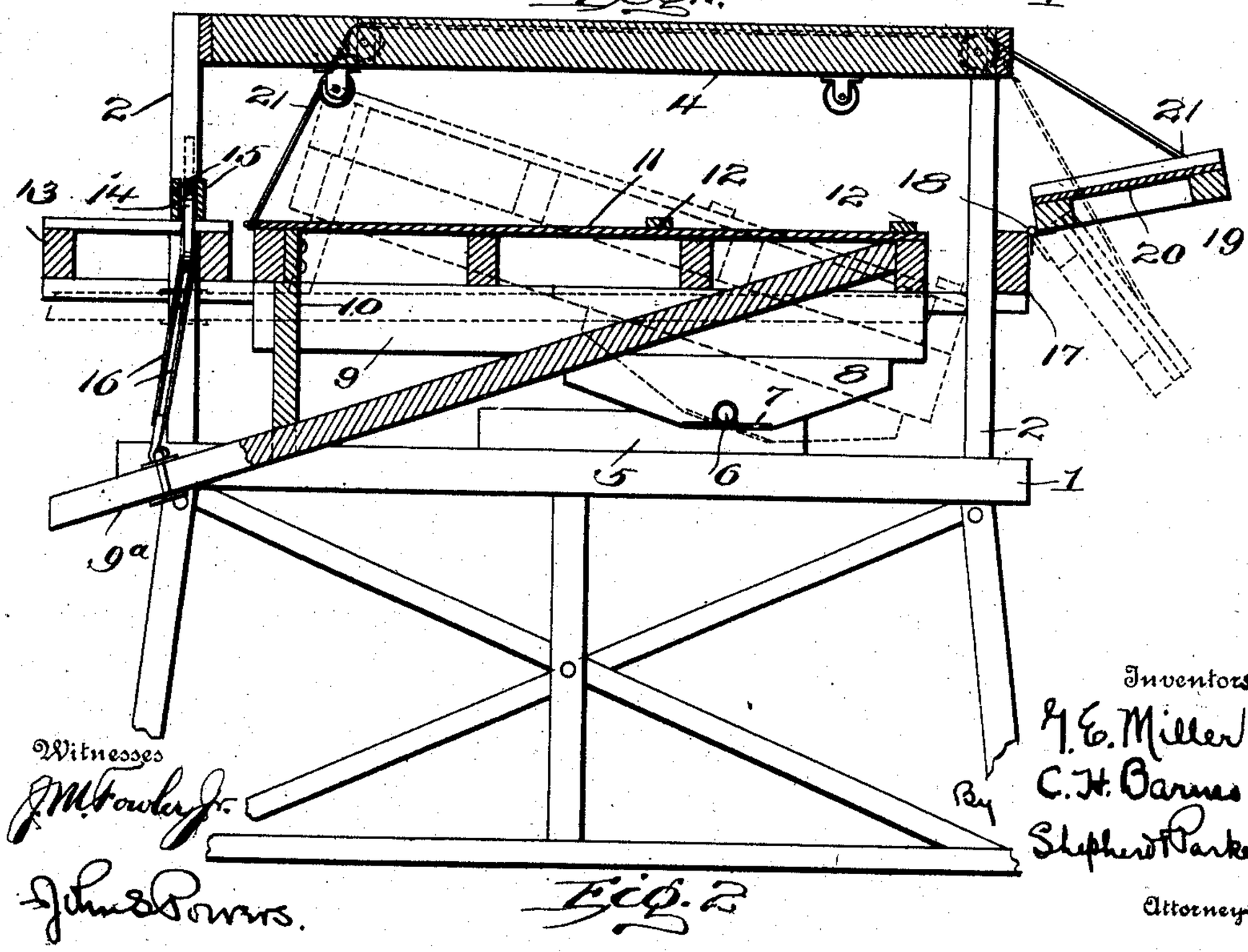

Fig. 2.

UNITED STATES PATENT OFFICE.

GEORGE E. MILLER AND CHARLES H. BARNES, OF MONTROSE, COLORADO.

BEET-DUMP.

No. 864,381. Specification of Letters Patent. Patented Aug. 27, 1907.

Application filed December 7, 1906. Serial No. 346,812.

To all whom it may concern:

Be it known that we, GEORGE E. MILLER and CHARLES H. BARNES, citizens of the United States, residing at Montrose, in the county of Montrose and State of Colorado, have invented certain new and useful Improvements in Beet-Dumps, of which the following is a specification.

This invention relates to new and useful improvements in beet dumps and it has particular reference to an apparatus comprising a tilting platform for dumping a car bodily to discharge the contents.

The invention has for its object to provide in a dump of the above type a tilting platform of novel construction operating in combination with a novel discharge or dumping apron.

The invention aims as a further object to provide novel means for dumping said platform.

The detailed construction will appear in the course of the following description in which reference is had to the accompanying drawings forming a part of this specification, like characters of reference designating similar parts throughout the several views, wherein,

Figure 1 is a top plan view of a beet dump constructed in accordance with my invention. Fig. 2 is a central longitudinal sectional view thereof.

In the practical embodiment of my invention I employ a supporting truss or scaffold 1 upon which are provided corner posts 2 which at their upper ends support the various transverse and longitudinal frame bars 3 and 4. The scaffold 1 is provided with suitably arranged blocks 5 which serve as supports or bearings for a transverse rod 6. The latter has the function of a pintle and is loosely connected by suitable clips 7 with bearing blocks 8. The blocks 8 are carried by the inclined underneath frame bars 9^a of the tilting platform upon which the wagon is held, the bars 9^a in their inclined relation having connection with an intermediate superstructure 10 upon which is supported a level floor 11 having raised tracks or guides 12 for the traction wheels of the wagon to be unloaded.

Adjacent to the platform floor 11 is a stationary platform 13 upon which the operator stands to tilt the platform upon its pintle 6. The means for tilting said platform comprises a manually operated bell crank lever 14, pivoted at the junction of its legs between bearing straps 15, and having its lower end pivotally connected to straps or links 16, which are in turn united by any suitable compensating connection to the central frame bar 9^a.

The front corner posts 2 carry a centrally located stationary cross piece 17 to which is connected by hinges 18, a tilting discharge platform 19, preferably having a foraminous floor 20 formed of spaced parallel longitudinal slats.

Between the car platform and the discharge platform 19 are suitable compensating connections whereby the latter may be tilted in the performance of its function simultaneously with the former. An advantageous embodiment of such connection is shown, which comprises cables or ropes 21 having their ends secured to the extreme ends of said platform and strung tautly and longitudinally therebetween over suspending sheaves 22 carried by the above mentioned longitudinal frame bars 4.

In practical use drive ways are provided on each side of the apparatus which lead at an incline to the floor 11. The wagon from which the load is to be discharged is driven up said drive ways and rests transversely on said floor. The invention is especially designed for use in railroad yards and it will of course be understood that the platform 11 is raised considerably above the level of the railroad track. Assuming that it is desired to transfer material from the wagon on said platform 11, the operation is as follows: The operator on the platform 13 raises the bell crank lever 14, and by such action, through the connections described, swings the tilting platform to the dotted line position of Fig. 2. Simultaneously by reason of the compensating ropes or cables 21, the platform 19 drops to the dotted line position of Fig. 2. Such tilting action of the platforms will cause the material to be discharged from the wagon by gravity upon the platform 19 where its passage into the gondola car is facilitated by the longitudinal slats forming the foraminous floor 20. In restoring the platforms to initial position, the operator depresses the lever 14, the action of such lever being transmitted to the wagon platform by the straps or links 16, which are of course rigid.

While we have described the invention as a beet dump it is of course apparent that this is but an arbitrary use, as in its present embodiment it is adapted for discharging various objects of large size as opposed to comminuted material, but the invention may be adapted when desired to discharge comminuted material.

It will be understood that the wagon which is tilted, may be of any conventional form for the purposes described. In the operation set forth it is preferred to use a wagon, having a removable or displaceable side, but the wagon may discharge its contents from its ends by placing the same longitudinally upon the tilting platform, in which event means will be provided for preventing its gravitating displacement.

While the elements herein shown and described are well adapted to serve the functions set forth, it is obvious that various minor changes may be made in the proportions, shape and arrangement of the several parts without departing from the spirit and scope of the invention as defined in the appended claims.

Having fully described our invention we claim:

A dumping apparatus comprising a supporting scaffold, a tiltable platform mounted thereon and having a central frame bar 9^a inclined rearwardly and downwardly at an angle to the body of said platform, an L shaped lever pivotally carried by said platform, said lever comprising a handle portion and an angular arm, and links having connection with the end of said angular arm and with said central frame bar adjacent the end thereof.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE E. MILLER.
CHARLES H. BARNES.

Witnesses:
W. A. CASSEL,
J. C. REDDING.