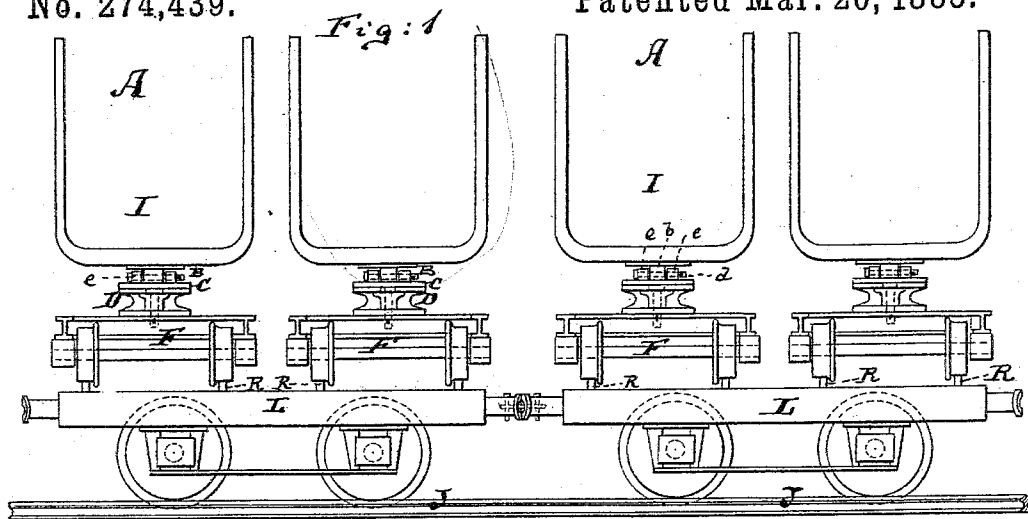
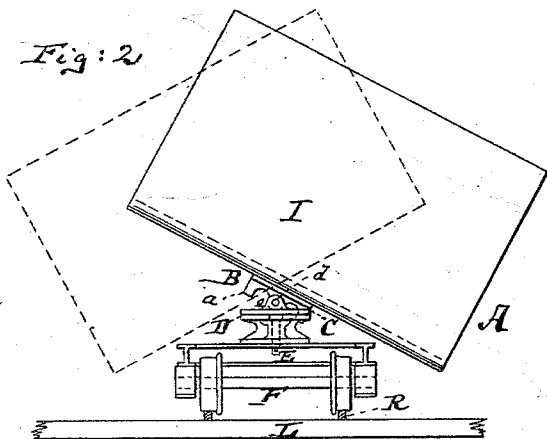
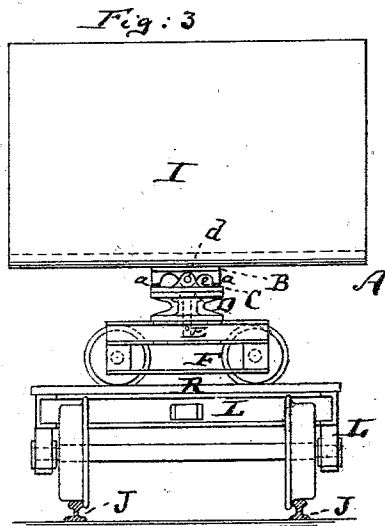
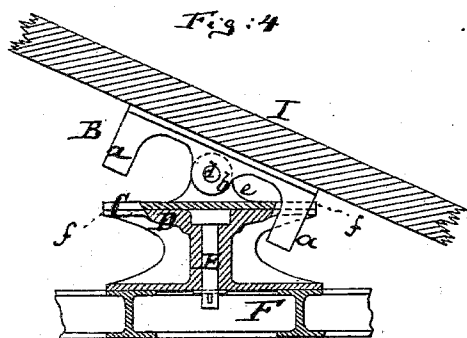
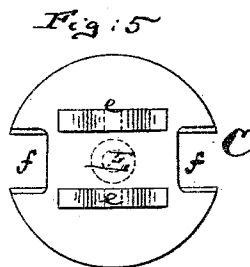


J. J. CLARKE.

DUMPING CAR AND APPARATUS FOR TRANSPORTING THE SAME.

No. 274,439.

Patented Mar. 20, 1883.



Witnesses:
John C. Tunbridge
John M. Spear

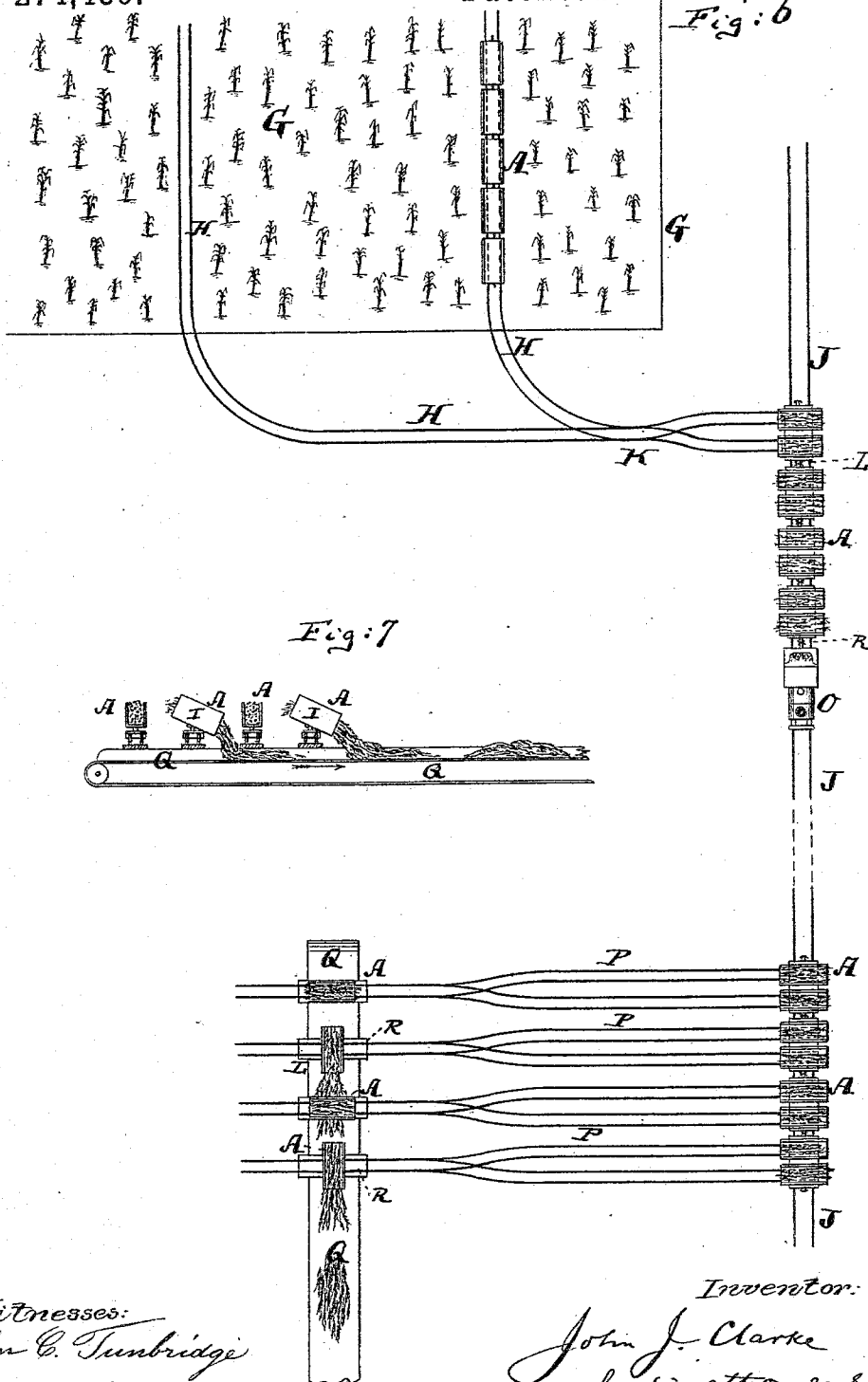
Inventor:
John J. Clarke
by his attorneys
Brien & Betts

J. J. CLARKE.

DUMPING CAR AND APPARATUS FOR TRANSPORTING THE SAME.

No. 274,439.

Patented Mar. 20, 1883.



Witnesses:
John C. Tunbridge
John M. Speer

Inventor:
John J. Clarke
by his attorneys
Briesen & Betts

UNITED STATES PATENT OFFICE.

JOHN J. CLARKE, OF PATAPA, PERU, ASSIGNOR OF ONE-HALF TO A. W. COLWELL, OF NEW YORK, N. Y.

DUMPING-CAR AND APPARATUS FOR TRANSPORTING THE SAME.

SPECIFICATION forming part of Letters Patent No. 274,439, dated March 20, 1883.

Application filed December 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. CLARKE, of Patapa, in Peru, have invented an Improvement in Cars for Dumping, and in Apparatus for Transporting the same, of which the following is a specification.

Figure 1 is a side view, showing my improved cars carried on other cars. Fig. 2 is a front view of my car while dumping its contents. Fig. 3 is a side view of my dumping-car mounted on another car. Fig. 4 is an enlarged cross-section of my car, showing its dumping mechanism. Fig. 5 is a plan view of the middle plate of my dumping-car. Fig. 6 is a plan view of a cane-field and the tracks running therefrom to the cane-carrier, as arranged according to my system. Fig. 7 is a side view, partly in section, of my cars being dumped on the cane-carrier.

My invention relates to a novel construction of dumping-cars for railways or similar purposes; also, to novel arrangements for transporting those cars from place to place. My devices and methods are especially applicable to the transportation of cut cane from the cane-fields to the cane-carrier which transports the cane to the mill.

My invention consists in a dumping-car, composed of an open tank or other suitable receptacle, mounted upon a turn-table, which stands upon any ordinary style of wheeled truck, and is attached thereto. This car is so arranged that the tank, when in its ordinary position, will stand horizontally; but when the tank is turned around sidewise a foot on the upper plate of the turn-table will trip into a hole in the middle plate thereof and cause the tank to tilt and dump its contents. When emptied the tank is lifted into the horizontal position and turned back, and the foot on the top plate catches on the solid portion of the middle plate and holds the tank in its horizontal position.

My invention also consists in an arrangement of mechanism by which these tilting cars are run crosswise upon platform-cars and held there, and transported by moving said platform cars to some other desired point, when the tilting cars may be run off again from the platform-cars upon other tracks.

It also consists in the arrangement and combination of mechanism, hereinafter more fully described.

In the drawings, A represents my improved dumping-car, having a tank or receptacle, I, preferably made of iron, and open at its top and ends, as shown. These tanks I are each firmly attached to the top of a plate, B, provided with one or more feet, *a*. This plate B has projecting ears *b b* at its middle portion, one on each side. The middle plate, C, (shown in an enlarged view in Fig. 5,) is provided with projections or ears *e e*, extending upward from the surface of the plate, and so arranged that they fit alongside the ears *b b* on the plate B, one on each side. The bar *d*, passed through holes in the ears *b b* and *e e*, makes a pivotal connection between the plates B and C, so that the plate B and tank I may swing on the bar *d* with a tilting motion, as shown in Fig. 4. The plate C has a recess, *f*, cut into it at each side, large enough to permit the foot *a* of the plate B to pass through and into said recesses. The plate C is rigidly attached to a vertical bolt, E, which passes through a lower supporting-plate, D, turning freely therein. This bolt E is so arranged that the plates B and C will turn horizontally with it, as on a pivot. The plate D has a notched edge, the notches being of the same size as those in the plate C. The plate B is capable of two motions, one a swinging motion, together with C, around the bolt E as an axis or pivot, and the other a tilting motion on the bolt *d* when the foot *a* comes opposite and trips into the notches of the plates C and D. The plate D projects in any convenient manner from an ordinary truck, F, having wheels.

The parts so far described constitute a car A. These cars A are preferably of a narrow gage—say of a twenty-inch gage—and are used for collecting and conveying the cut cane from the cane-fields.

The letter G represents a portion of a cane-field with the cane growing therein. Tracks H H, of a gage that will fit the gage of the dumping-cars A, are run from the field G to a cross-track, J, of a broader gage, and laid lower than the ends of the tracks H. The tracks H meet and cross at the switch K, and upon them

are run the dumping-car A, as shown in Fig. 6, right into the cane-fields G, and loaded there with the cut cane. The cars A are then run along the tracks H upon rails R, that are fast-
 5 ened crosswise, in two or more sets, upon the platforms of the flat cars L, which run on the broad track J. Thus each car L can support two or more of the dumping-cars A, run directly from the elevated tracks H upon said
 10 cars L. The broad-gage cars L are shown as holding each of the dumping-cars A, which are placed therein and held by any suitable means. When one car L has stopped opposite the tracks H and been loaded with its quota of dumping-
 15 cars A, it is then moved out of the way and another car, L, moved up and loaded in the same manner. A train of cars L, carrying dumping-cars A, is thus formed, which may be drawn by an engine, O, along the track J
 20 to any desired distance, and this train may be stopped opposite a series of tracks, P, of a gage adapted to fit the tracks of the dumping-cars A, and so arranged that the tracks P run up to meet the cross-tracks R on the cars L.
 25 The dumping-cars A, being then released, may be run along the tracks P to any desired distance until they stand over the cane-carrier Q. This consists of an endless belt or movable floor, above which the tracks P are carried
 30 crosswise, and as the cars A stand on these tracks above the carrier Q every alternate car A may be turned, by means of the turn-table arrangement B C of those cars hereinbefore described, until the foot *a* comes opposite and
 35 trips into notches *f* in the plate C and D, when the trucks will be tilted at an angle, as shown in Fig. 7, and the cane will slide out of the open ends of the tanks I and lie lengthwise on the moving cane-carrier Q, and be carried off
 40 by it in the direction of the arrow. Every al-

ternate car being thus dumped, the empty tanks may be turned back into their original horizontal position on the trucks, and the remaining cars A may then be tilted and dumped
 45 in the same manner. The cars A may then be run back along the tracks P and returned to the field G in the manner already described, to be again loaded; or they may be run off upon
 50 tracks on the other side of the cane-carrier Q, and there await their turn to be returned to the cane-field. The cars A, being quite small and light, can be easily moved on their tracks H and P by hand or light animal-power, the locomotive being only used on trains of cars
 55 L, loaded or not with cars A.

I claim—

1. The truck F, carrying the notched plate D, in combination with vertical bolt E, notched disk C, horizontal bolt *d*, plate B, having feet *a*, and open ended tank I, substantially as
 60 shown and described.

2. The car L, carrying rigid cross-track R, secured upon its upper face, combined with truck F, vertical swivel E, having horizontal
 65 joint *d*, and tank I, substantially as herein shown and described.

3. The combination of tilting cars A with the rails P and cane-carrier Q, said cane-carrier being beneath said rails, substantially as
 70 herein shown and described.

4. The combination of the narrow-gage tracks H and P with the broader-gage track J, which is placed on a plane below the tracks H and P for use with cars L and A, substantially as
 shown and described.

JOHN J. CLARKE.

Witnesses:

WM. F. FRY,
 E. BRÜNING.