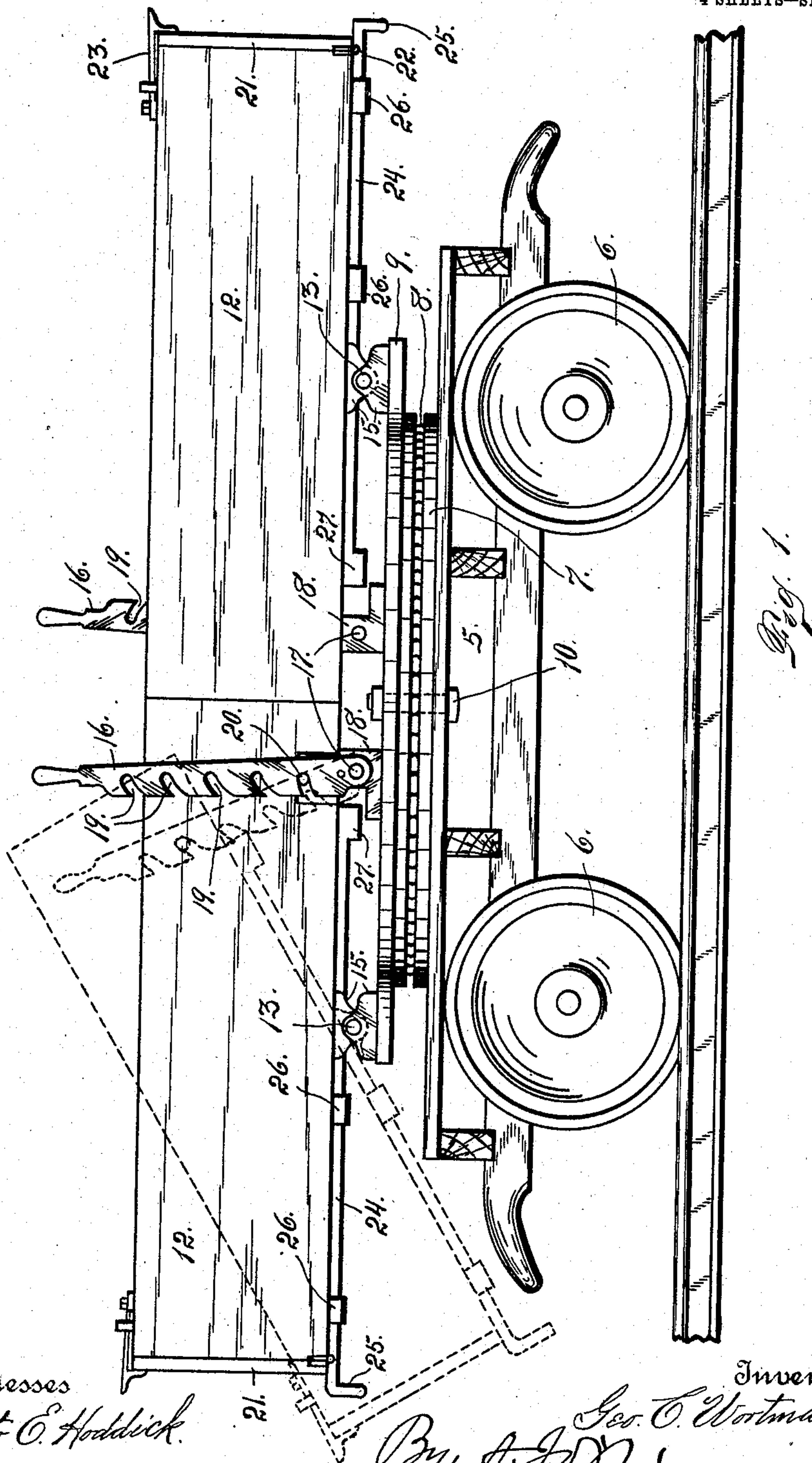


PUSH CAR.

Patented Feb. 2, 1909.

4 SHEETS—SHEET 1.

911,191.



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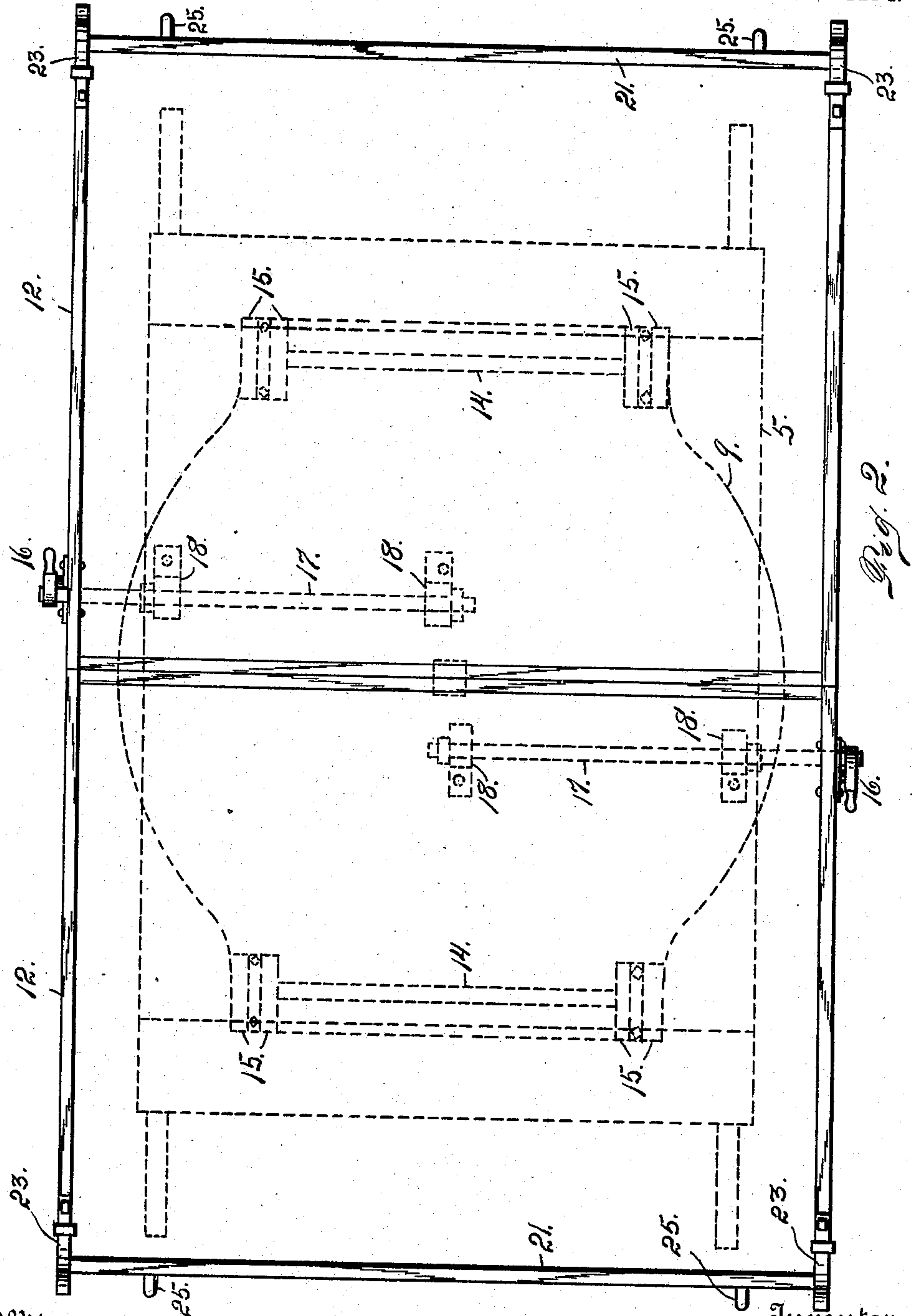


Fig. 2.

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4 SHEETS—SHEET 3.

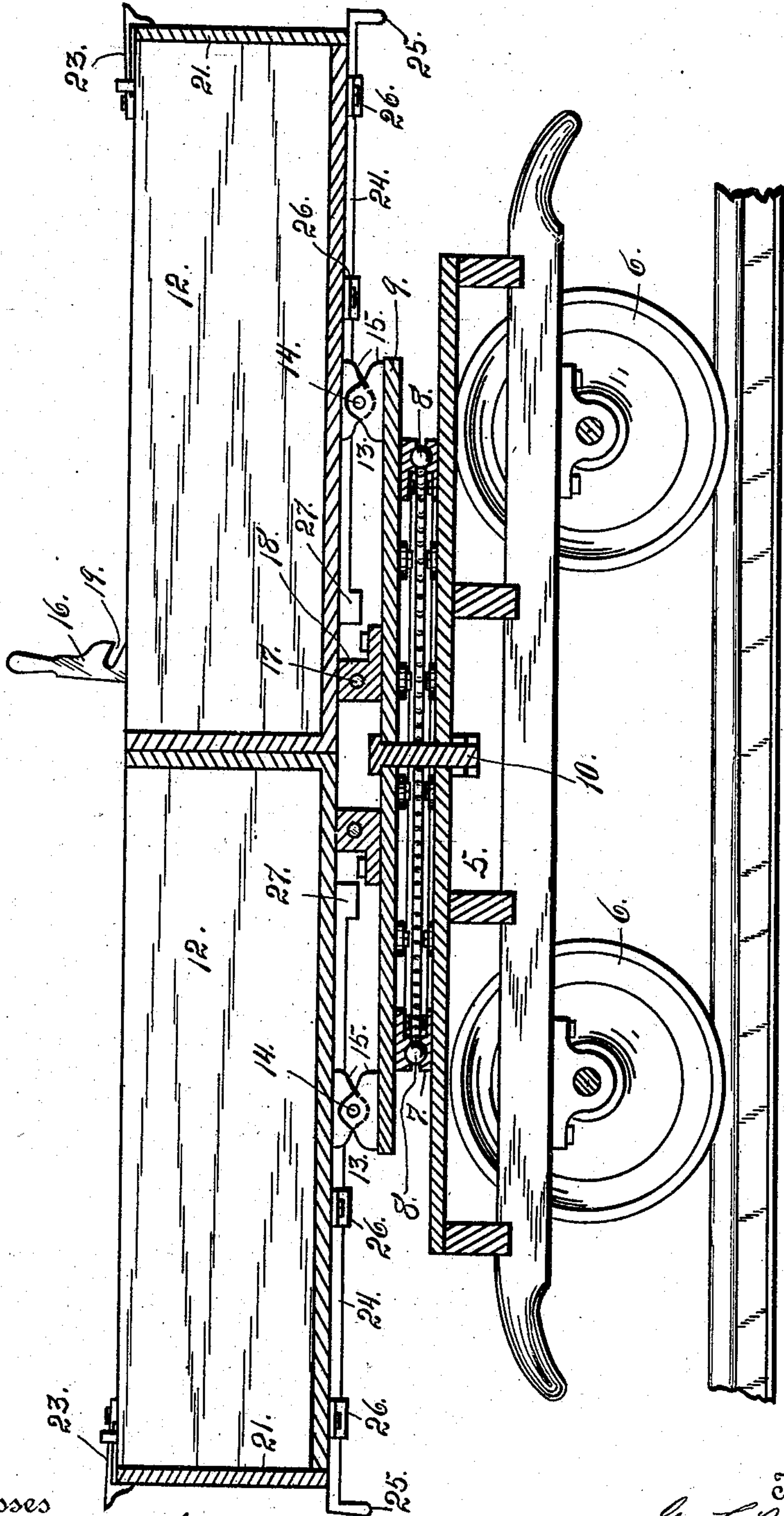


Fig. 3.

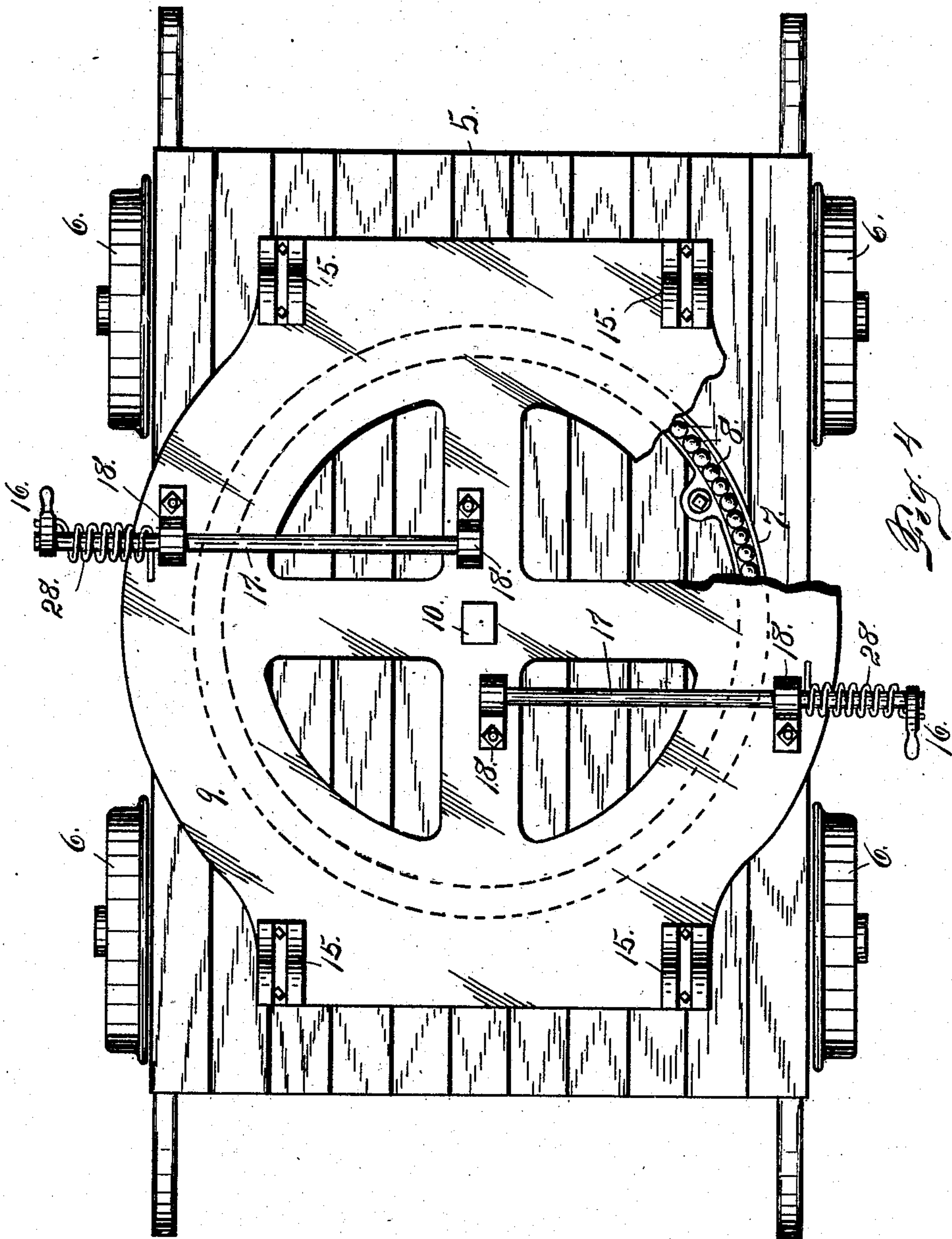
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UNITED STATES PATENT OFFICE.

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PUSH-CAR.

No. 911,191.

Specification of Letters Patent.

Patented Feb. 2, 1909.

Application filed June 17, 1907. Serial No. 379,303.

To all whom it may concern:

Be it known that I, GEORGE C. WORTMAN, a citizen of the United States, residing at Wortman, in the county of Lake and State of Colorado, have invented certain new and useful Improvements in Push-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in push cars or cars adapted for use in railway construction work.

In my present improvement the body of the car is mounted on a rotatable platform, and the said body is composed of two hinged members adapted to be tilted independently of each other. By virtue of the rotary action of the platform, the body members may be dumped in any direction desired, when occupying a longitudinal or a transverse position with reference to the length of the track.

Having briefly outlined my improved construction, I will proceed to describe the same in detail reference being made to the accompanying drawing in which is illustrated an embodiment thereof.

In this drawing, Figure 1 is a side elevation of a car equipped with my improvements. Fig. 2 is a top plan view of the same. Fig. 3 is a central longitudinal section of the car. Fig. 4 is a top plan view with the dumping body members removed.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate a relatively stationary frame work mounted upon wheels 6. To the top of this frame work is secured a circular runway 7 for bearing balls 8 which also engage the movable platform 9. The ball runway is formed partly in the member 7 and partly in the platform 9. The platform 9 is pivotally connected with the stationary member 7 by means of a bolt or king-pin 10, upon which the said platform is free to rotate. Two body members 12 are hinged as shown at 13 to the opposite extremities of the platform, the said hinging centers, being centrally located with reference to the said members. The hinging device 13 consists of a shaft 14, engaging bear-

ings 15 with which the platform 9 is provided, and extending entirely across the extremity thereof.

When the body members 12 are in the upright position, their inner or adjacent extremities abut against each other and they are locked in this position by means of lever arms 16 whose lower extremities are connected with rock shafts 17 journaled in bearings 18 secured to the platform. Each of these levers is provided with a series of vertically disposed notches or recesses 19, adapted to receive a pin 20 secured to the side wall of the dumping body member. When the said member is in the upright position, its pin 20 engages the lowermost notch or recess 19 of its corresponding lever. These notches or recesses are curved slightly upwardly while the lever arm is preferably slightly tilted in the direction of the discharge end of the car, so that when the pin 20 of the car engages the lowermost recess of the lever, there is no tendency on the part of the lever to become disengaged from the pin. If desired, however, suitable means may be employed for normally holding the lever in a position corresponding with the upright position of its corresponding body member.

As shown in the drawing each body member is provided at its outer extremity, with a downwardly swinging door 21 hinged at the bottom as shown at 22 and held in place at the top by a locking device 23. Each dumping body member is provided underneath its bottom with two rods 24 having hook-shaped outer extremities 25. These rods are slidably connected with the body member, being held in place by guides 26. The operator at either end of the car, by pulling out these rods to the desired distance obtains sufficient leverage to enable him to easily swing the platform of the car in any direction desired. The inner extremities of these rods are provided with stops 27, to prevent the rods from being completely disengaged from their respective body members.

From the foregoing description the use and operation of my improved push car will be readily understood. Assuming that the car is in the upright position, the body members may either or both be tilted to the dotted line position in Fig. 1, either for the purpose of dumping or to facilitate loading. This may be accomplished by moving the le-

vers 16 inwardly, sufficiently to release the pin 20 of the body member from its engaging recess of the lever. When this is done the car bodies will readily assume the dumping position. Before tilting the body members, the hinged door 21 of each member may if desired be released and allowed to swing downwardly, allowing a portion of the load at the outer end of the body member to slip out. After this is done the lever may be released and the car may be thrown to the dumping or inclined position by slight exertion of the operator. These hinged body members may be so manipulated as to cause them to dump automatically or to dump by reason of a slight lift of the operator on the inner end of the car body or slight pressure on the outer end. If it is preferred to dump automatically, it is only necessary to release the car body by the proper movement of the lever 16, before releasing the door 21. Then if the car is well filled at its outer extremity, the weight beyond the hinge will be sufficiently greater than the weight in the opposite end of the car, causing the same to tilt to the dumping position. It is evident that the car may be so hinged or the hinge pin or shaft may be so located as to cause it to dump automatically or not as may be desired. As shown in the drawing the dump would be automatic as soon as either body member is released from engagement with its locking lever and this is probably the preferred form of construction. It is evident, however, that the invention is not limited in this regard.

The levers 16 are normally held in the upright position or in position to engage the projections 20 of the dumping members, by means of coil springs 28 mounted on the rock shafts 17, and acting on the levers to hold them in engagement with the pins 20 of the car bodies.

Attention is called to the fact that after the car body is tilted to any desired position, it may be locked to prevent farther downward movement, by the use of the lever 16 (see the dotted line position of the lever and dumping members in Fig. 1).

Having thus described my invention, what I claim is:

1. In a push car, the combination with a suitable frame work, of a platform mounted

to rotate thereon, a hinged body mounted on the platform and adapted to assume the inclined or dumping position, and a lever arm also mounted on the platform and provided with a number of recesses, adapted to engage a projection with which the hinged body is provided, whereby the latter may be locked in any desired position.

2. In a push car, the combination with a suitable frame work mounted on wheels, of a platform mounted to rotate on the frame work, the platform and frame work having runways, bearing balls mounted in the runways, two dumping body members hinged on the platform and having inner abutting extremities, the said body members being adapted to tilt to the inclined or dumping position, and lever arms mounted on the platform, each being provided with a series of recesses adapted to engage a projection formed on its corresponding body member, whereby the said member may be held in the upright position or at any desired position of inclination, substantially as described.

3. In a car of the class described, the combination with a frame work mounted on wheels, a platform mounted to rotate on the frame work, a car body hinged upon the platform whereby it is allowed to assume the dumping position, means for locking the car body in the upright position and means slidably mounted on the bottom of the car body and adapted to be extended, to facilitate the turning of the car body and platform, substantially as described.

4. In a car of the class described, the combination with a suitable frame work, of a platform mounted to rotate thereon, two dumping body members hinged upon the platform and having abutting inner extremities, and means for locking the body members in the upright position, each body member being provided at its bottom with rods slidably connected therewith, and adapted to be extended, to facilitate the turning of the platform and body members, substantially as described.

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

GEORGE C. WORTMAN.

Witnesses:

DENA NELSON,
A. J. O'BRIEN.