

J. L. BLAKER.
 MEANS FOR AUTOMATICALLY RESTORING CARS AFTER BEING DUMPED.
 APPLICATION FILED JAN. 27, 1910.

986,264.

Patented Mar. 7, 1911.

2 SHEETS—SHEET 1.

Fig. 1.

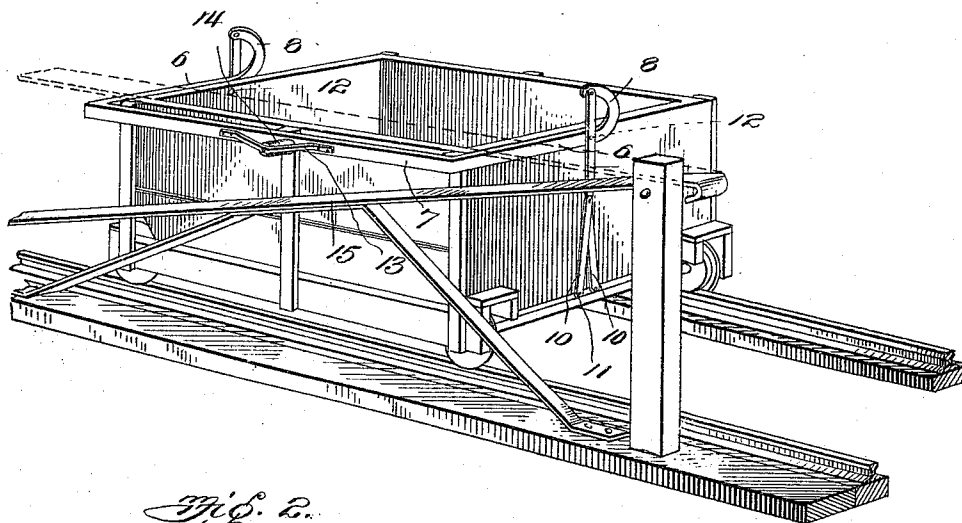
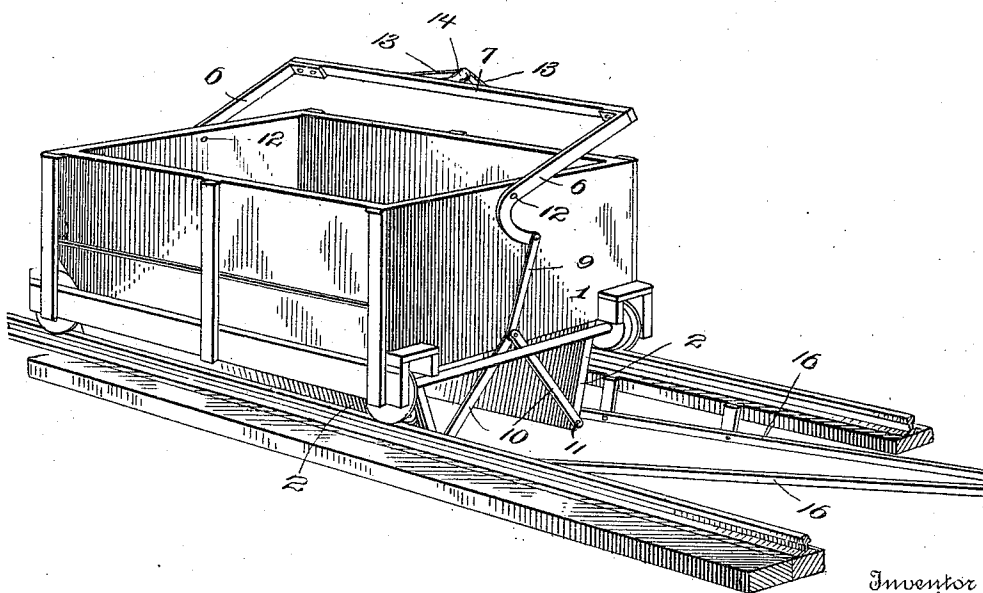


Fig. 2.



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2 SHEETS-SHEET 2.

Fig. 4.

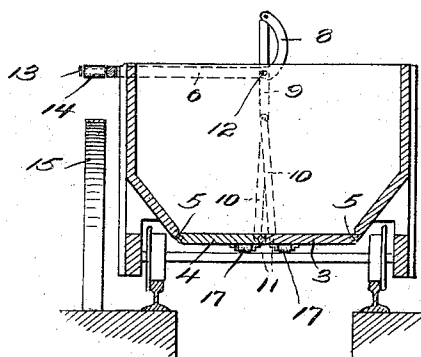


Fig. 3.

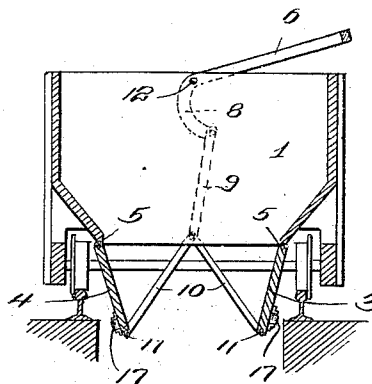
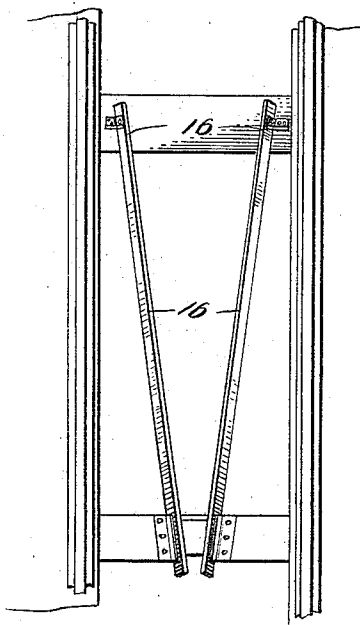


Fig. 5.



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UNITED STATES PATENT OFFICE.

JAMES LEWIS BLAKER, OF BLAKER MILLS, WEST VIRGINIA.

MEANS FOR AUTOMATICALLY RESTORING CARS AFTER BEING DUMPED.

986,264.

Specification of Letters Patent.

Patented Mar. 7, 1911.

Application filed January 27, 1910. Serial No. 540,407.

To all whom it may concern:

Be it known that I, JAMES L. BLAKER, a citizen of the United States, residing at Blaker Mills, in the county of Greenbrier and State of West Virginia, have invented a new and useful Means for Automatically Restoring Cars After Being Dumped; and I do hereby 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.

The invention relates to improved means for restoring a car to its normal condition after its contents have been dumped.

This especially designed device for closing bottoms of dump cars comprising two downwardly swinging parts, hinged to the longitudinal sides of the car, is particularly adapted for use in combination with the structure disclosed in the applicant's two former Patents Nos. 924,726 and 965,795.

In the drawings, Figure 1 is a perspective view of my automatic dumping car. Fig. 2 is a perspective view of the car after it has been dumped. Fig. 3 is a transverse sectional view through the car, showing the position of the parts after it has been dumped. Fig. 4 is a transverse sectional view through the car, showing the same after it has been restored to normal position. Fig. 5 is a plan view of a portion of a track, showing the means for automatically restoring the car to normal position.

Referring to the drawings, 1 designates the body of the car having a pivoted bottom composed of sections 3 and 4. The members 3 and 4 are hinged to the body 1, as shown at 5. Pivotally connected at each end of the body of the car are end pieces 6 of a U-shaped lever 7, which end pieces are provided with curved portions 8, as clearly shown. Pivotally connected to the extremities of the curved portions 8 are pitmen 9, to the lower ends of which links 10 are pivotally connected. The lower ends of the links 10 have a pivotal connection with the bottom pieces of the car, as shown at 11. The lever 6 is pivotally mounted on bolts 12, one being at each end of the car, as clearly shown in Fig. 2 of the drawings. The U-shaped lever 7 is provided with a bracket 13. Between this bracket and the

lever is a roller 14. The roller 14 is adapted to engage an inclined member 15 which is disposed parallel to the track and at the point where it is desired to dump the car. When the car reaches the desired point, the roller 14 engages the inclined member 15 and throws the lever 7 upwardly, thus dumping the car. As soon as the car is dumped, immediately beyond the dumping point is a V-shaped frame 16 disposed between the railway tracks. As soon as the car has been dumped, the rollers 17, which are arranged on the pivoted bottom members, as shown in Fig. 3 of the drawings, engage the V-shaped frame 16, which forces the members 3 and 4 inwardly and upwardly and the lever 7 is thrown to its normal position and the car is thus restored to its initial position and ready for a second load.

Having thus described the invention, what is claimed is:—

1. In combination, a car movable on a track having downwardly swinging bottom closing members hinged to the longitudinal sides of the car, a frame arranged between the tracks of the car, said frame comprising rails disposed longitudinally of the track, said rails being inclined upwardly and gradually converged together, said converged and inclined rails constituting means for engaging the members for closing them.

2. In combination, a car movable on a track and having downwardly swinging bottom closing members hinged to the longitudinal sides of the car, each member being provided with frictional rollers adjacent the free swinging portions of the members, a frame arranged between the tracks of the car, said frame comprising rails disposed longitudinally of the track said rails being inclined upwardly and gradually converged together, said converged and inclined rails constituting means for engaging the members for forcing them closed, and means for supporting the rails between the tracks.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES LEWIS BLAKER.

Witnesses:

IDA F. BLAKER,
MAMIE F. BLAKER.