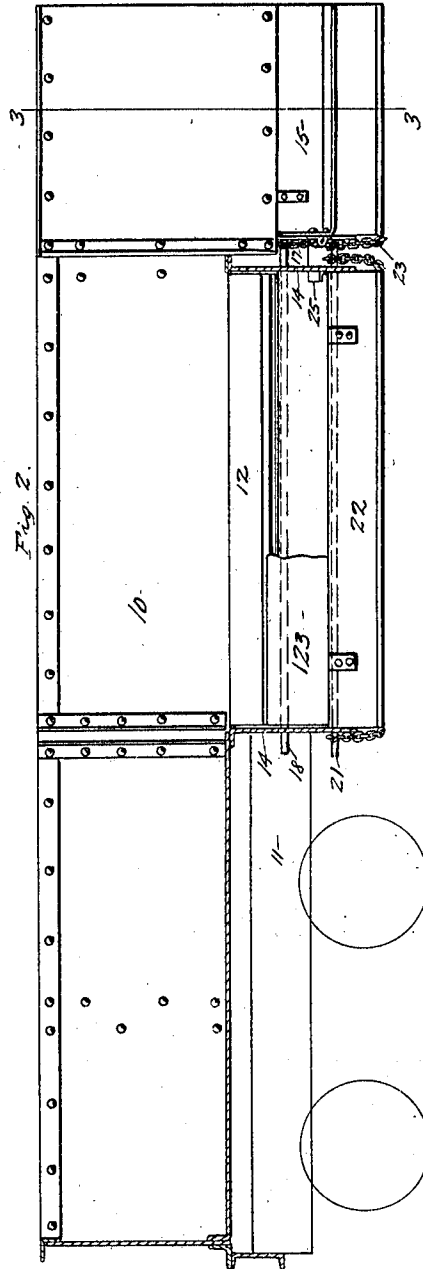
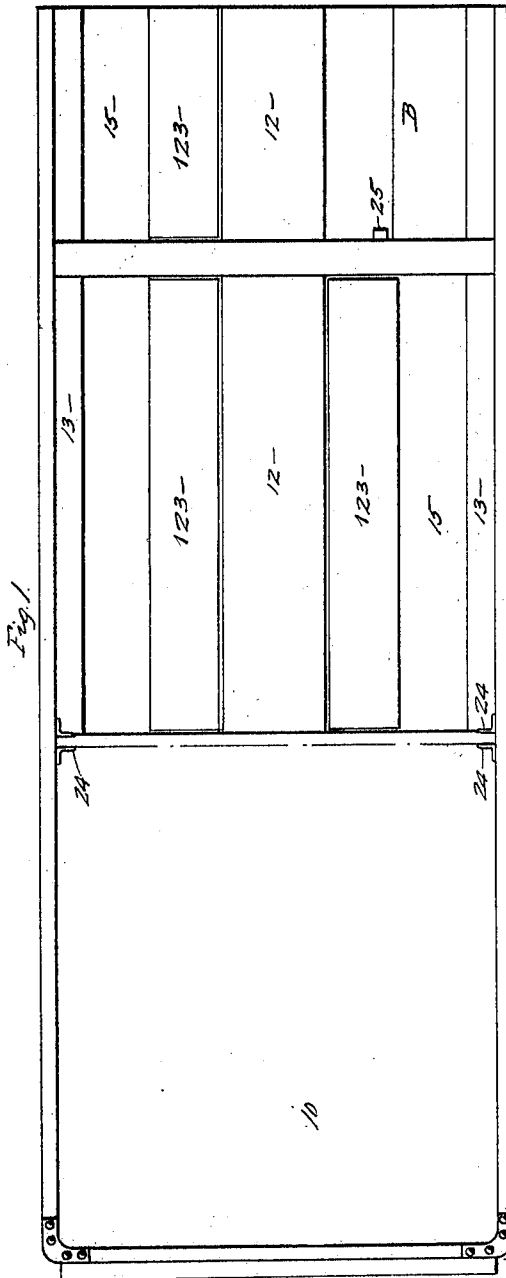


A. CAMPBELL.
 INTERCHANGEABLE SIDE OR CENTER DUMP CAR.
 APPLICATION FILED AUG. 26, 1912.

1,053,570.

Patented Feb. 18, 1913.

2 SHEETS—SHEET 1.



WITNESSES

H. W. Munday
Pearl Abrams

INVENTOR

Argyle Campbell

BY

Munday, Evans, Adcock & Clark,
 his ATTORNEYS

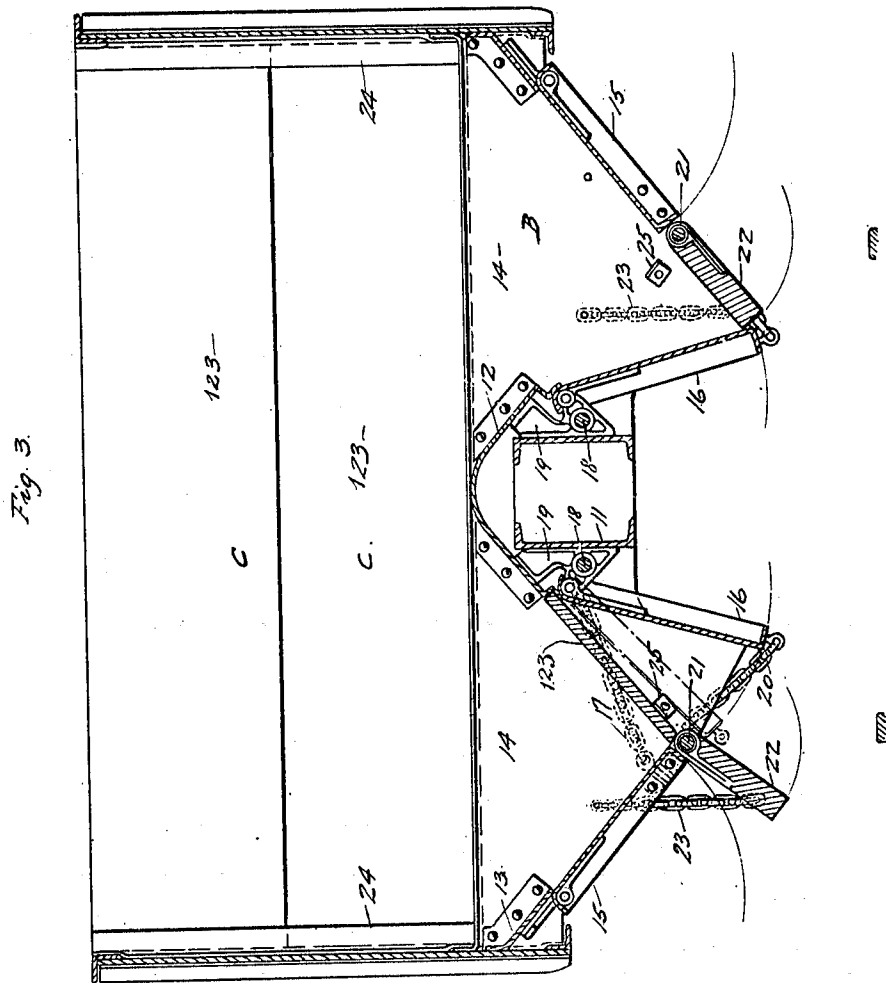
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UNITED STATES PATENT OFFICE.

ARGYLE CAMPBELL, OF CHICAGO, ILLINOIS, ASSIGNOR TO ENTERPRISE RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

INTERCHANGEABLE SIDE OR CENTER DUMP CAR.

1,053,570.

Specification of Letters Patent.

Patented Feb. 18, 1913.

Application filed August 26, 1912. Serial No. 717,089.

To all whom it may concern:

Be it known that I, ARGYLE CAMPBELL, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Interchangeable Side or Center Dump Cars, of which the following is a specification.

This invention relates to improvements in dump cars.

The object of the invention is to provide a dump car which may be used interchangeably for either side or center dumping.

Another object of the invention is to provide a construction in which movable diverting boards are used at the bottom of the hoppers for diverting material to either the outside or the inside of the rails, said diverting boards coöperative interchangeably with either the center or side doors of the hoppers.

A still further object of the invention is to provide a dump car which uses removable transverse partitions at the ends of the hopper section of the car and to so arrange and design the hoppers that these removable partitions may be stored within the hoppers and the partitions used to help divert the material to the sides of the car.

The invention furthermore consists in an improvement in the parts and devices and in the novel combinations of the parts and devices as herein shown, described or claimed.

In the drawings forming a part of this specification, Figure 1 is a plan view of a portion of a dump car embodying my improvements. Fig. 2 is a longitudinal section, parts being broken away to more clearly show the construction, of the car shown in Fig. 1. Fig. 3 is a transverse sectional view of the car taken substantially on the line 3—3 of Fig. 2.

In the drawings 10 denotes the body of the car which is shown as provided with longitudinally arranged hoppers B, B disposed on opposite sides of the center sill, there being four of these hoppers to each car and each hopper being of a length substantially equaling the inside width of the car for the purposes hereinafter more particularly described. Extending longitudinally of the car and disposed above the center sills 11, 11 thereof, are longitudinal center hopper sheets 12, 12, the same being ta-

pered and adapted to deflect the material into the hoppers B. Each of the hoppers B is also further provided with side hopper sheets 13, 13 and end hopper sheets 14, 14. Each hopper is also provided with a side door opening and a center door opening, the same being adapted to be closed by hinged doors 15 and 16 respectively, each of said doors being pivoted along its upper edge, the side doors to hinge lugs located beneath the side hopper sheets and the center doors to hinge lugs located beneath the center hopper sheets and secured to the center sills. The side doors 15 are adapted to be operated by means of chains 17 which wind over longitudinally arranged shafts 18 which, as shown, are mounted in the hinge lugs 19 to which the center doors 16 are pivoted. The center doors 16 are adapted to be operated by means of chains 20 and longitudinally arranged operating shafts 21, the latter, as shown, being disposed along the lower edge of the side doors 15 and immediately adjacent thereto. Pivotally mounted on the operating shafts 21 are the diverting boards 22, the latter being so arranged that they may be held in alinement with either the side doors 15, in which case they form a continuation thereof and divert the material to the center of the track, and when in this position the center doors 16 are adapted to abut thereagainst, or said diverting boards may be held in a plane substantially coincident with the plane extending through the operating shaft 21 and the lower edge of the longitudinal hopper sheets 12, in which case the diverting boards serve to divert the material to points outside of the rails. The diverting boards 22 are adapted to be held in their inner or outer position by means of chains 23 which may be secured to any suitable projection or hooked on the end hopper sheets 14 of the hoppers.

The car is provided with removable transverse partitions C, which are in the form of two or more boards 123, 123 adapted to be held in place by suitable angle irons 24, 24 on the inside of the car sides and at points adjacent to the ends of the hopper section of the car. As previously described the length of each of the hoppers is preferably made equal to the inside width of the car so that the boards of the partitions may be placed over the door openings in the hoppers as shown in Fig. 3 at 123. When the par-

tion boards are thus placed in the hopper the same may be held in place by any suitable means, such as angle pieces 25, 25. It will thus be seen that when the partition boards are placed in the hoppers that the same form bottom walls of the hoppers and when used in combination with the diverting boards 22 the material will be diverted to points outside of the rails when the side doors are opened. It will be apparent also that these removable partition boards may still be used in the hoppers in conjunction with the side doors even when the diverting boards are disposed in their inner position. In this case the boards form a cover or closure for the pocket or recess formed by the center doors 16 and diverting boards 22, which would otherwise be filled with a part of the load and which could not be dumped to the side. By forming the hoppers of such length that they are adapted to receive the partition boards, a convenient place for storage of the same is thus obtained and at the same time the partition boards perform an important function in helping to divert the material to the side.

Various changes and modifications may be made in the details of the construction without departing from the spirit of the invention and all such changes and modifications are contemplated as falling within the scope of the claims appended hereto.

I claim:

1. In a dump car, in combination: the car body having a hopper and provided with side and center door openings; doors hinged at their upper edges adapted to close each of said openings; and a diverting board located adjacent to the bottom of the hopper and pivoted along its upper edge and adapted to be held in position so as to divert material to either the side or the center of the car; substantially as specified.

2. In a dump car, in combination: the car body provided with longitudinally arranged hoppers each of a length approximating the inside width of the car, each of the hoppers being provided with side and center door openings; hinged doors for each of said openings; and a removable partition adapted to be placed either transversely of the car when it is desired to confine the load to the hopper portion of the car, or longitudinally of the hoppers to form bottom sides thereof; substantially as specified.

3. In a dump car, in combination: the car body provided with longitudinally arranged hoppers, each of said hoppers being provided with side and center door openings; hinged doors for each of said openings; a pivotally mounted diverting board for each of said hoppers and adapted to be held in position in line with the side door when the latter is closed and form bottom sides of the hopper, the center door being adapted to

close against the diverting board; and means for operating said doors; substantially as specified.

4. In a dump car, in combination: the car body provided with longitudinally arranged hoppers, each of a length approximating the inside width of the car and provided with side and center door openings; hinged doors for said door openings; removable partitions adapted to be placed either transversely of the car when it is desired to confine the load to the hopper portion of the car or longitudinally of the hoppers over the center door openings to thereby form the bottom side of the hopper and divert the material to the side of the car when the side doors are opened; and operating mechanism for said doors; substantially as specified.

5. In a dump car, in combination: the car body provided with longitudinally arranged hoppers each of a length approximating the inside width of the car and provided with side and center door openings; hinged doors adapted to close each of said door openings; a diverting board for each of said hoppers; and removable partitions adapted to be placed either transversely of the car or longitudinally of the hoppers, said diverting boards being adapted to cooperate with the partitions when the latter are in the hoppers to direct the discharge of the material from the car; substantially as specified.

6. In a dump car, in combination: the car body provided with longitudinally arranged hoppers each of a length approximating the inside width of the car and provided with side and center door openings; hinged doors for each of said openings; a pivotally mounted diverting board for each of said hoppers; and removable partitions adapted to be placed either transversely of the car or longitudinally of the hoppers over the center doors thereof, said diverting boards and movable partitions when the latter are disposed in the hopper cooperating to divert the material to the sides of the car; substantially as specified.

7. In a dump car, in combination: the car body having a hopper and provided with side and center door openings; hinged doors for each of said door openings; an operating shaft for one of said doors disposed longitudinally of the hopper; and a diverting board located adjacent to the bottom of the hopper and pivotally mounted on said operating shaft; substantially as specified.

8. In a dump car, in combination: the car body provided with longitudinally arranged hoppers disposed on opposite sides of the center sill thereof, each of said hoppers being provided with side and center door openings and being of a length approximating the inside width of the car; longitudi-

nally disposed center and side hopper sheets for each of the hoppers; hinged doors for each of said door openings; removable partitions adapted to be placed either transversely of the car or longitudinally of the hoppers, the partitions when disposed in the hoppers being substantially in line with the center hopper sheets; a diverting board for each of said hoppers; and means for operating each of the doors; substantially as specified.

9. In a dump car, in combination: the car body having a hopper and provided with

side and center door openings; doors hinged at their upper edges adapted to close each of said openings; a diverting board located adjacent to the bottom of the hopper and pivoted along its upper edge and adapted to be held in position so as to divert material to either the side or the center of the car; and chains for holding the diverting board in position; substantially as specified.

ARGYLE CAMPBELL.

Witnesses:

PEARL ABRAMS,
H. M. MUNDAY.