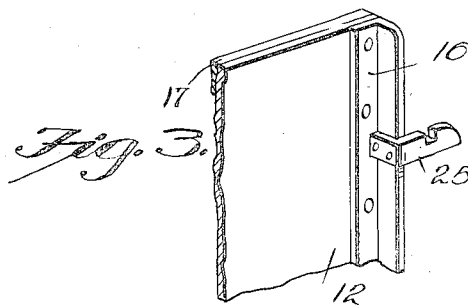
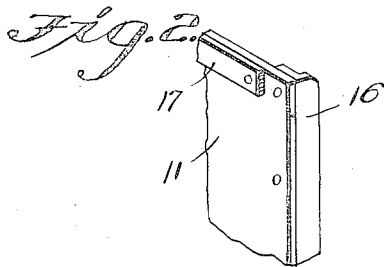
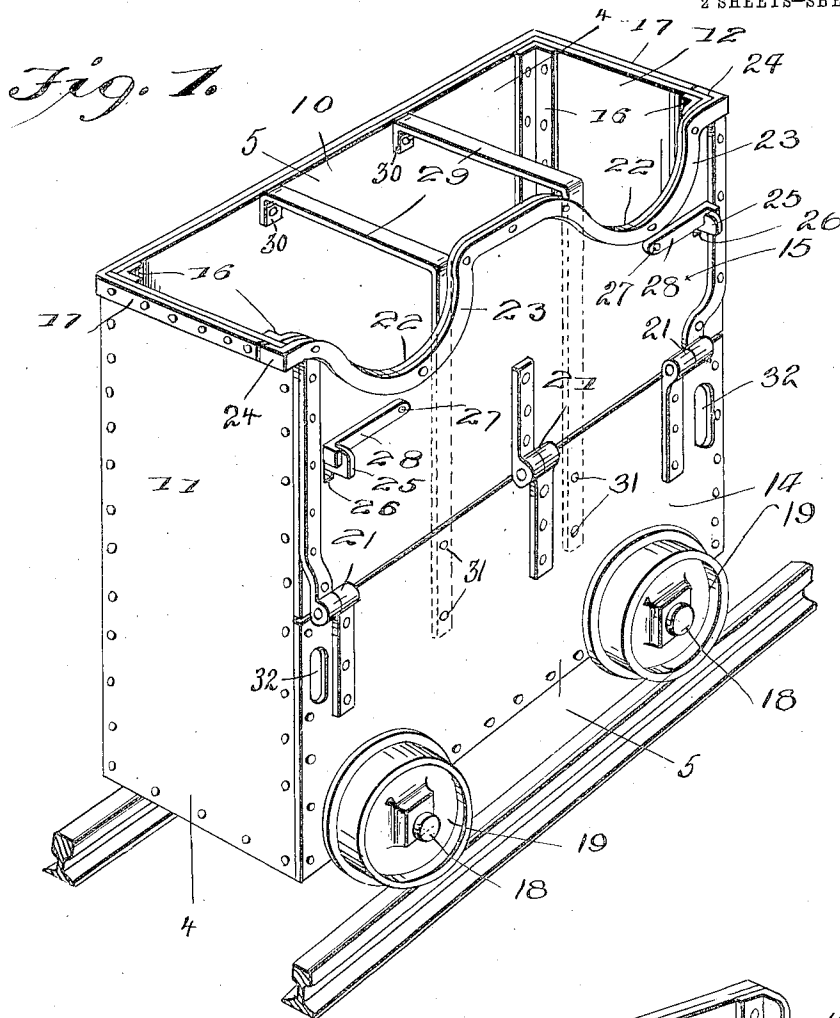


E. PYLE.
MINING TOOL CAR.
APPLICATION FILED MAY 5, 1914.

1,126,862.

Patented Feb. 2, 1915.

2 SHEETS-SHEET 1.



Witnesses
C. H. Woodward

[Signature]

Inventor
Edward Pyle

By

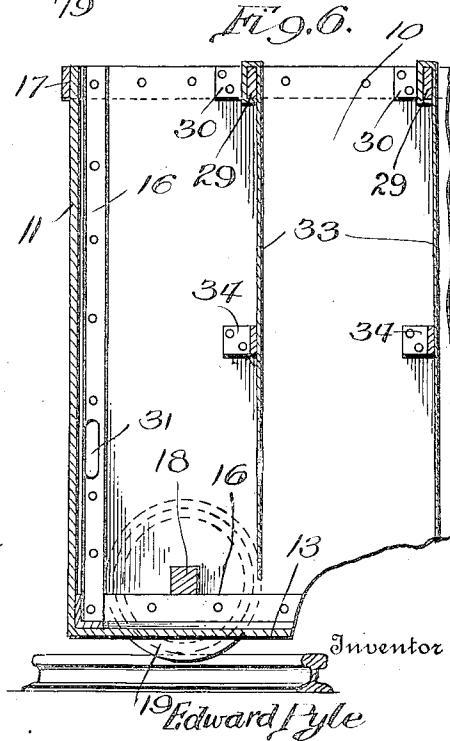
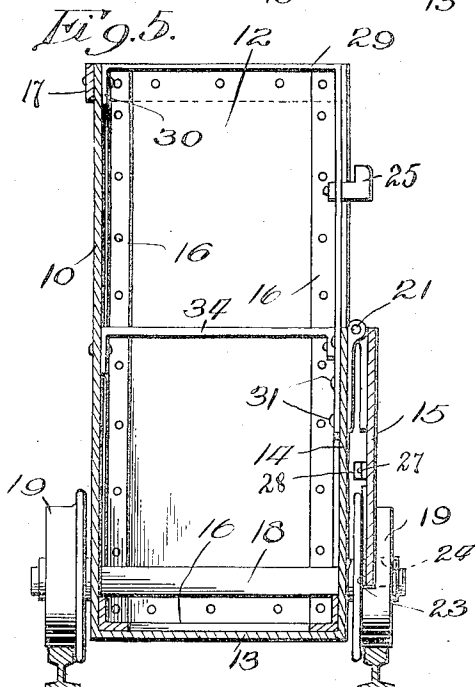
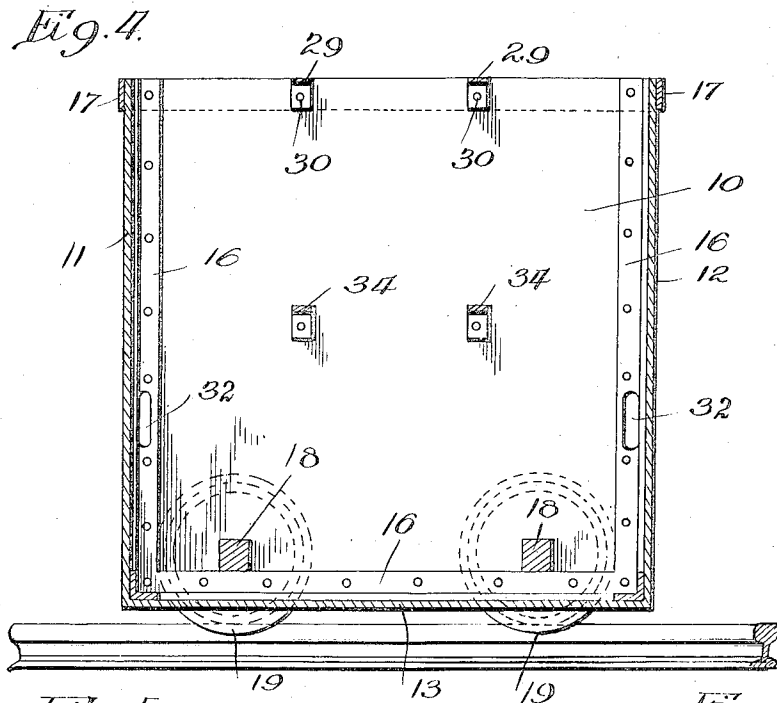
[Signature], Attorneys.

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By

[Signature]

Attorneys.

UNITED STATES PATENT OFFICE.

EDWARD PYLE, OF BUTTE, MONTANA.

MINING-TOOL CAR.

1,126,862.

Specification of Letters Patent.

Patented Feb. 2, 1915.

Application filed May 5, 1914. Serial No. 836,471.

To all whom it may concern:

Be it known that I, EDWARD PYLE, citizen of the United States, residing at Butte, in the county of Silverbow and State of Montana, have invented certain new and useful Improvements in Mining-Tool Cars, of which the following is a specification.

This invention relates to the operations of mines and the like, and has for one of its objects to provide a simply constructed vehicle in which the drills and similar tools employed by miners may be transported in the mine and retained in convenient position for use, and in which each individual drill or other implement is maintained in readily accessible position, and drills or tools of the various sizes maintained in separate compartments and from which they may be readily removed when required.

Another object of the invention is to provide a simply constructed device of this character mounted upon carrier wheels adapted to run upon the same tracks in the mine upon which the ordinary mine cars travel.

Another object of the invention is to provide a device of this character constructed in a strong and durable manner convenient for use and in which the drills or other implements are readily accessible.

Another object of the invention is to provide a simply constructed device of this character in which the drills or other implements are protected from displacement during transportation.

With these and other objects in view the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claims; and in the drawings illustrative of the preferred embodiment of the invention Figure 1 is a perspective view of the improved car with the parts in closed position. Figs. 2 and 3 are perspective details illustrating the construction. Fig. 4 is a longitudinal vertical section on the line 4—4 of Fig. 1. Fig. 5 is a transverse vertical section on the line 5—5 of Fig. 1. Fig. 6 is a view similar to Fig. 1 illustrating a modification in the construction.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The improved car is constructed entirely of metal and comprises a back 10, ends

11—12, bottom 13, and a front formed in two sections 14—15 hingedly united, these parts being of plate metal of sufficient strength to withstand the strains to which the device will be subjected and reinforced at the corners by angle bars 16 and the back and ends reinforced by a band 17 at their upper edges. The walls of the device are riveted to the supporting members 16—17 as shown. The body of the car may be of any required size and of any required proportions, and it is not desired to limit the device in this respect. Axles 18 are secured to the body of the car and provided with flanged wheels 19, the gage of the wheels being the same as that of the tracks employed in mines for transporting the ordinary mine cars, so that the improved car may be readily transported in the mine, and then lifted from the track at the point where the implements are to be employed.

As before stated, the portion 15 of the front is hingedly united to the portion 14, the hinges being indicated at 21. The portion 15 is preferably formed of considerable width so that when in open position a relatively large portion of the interior of the body of the car will be exposed, and to enable the portion 15 to fold flatly against the portion 14, the upper edge of the portion 15 of the front is provided with recesses 22 to engage over the upper portions of the carrier wheels 19. By this means the car when in open position occupies less space than it would otherwise occupy.

At its upper edge the portion 15 of the front is provided with a supporting band 23 which is carried around the recesses 22 as shown. At its ends the band 23 is extended beyond the ends of the portion 15 of the front and bent at right angles thereto as represented at 24 and bears by the right-angled portion against the ends 11 and 12 of the body of the car, the terminals of the band 17 being cut away to permit this disposition of the portions 24.

Attached to the ends 11—12 of the body are catches 25 which project beyond the front edges of the ends and over which openings 26 in the upper portion 15 of the front extend when the latter is closed, and pivoted at 27 to the front member 15 are latches 28 which engage in notches in the members 25 and thus lock the portion 15 of the front in position.

The interior of the body of the car is

divided into a plurality of compartments, preferably by bands 29, the upper ends of the bands being connected at 30 to the back 10 and the lower ends being connected at 5 31 to the lower portion 14 of the front. The drills or other implements are disposed endwise in the various compartments formed by the dividing bands 29, different lengths of the implements being placed in 10 the separate compartments and thus retained in separated condition. Any required number of the bands may be employed and the drills or other implements may be disposed in any required order, but 15 preferably the longer drills will be disposed in the central compartment, while the shorter drills will preferably be disposed in the other compartments, the disposition of the drills or other implements depending 20 upon the convenience or will of the operator.

Hand holes 32 are formed in the upper part of the front portion 14 and through the back member 10, to enable the car to be readily moved upon the track, and like- 25 wise to receive the hooks of the hoisting devices by which the car is lowered into the mine or removed therefrom.

In Fig. 6 a slight modification in the construction is shown consisting in providing 30 the partition 29 with plates 33 suspended therefrom and forming imperforate partitions within the body of the car to completely separate the compartments and preventing the shorter drills or other imple- 35 ments from entering the adjoining compartments. When the dividing members 33 are employed, additional bars 34 will likewise generally be arranged between the front portion 14 and the rear portion 10 to 40 support the members 33.

If preferred, the intermediate bars 34 may likewise be employed in the construction shown in Figs. 1 to 5, as shown.

The improved device is simple in construction, can be inexpensively manufactured and of any required size or strength 45 to adapt it to the quality or size of the implements which it is to hold.

Having thus described the invention, 50 what is claimed as new is:

1. A device of the class described comprising a body having the top and upper portion of the front open and the lower portion of the front closed, partition members connected at one end to the back of the body and extending across the open top and depending in parallel relation to the front and connected at their lower ends to the lower 55 closed front portion, and an upper front portion swingingly united to the lower front 60

portion and bearing against the depending portions of the partition members when closed and supported thereby.

2. A device of the class described comprising a body formed with a lower stationary front portion and a movable upper front 65 portion and carrier wheels externally of said body, said movable front portion adapted to engage over the carrier wheels and protect the same when the movable front 70 portion is in open position.

3. A device of the class described comprising a body mounted upon carrier wheels and open at the top and with a front formed of a lower stationary portion and a movable upper portion, said movable front 75 portion having recesses to engage over the carrier wheels when the movable front portion is in open position.

4. A device of the class described comprising a body open at the top and with a front formed of a lower stationary portion and a movable upper portion, and a reinforcing band connected to said movable 80 front portion and with laterally directed terminals bearing against the ends of the body when the movable front portion is closed. 85

5. A device of the class described comprising a body open at the top and with a front formed of a lower stationary portion and a movable upper portion, a plurality of partition members connected to the back of the body and to the lower stationary 90 front portion thereof, and plates suspended from the partition members and dividing the body into a plurality of compartments accessible through the upper front portion when the movable front portion is in open 95 position. 100

6. A device of the class described comprising a body open at the top and with a front formed of a lower stationary portion and a movable upper portion, a plurality of partition members connected to the back 105 of the body and to the lower stationary front portion thereof, plates suspended from the partition members and dividing the body into a plurality of compartments accessible through the upper front portion when the 110 movable front portion is in open position, and supporting bars connecting the stationary front member and the back of the body.

In testimony whereof I affix my signature 115 in presence of two witnesses.

EDWARD PYLE. [L. S.]

Witnesses:

RICHARD HAMMOND,
RICHARD ROWE.