

(No Model.)

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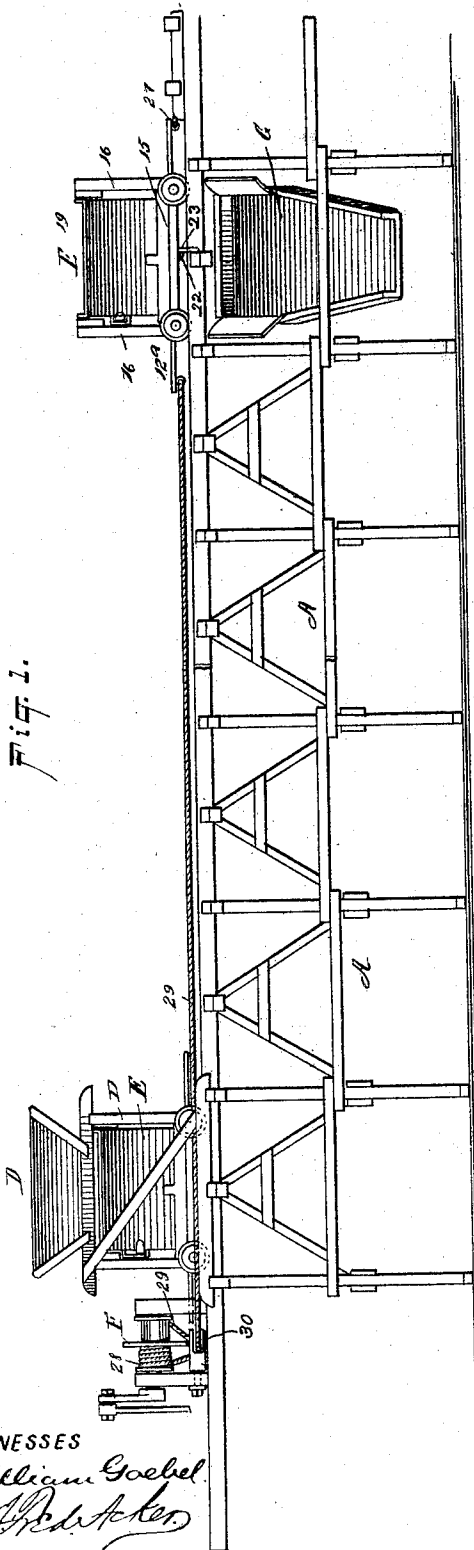
J. B. HONOR.

COAL DISCHARGING TRAMWAY AND CAR THEREFOR.

No. 534,885.

Patented Feb. 26, 1895.

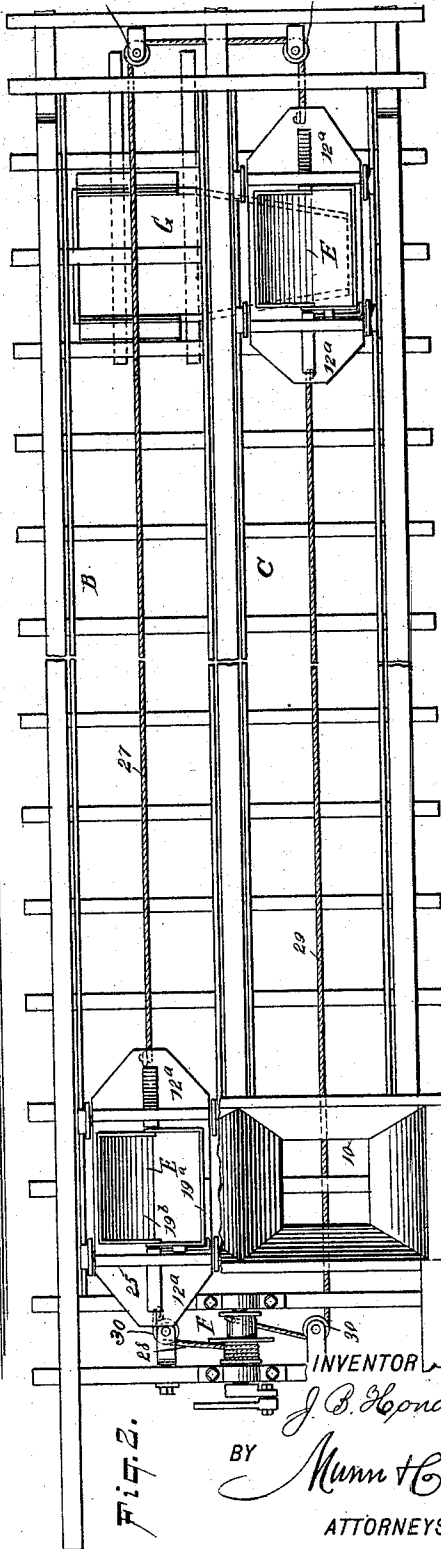
Fig. 1.



WITNESSES

William Goebel
John A. Ketchum

Fig. 2.



INVENTOR

J. B. Honor.

BY

Munn & Co.

ATTORNEYS.

(No Model.)

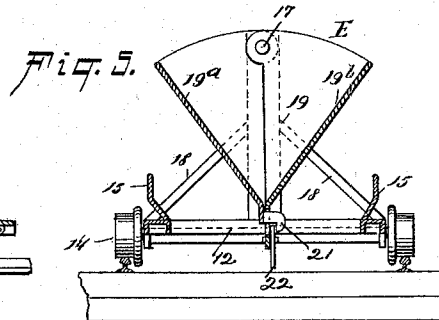
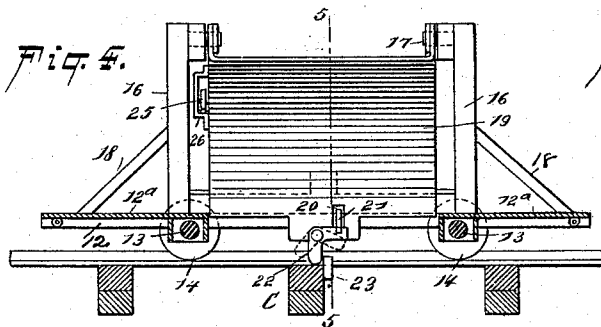
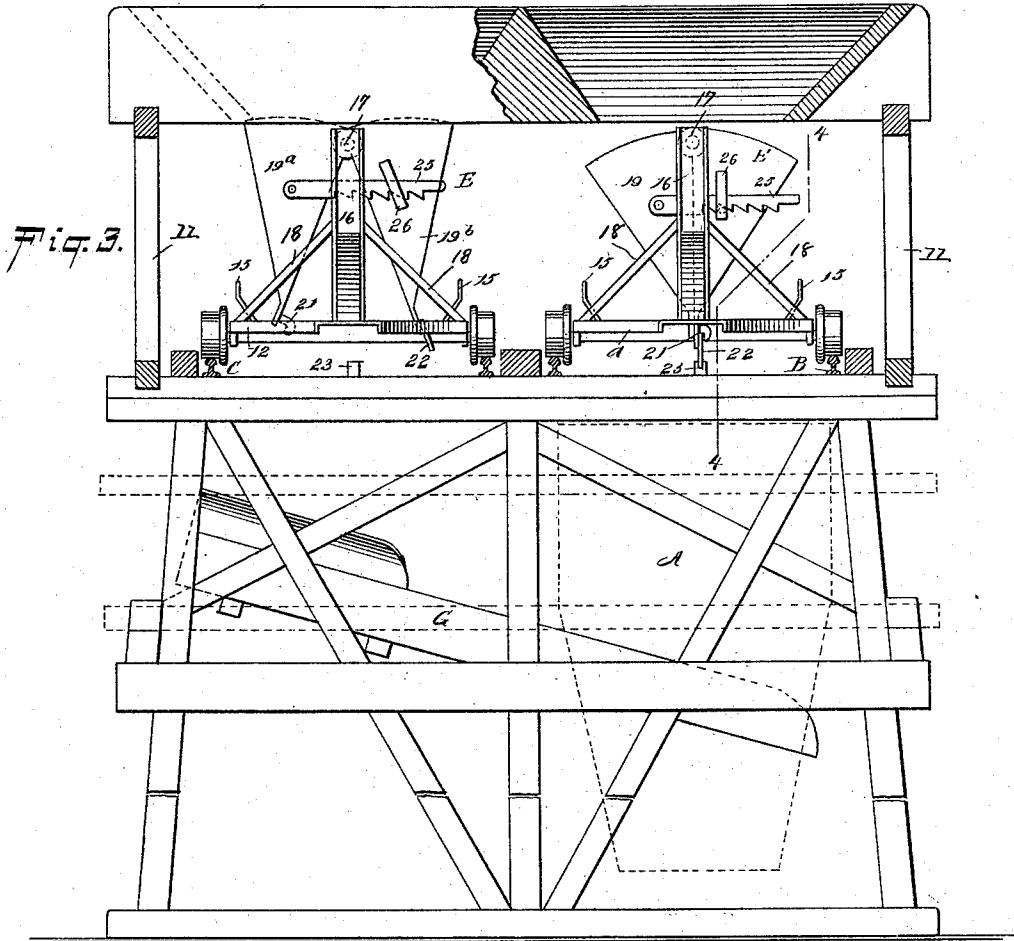
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J. B. HONOR.

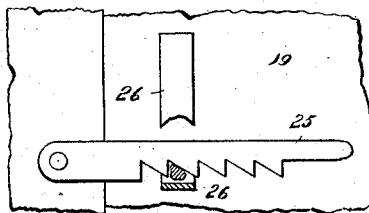
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WITNESSES:
William Goebel, Fig. 5.
J. Fred. Allen



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(No Model.)

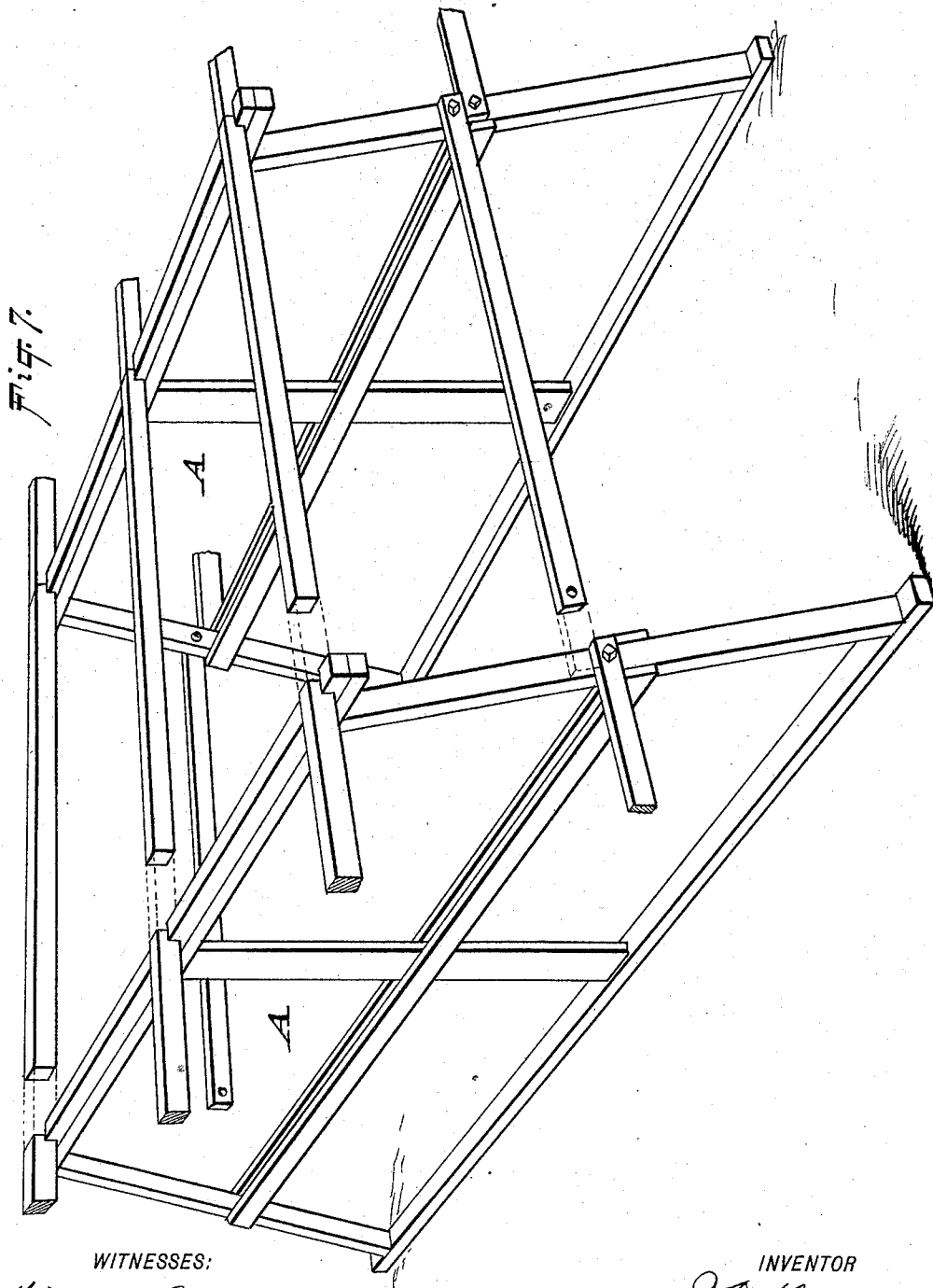
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UNITED STATES PATENT OFFICE.

JOHN B. HONOR, OF NEW ORLEANS, LOUISIANA.

COAL-DISCHARGING TRAMWAY AND CAR THEREFOR.

SPECIFICATION forming part of Letters Patent No. 534,885, dated February 26, 1895.

Application filed September 1, 1894. Serial No. 521,924. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. HONOR, of New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and Improved Coal-Discharging Tramway and Cars Therefor, of which the following is a full, clear, and exact description.

My invention relates to a coal-discharging tramway and cars therefor, and has for its object to construct a tramway in sections whereby it may be set up at any desired point and made as long or as short as may be found necessary, being primarily adapted for the unloading of coal from steamers along a river front and conveying the said coal a predetermined distance inland.

A further object of the invention is to provide dump cars adapted to travel on the said tramway, and so connect the cars with a winch that when one car has been unloaded, a return of the empty car will cause the loaded car to travel to its destination, the cars being so constructed that they will be automatically dumped upon reaching the desired point in the tramway, and held open until all of the contents have been emptied.

This invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improved tramway. Fig. 2 is a plan view thereof, a portion of the hopper being broken away. Fig. 3 is a vertical section through the tramway, taken at the rear of the hopper, a portion of the hopper being also shown in section. Fig. 4 is a section through the dumping car, taken practically on the line 4-4 of Fig. 3. Fig. 5 is a transverse section through the car, taken essentially on the line 5-5 of Fig. 4; and Fig. 6 is a detail view of an end fastening device for the car. Fig. 7 is a detail perspective view of a portion of the tramway sections, the parts being detached.

The trestle A may be constructed in any manner that may be desired, (but it is made in sections, and said sections are preferably

mounted on wheels so that they may be rolled to any desired point.) Any desired number of sections in the trestle may be employed, and the said sections may be united or connected substantially in the manner shown in Fig. 7. Therefore the tramway may be made as long as desired, in a convenient and expeditious manner, since the trestle is usually made to support two tracks B and C.

At one end of the track, the receiving end, a hopper D is erected. This hopper is a double one, being provided with an exit opening over each track, and each section of the hopper is inclined downward and inward toward the center of the section, as shown best in Figs. 2 and 3. The hopper is supported by standards 11, or their equivalents, at such a distance above the tracks as to admit a car E beneath each section.

The car, as shown in Figs. 4 and 5, consists preferably of a truck 12, the said truck being mounted upon suitable axles 13, having wheels 14 adapted to travel upon the rails of the tracks B and C. The central portion of the truck 12 is open, and at each side of the open portion of the truck an upwardly and outwardly extending flange 15 is produced to form stops to limit the outward swing of the sections 19^a and 19^b hereinafter referred to. Each end of the truck is provided with a horizontal extension 12^a, as shown in Fig. 4, and upon each extension, adjacent to the end of the opening in the truck, a standard 16 is erected, and each standard is provided with a pivot pin 17 upon its inner face at its upper end. The standards are strengthened by means of suitable braces 18.

The body or receiving portion 19 of a car is normally of a V-shape in cross section, as shown in Fig. 5, and comprises two sections 19^a and 19^b, both of which sections are provided with ears pivoted upon the pins 17 of the standards. The sections naturally gravitate together at their lower ends, and one section, the section 19^b for example, is provided with an extension of its lower edge at the center thereof, as shown in Fig. 4, the said extension having an opening 20 made therein to receive a keeper 21 attached to the opposing section 19^a. A latch 22, is pivoted likewise upon the extension of the section 19^b, and the said latch is adapted normally for

engagement with the keeper 21, as shown in said Fig. 4. The latch is of angular construction in order that one of its members may strike a projection 23 in the track when the car shall have arrived at the place where the coal is to be dumped, and when this projection is struck by the latch, the latch disengages from the keeper 21 and the weight of the coal in the body will force its sections apart, spilling or dumping the contents thereof. The sections are held, as shown at the left in Fig. 3, in this open position, by means of a toothed latch 25, pivoted to one section at one end of the body and entering a loop keeper 26, secured upon the opposite section, the teeth being so inclined that when the sections are opened they will slip over the keeper, but the sections can not close since the straight surfaces of the teeth will engage with the keeper, and the body is therefore not placed in receiving position again until the toothed latch 25 is lifted.

A car is placed upon each track B and C, and the two cars are connected by a cable 27, shown in Fig. 2, the said cable being made to pass over guide pulleys 28^a at the inner end of the tramway; and both of the cars are connected with a winch F, which may be located upon the tramway in front of the hopper D, or at any other suitable point. A cable 28 attached to one car is connected with one section of the winch, while the cable 29 attached to the other car is attached to another section of the winch, the two cables being wound in opposite directions so that when one is unwound from the winch the other will be wound thereon, as shown in Fig. 2.

Both the cables 28 and 29 pass over suitable friction rollers 30, located at the rear of the hopper, one at each side of the winch, and both of the cables 28 and 29 pass under the hopper D.

A delivery chute G of any approved construction is placed beneath both of the tracks when the material is to be delivered at one side of the tramway, as shown in Fig. 3, both of the cars being capable of dumping into the same chute; but if in practice it is found desirable the chute or chutes may be placed at the end of the tramway. The chutes are supported in any suitable manner, and are usually detachable, being transferable from the side to the end of the structure.

In the operation of this tramway, when one car is beneath an opening in the hopper in

order to be loaded, as shown in Fig. 2, the other car will be over the chute to receive the load, and its latch will have engaged with the projection in the track and the load will be dumped. When the car at the hopper has received its load, the winch is operated and the empty car is drawn to the hopper, and by reason of its connection with the loaded car will carry the latter to its dumping ground. This structure may be expeditiously set up in any place.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A tramway constructed in sections and provided with a hopper elevated thereon, tracks, cars adapted to travel upon said tracks, connected with each other by cables, the cables having guided movement upon the tramway, a winch, and cables connecting the two cars with the winch and wound in opposite directions thereon, as and for the purpose set forth.

2. A tramway, provided with an elevated hopper made in two sections, tracks extending beneath the hopper sections, chutes located beneath the tracks, a windlass located in front of the hopper, cars held to travel upon the track, means for automatically dumping said cars, cables connecting the cars with each other, said cables being passed over friction rollers located on the tramway, and cable connections between the windlass and each of the cars, as and for the purpose set forth.

3. A dumping car, the same consisting of a base having an opening therein, stops at the sides of the opening, standards erected at the ends of the opening, and a receiving body pivoted upon the said standards, the body being substantially V-shaped in cross section, constructed in two pivotally connected sections and provided with a latch whereby the sections are connected, the said body being likewise provided at one end with a toothed latch and a keeper to receive the same, the toothed latch serving to automatically hold the sections open when said sections are freed from the locking latch, substantially as described.

JOHN B. HONOR.

Witnesses:

H. F. WILMOT,
J. M. CASS, Jr.