

T. R. McKNIGHT.
DUMP CAR.
APPLICATION FILED MAY 7, 1909.

932,564.

Patented Aug. 31, 1909.

Fig. 1.

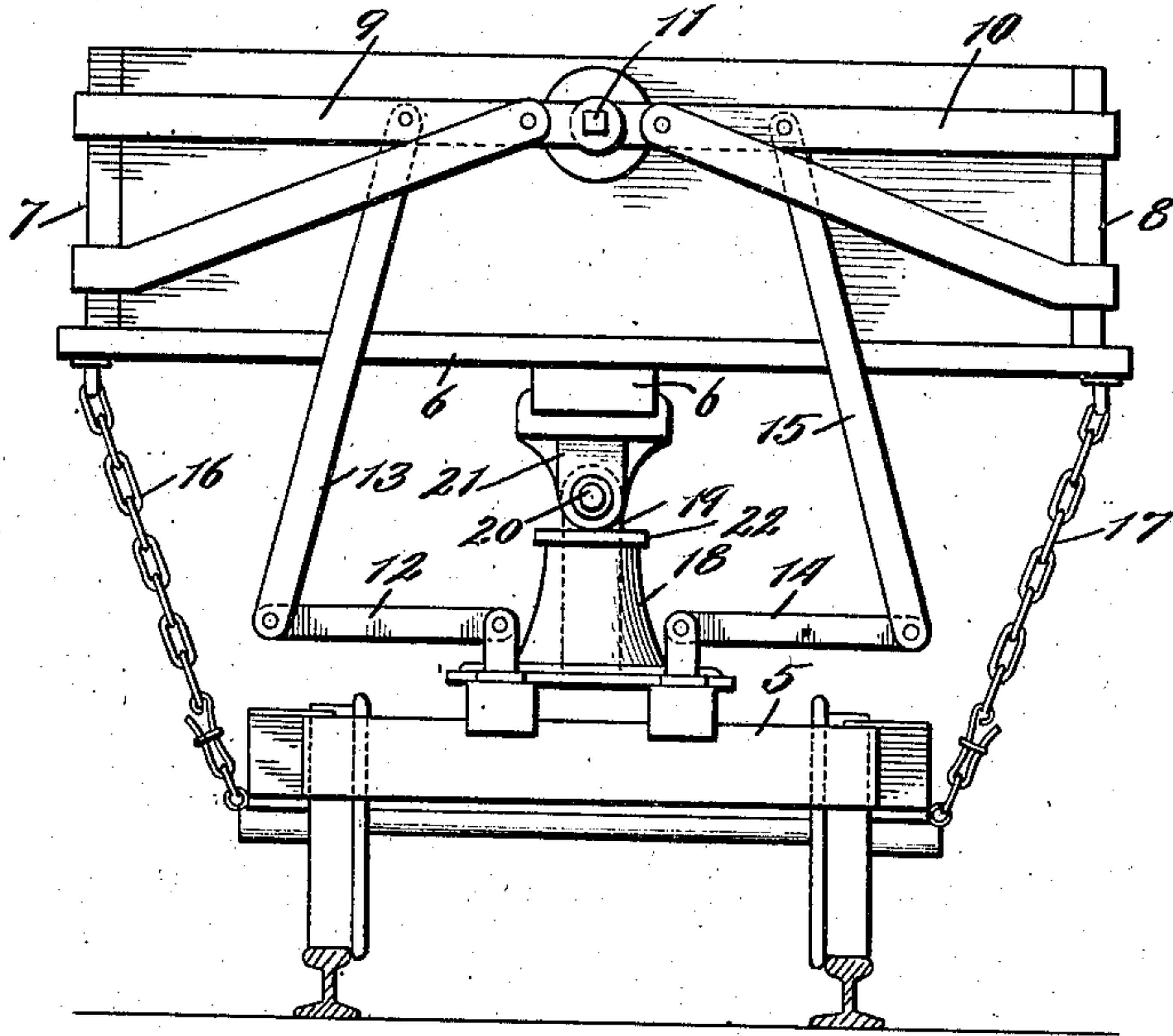


Fig. 2.

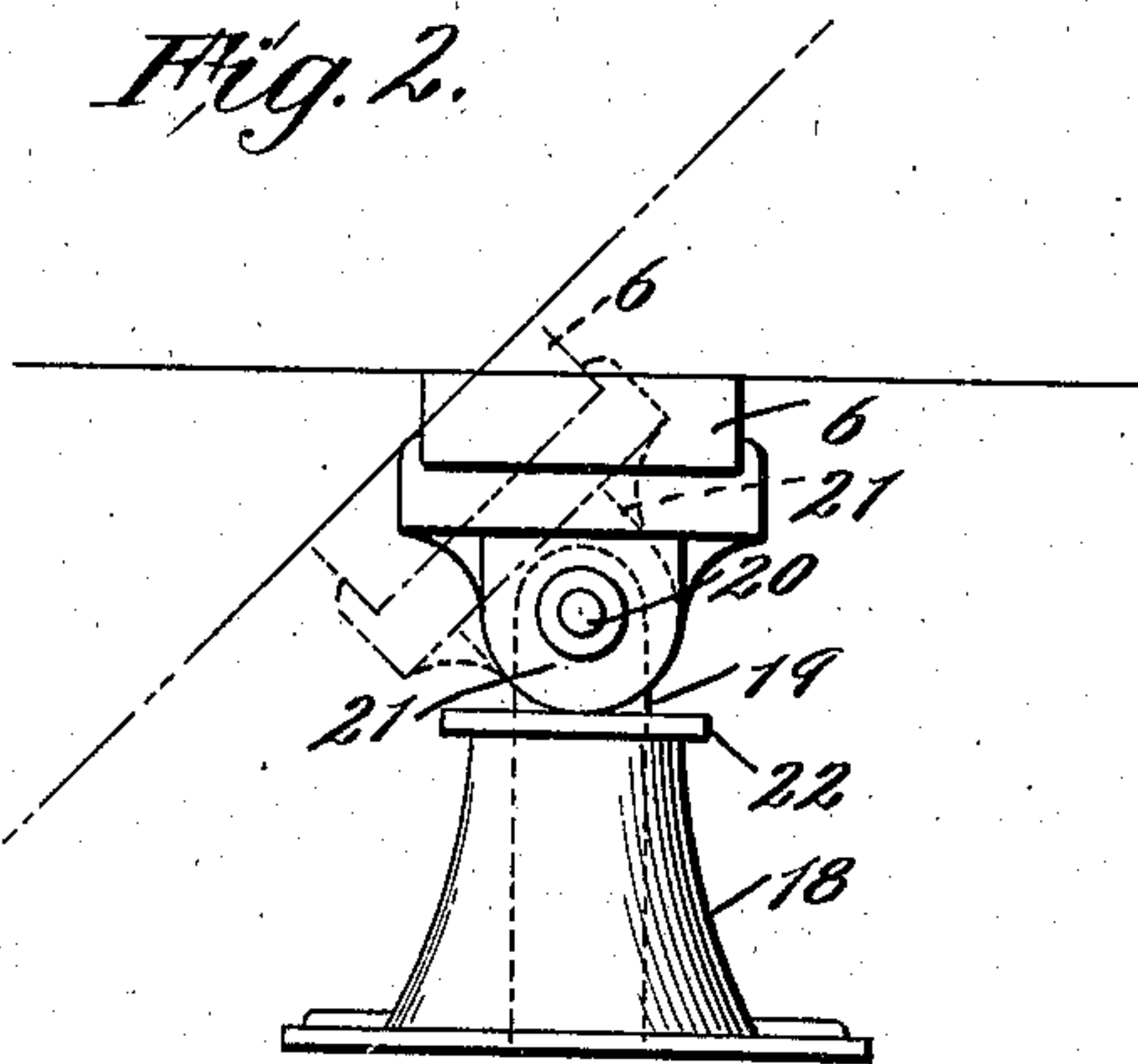


Fig. 3.

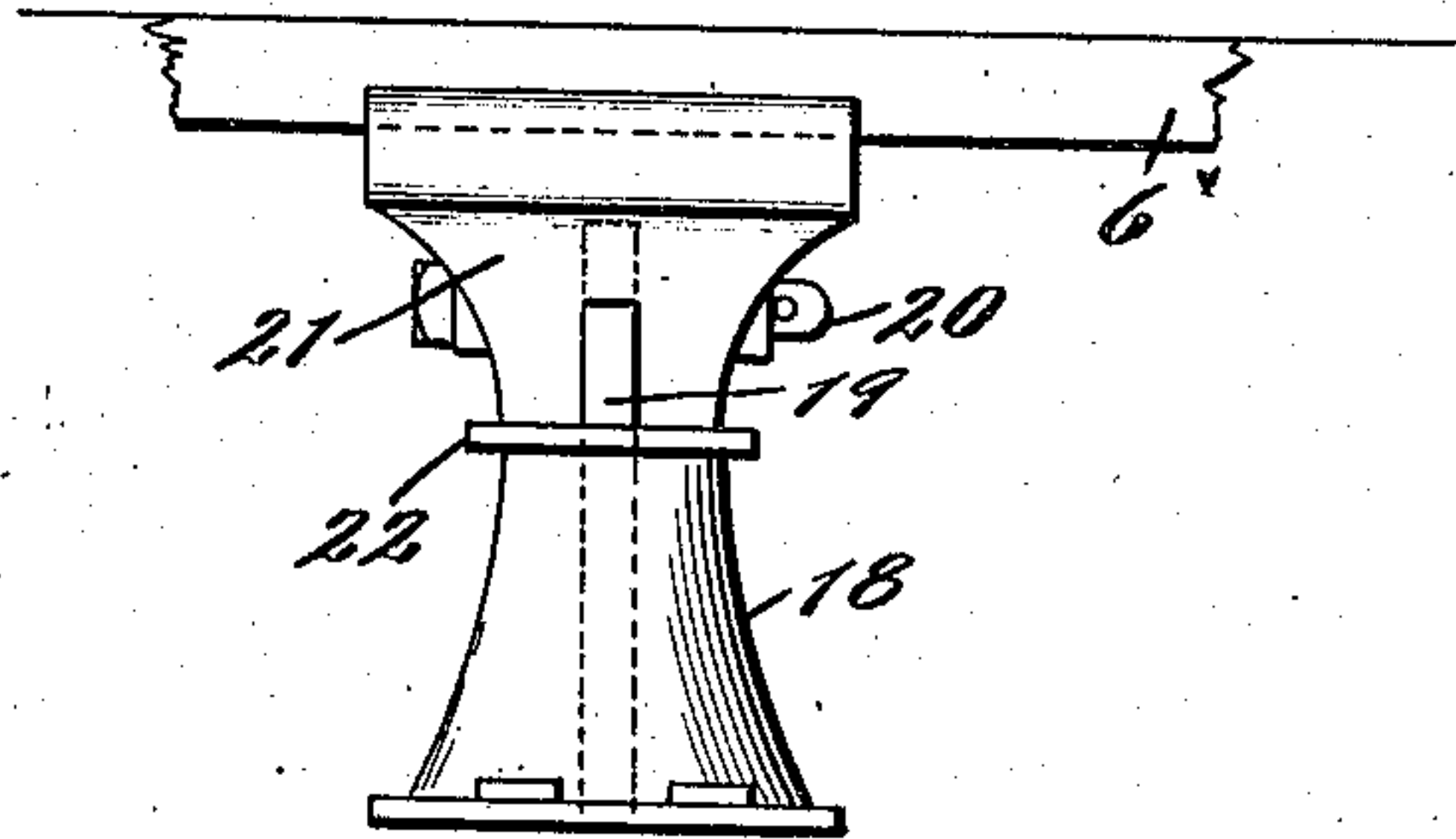
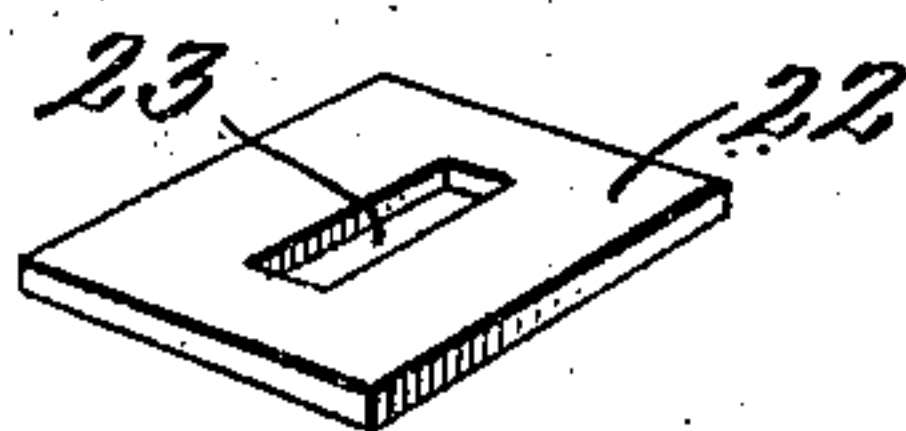


Fig. 4.



Witnesses:

John D. Perry
Albert James

Inventor:

Thomas R. McKnight,
by Donald Adams Britton Johnson
his Atty.

UNITED STATES PATENT OFFICE.

THOMAS R. McKNIGHT, OF CHICAGO, ILLINOIS, ASSIGNOR TO WESTERN WHEELED SCRAPER COMPANY, OF AURORA, ILLINOIS, A CORPORATION OF ILLINOIS.

DUMP-CAR.

932,564.

Specification of Letters Patent.

Patented Aug. 31, 1909.

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To all whom it may concern:

Be it known that I, THOMAS R. McKNIGHT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dump-Cars, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to dump-cars, and particularly to cars of the type shown and described in Letters Patent of the United States, No. 612,263, granted to me October 11, 1898. In such cars the car-body is carried on a truck in such manner as to be capable of being tilted at either side of the truck to discharge the load, and for the purpose of providing for this operation, and at the same time permit the car-body and its truck to separate should occasion arise, the car-body is connected with the truck by brackets carrying pins which are pivoted thereto and enter sockets in supports carried by the truck,—such supports being placed at suitable intervals under the center of the car-body.

In dump-cars of this type the brackets to which the pins above mentioned are connected serve as rockers which carry the load and bear upon the upper surface of the supports carried by the truck, the pins above mentioned serving merely to connect said brackets with the supports. The result is that there is considerable wear upon the supports due to the rocking movement of the brackets in dumping the load at one side or the other, and as this is not always uniform on the several supports of a car, the proper operation of the car is interfered with, and this can be overcome only by renewing the several supports.

The object of my present invention is to avoid this objection and provide a construction by which the car may be maintained at its greatest efficiency at slight expense and trouble. I accomplish this object as illustrated in the drawings and as herein-after described, what I regard as new is set forth in the claims.

In the accompanying drawings,—Figure 1 is an end view of a dump-car of the type referred to; Fig. 2 is an end view of one of the supporting devices therefor; Fig. 3 is a side elevation thereof; and Fig. 4 is a

perspective view of one of the bearing plates.

As best shown in Fig. 1, 5 indicates the truck and 6 the car-body, which is usually provided with swinging side-gates 7—8, as described in my said patent. The side-gates are carried by swinging arms 9—10 respectively, which are pivoted at the longitudinal center of the car, as shown at 11, and are automatically operated by the tilting of the car to expose one side or the other thereof by levers 12—13 and 14—15, respectively, as described in said patent. The operation of the side-gates has nothing to do with my present invention and therefore will not be described further.

16—17 indicate side-chains for holding the car in its normal position when used for transporting the load.

18 indicates one of the car-body supports carried by the truck. Said support is provided with a central vertical socket or passage, which is adapted to receive a pin or bar 19 which is pivotally connected by a pivot 20 with a bracket 21 secured to the under side of the car at the center thereof. It will be understood that any desired number of the supports and brackets are employed placed at intervals along the length of the car. The pin 19 fits in the vertical socket or passage in the support 18, and the lower end of the bracket, which is rounded, as shown in Figs. 1 and 2, serves as a rocker on which the car-body turns in dumping.

In order to take the wear of the bracket 21, I provide between each bracket 21 and support 18 a wearing-plate 22, which is provided with an opening 23 for the passage of the pin 19. Said plate rests upon the top of the support 18 between said support and the bracket 21, so that said bracket rocks upon the plate 22 instead of on the support 18, as in the construction of my said patent. When the plate 22 is worn to such an extent as to interfere with the proper operation of the car, it may readily be removed and replaced, and if desired all the plates 22 on a car may be removed and replaced at the same time at very slight expense and with comparatively little trouble.

That which I claim as my invention, and desire to secure by Letters Patent, is,—

1. In a dump-car, a truck and one or more socketed supports on said truck, in combina-

tion with a car-body, one or more brackets
secured to the car-body, one or more pins
pivotally connected with said brackets and
adapted to enter the sockets in said supports,
5 and bearing-plates between said supports
and brackets.

2. In a dump-car, a truck and one or more
socketed supports on said truck, in combina-
tion with a car-body, one or more brackets
10 secured to the car-body, one or more pins

pivotally connected with said brackets and
adapted to enter the sockets in said supports,
and bearing-plates between said supports
and brackets, said bearing-plates being per-
forated for the passage of said pins.

THOMAS R. McKNIGHT.

Witnesses:

M. A. EAGELSTON,
M. S. SPERRY.