A. KURETICH.

AUTOMATIC GOOSENECK RELEASER FOR CROSSOVER TIPPLE DUMPS.

APPLICATION FILED APR. 8, 1921.

1,396,127. Patented Nov. 8, 1921.

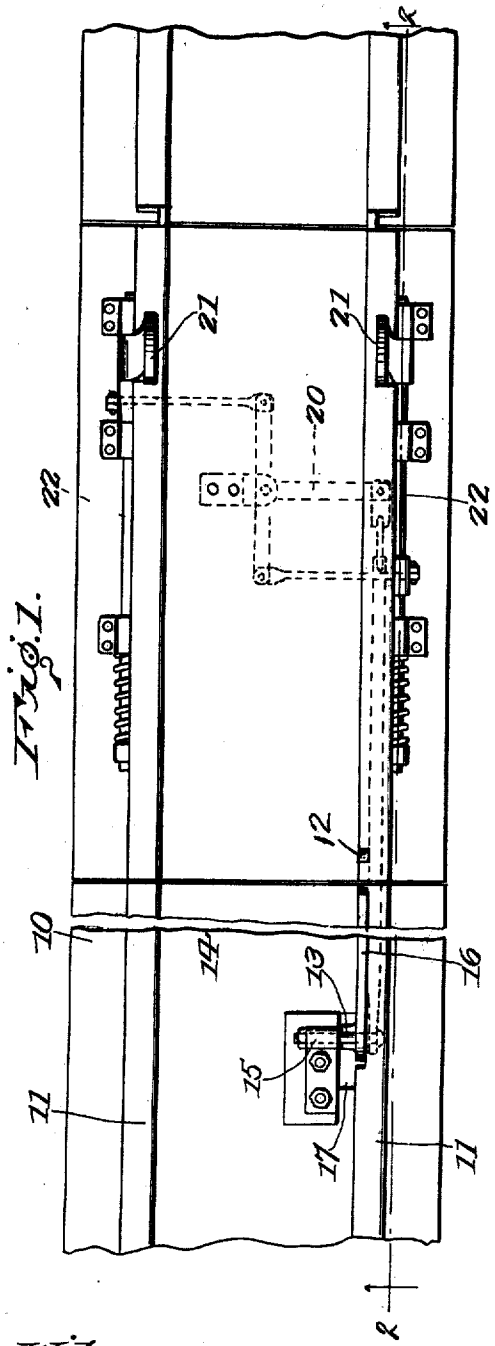


Fig. 1.

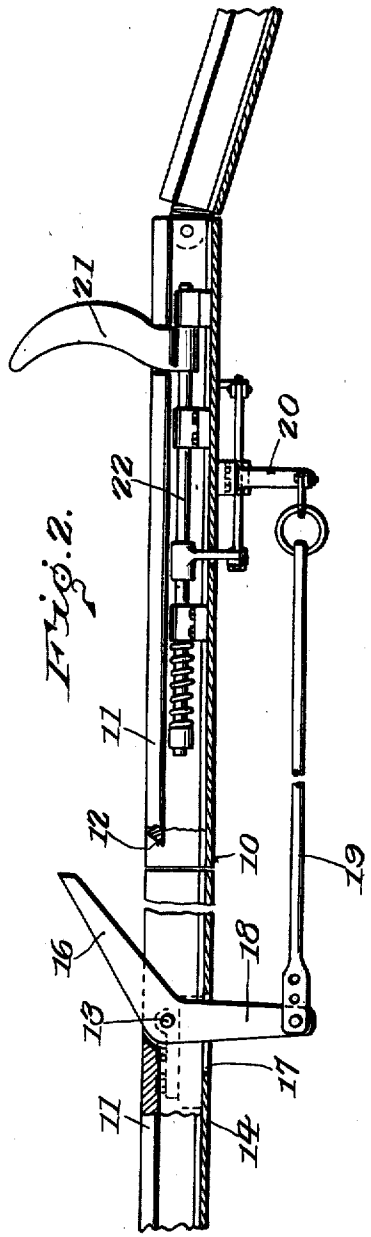


Fig. 2.

Witness
James F. Fitzgibbon

Inventor
Anthony Kuretich

By Chandlee & Chandlee

Attorney

UNITED STATES PATENT OFFICE.

ANTHONY KURETICH, OF LATUDA, UTAH.

AUTOMATIC GOOSENECK-RELEASER FOR CROSSOVER TIPPLE-DUMPS.

1,396,127. Specification of Letters Patent. Patented Nov. 8, 1921.

Application filed April 8, 1921. Serial No. 459,761.

To all whom it may concern:

Be it known that I, ANTHONY KURETICH, a citizen of Jugo-Slavia, residing at Latuda, in the county of Carbon, State of Utah, have invented certain new and useful Improvements in Automatic Gooseneck-Releasers for Crossover Tipple-Dumps; 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.

This invention relates to new and useful improvements in cross-over car tipples or dumping apparatuses, for the rapid and economical handling of cars at mines, in which the loaded cars pass onto the tilting track section, and are held by horns, the section tilting to dump the contents of the cars, after which the track section is automatically restored to horizontal position.

In mechanism of this character the next succeeding loaded car operates a means which releases the holding horns so that the empty car will pass on over the track section to a switch and return track which will carry it back to the mine, the loaded car then passing onto the track section and being held by the horns, which have automatically returned to operative position.

In previous devices of this character, and especially of the Mitchell and Phillips type, the track trip which is operated by the loaded car, to release the horns, is elevated above the track and must be depressed to the level of the track by the wheels of the car with the result that a considerable jarring is produced in the car and to the general structure of the apparatus. It is the especial object to provide a track device which will be more easily depressed by the wheels of the loaded car and whereby no jar will occur.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a top plan view of a portion of a car dumping apparatus showing the trip in one of the rails for operation of the next loaded car.

Fig. 2 is a vertical longitudinal sectional view on the line 2—2 of Fig. 1, showing the rail which has the trip in side elevation.

Referring particularly to the accompanying drawing, 10 represents a portion of the tilting track section of a coal dumping apparatus, while 11 represent the rails on which the cars run. In one of the tracks or rails 11, at a suitable distance backwardly from the tilting section, is cut a rabbet 12, and disposed transversely through the rail, and the intermediate portion of the rabbet, is a pivot bolt 13. On the floor 14, between the rails 11, and adjacent the rabbeted rail, is mounted a bearing bracket 15, which supports one end of the bolt or shaft 13. Mounted on the bolt or shaft 13, and movable vertically in the rabbet, is a finger 16, the same extending in a direction toward the adjacent end of the tilting section. In the floor 14, below the rabbeted rail, is formed an opening 17 through which is disposed the downwardly extending arm 18 of the finger 16. To the lower end of this arm 18 is pivotally connected one end of the rod 19 which extends forwardly beneath the tilting section 10 where it is connected with the releasing mechanism 20 of the car wheel engaging horns 21. These horns are carried by the longitudinally extending rock shafts 22 which are supported on the outer sides of the rails of the tilting section, each shaft being spring pressed into position to hold the horns in elevated car wheel engaging position, as seen in the sectional view, Fig. 2.

Normally the trip finger 16 extends upwardly and forwardly from the rabbet of the rail 11, and when the loaded car approaches, its front wheel will easily engage, depress and roll over the finger, forcing the same down into the rabbet, and operating the rod 19 to swing the horns outwardly and downwardly from the sides of the tracks of the tilting section. The empty car will then roll forwardly from the tilting section, which section is now in a horizontal position, and on to the point of transfer back to the mine. At the same time the loaded car rolls forwardly onto the tilting section, and having passed over the finger, the horns are quickly restored to elevated position, by the springs of the rock shafts, to block the passage of the loaded car, and hold the same until dumped. This operation of tilting the track section to dump a car, the releasing of the horns by the succeeding loaded car, and the restoration of the horns in time to stop the loaded car, continues automatically as long as loaded cars approach.

The particular construction and arrangement of the trip finger is such that the loaded

car will engage and depress the same without any jarring of the car or the structure on which the car runs.

What is claimed is:

In a coal car tipple dump, the combination with a tilting track section having car wheel engaging horns normally and yieldably held in elevated position with respect to the rails of the section, an operating rod connected with the horns to move them out of operative position, one of the rails of the dump at a suitable distance from the tilting section being rabbeted, and a trip finger pivotally mounted in the rabbet and arranged to be depressed by the wheels of the next succeeding loaded car, said finger having a depending arm connected with said operating rod.

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

ANTHONY KURETICH.

Witnesses:

GEO. A. SCHULTZ,

E. N. RADCLIFF.