No. 782,927

PATENTED FEB. 21, 1905.

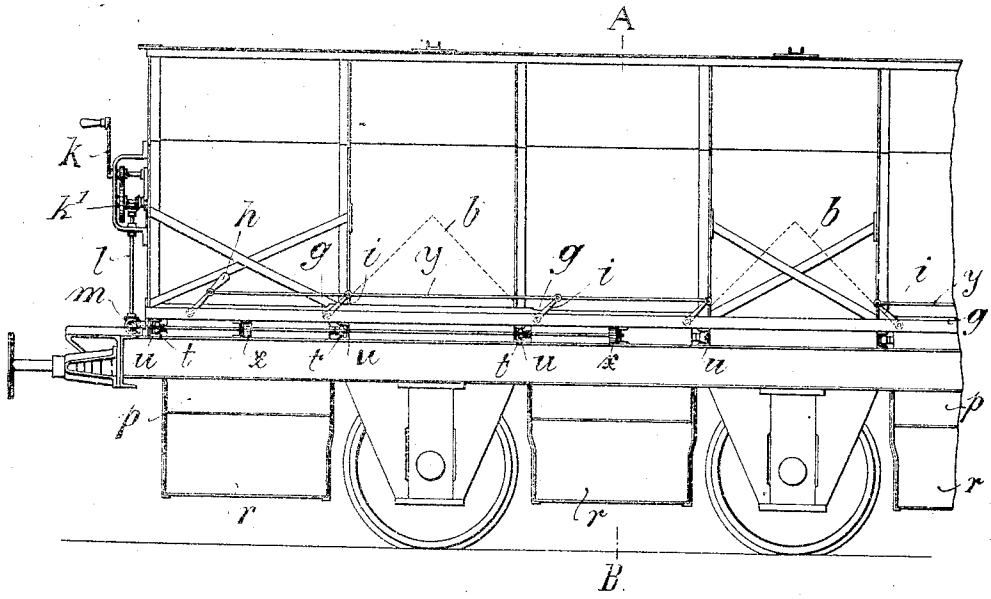
E. SALING.

DUMP CAR.

APPLICATION FILED NOV. 29, 1904.

3 SHEETS—SHEET 1.

Fig. 1.



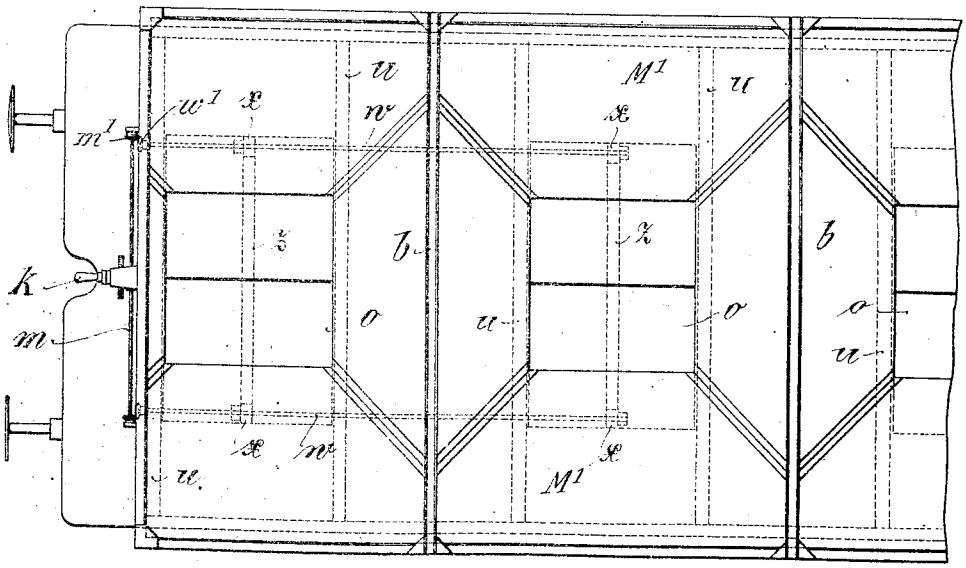


Fig. 2.

Witnesses:
Arthur Zeuner
Fred. Einfricht

Inventor:
Erich Saling,
by Church & Brenner Att'y.

No. 782,927. PATENTED FEB. 21, 1905.

E. SALING.

DUMP CAR.

APPLICATION FILED NOV. 29, 1904.

3 SHEETS—SHEET 2.

Fig. 2.

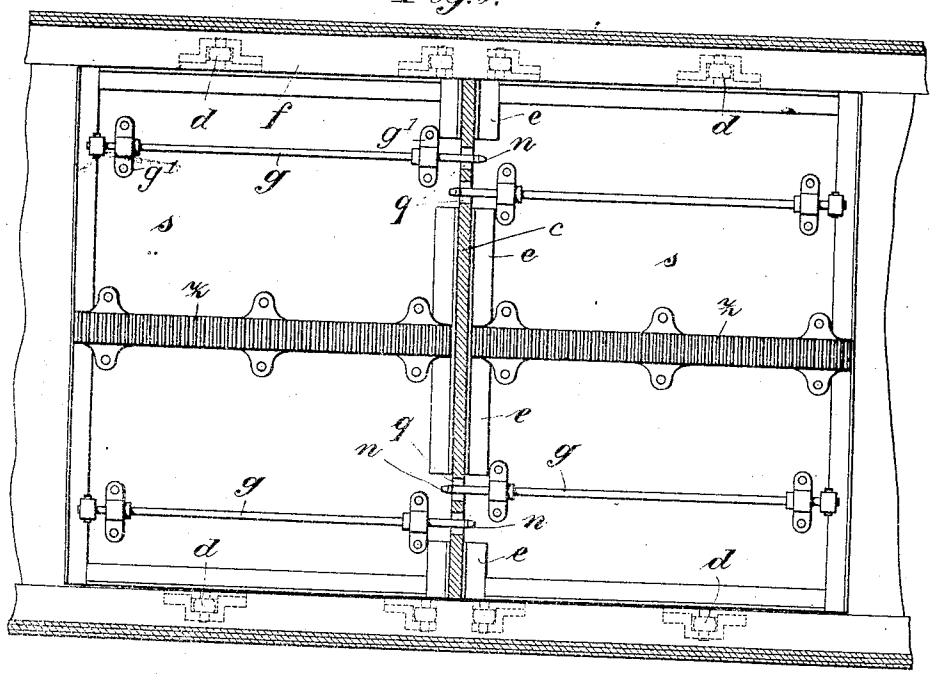


Fig. 3.

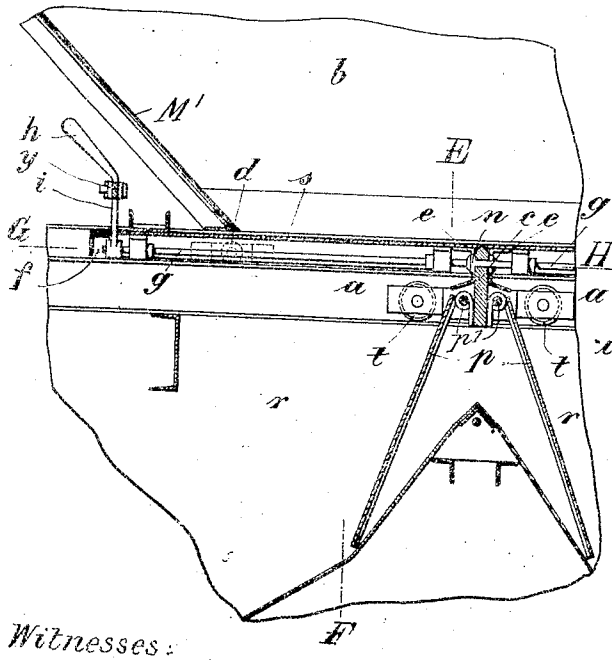
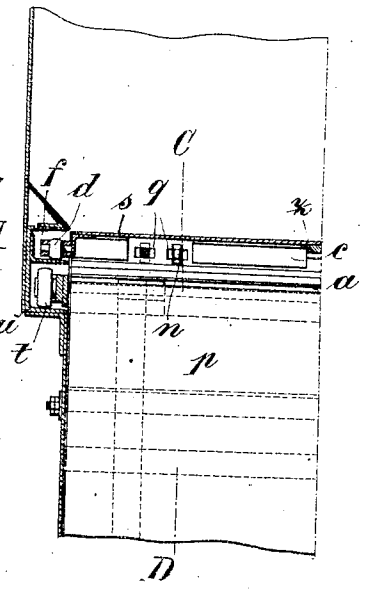


Fig. 4.



Witnesses:

Inventor:

Erich Saling,

by Bonnell Briesen Atty.

No. 782,927. PATENTED FEB. 21, 1905.

E. SALING.

DUMP CAR.

APPLICATION FILED NOV. 29, 1904.

3 SHEETS—SHEET 3.

Fig. 6.

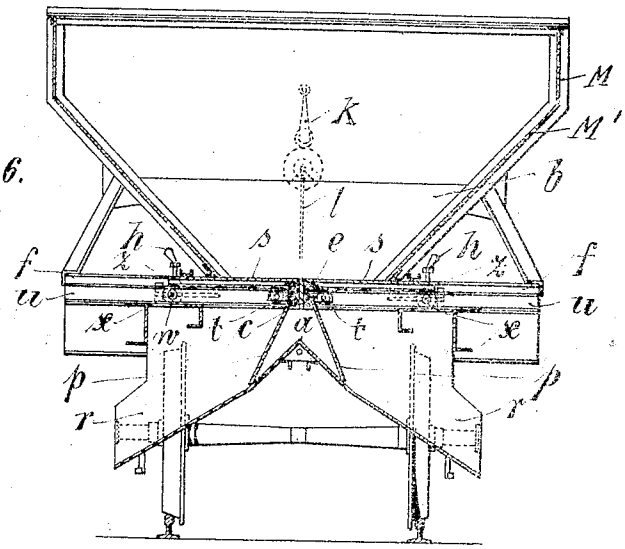


Fig. 7.

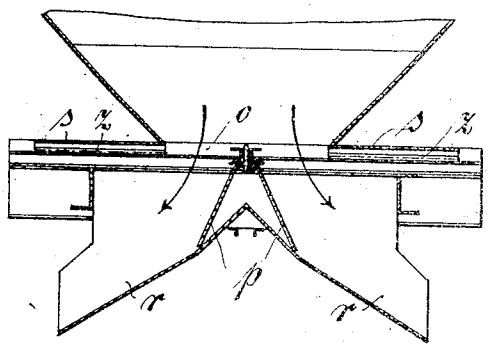


Fig. 8.

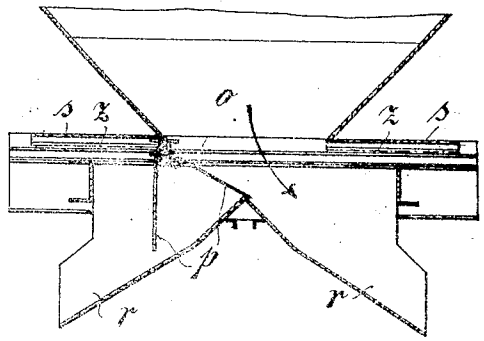
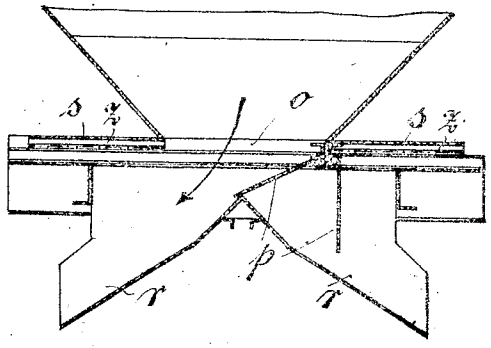


Fig. 9.



Witnesses.
Arthur Zimmer
Fred Anfricht

Inventor:
Erich Saling,
by Dan't O'Brien Att'y.

No. 782,927. Patented February 21, 1905.

UNITED STATES PATENT OFFICE.

ERICH SALING, OF BRUCKHAUSEN-ON-THE-RHINE, GERMANY.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 782,927, dated February 21, 1905.

Application filed November 29, 1904. Serial No. 234,805.

To all whom it may concern:

Be it known that I, ERICH SALING, a citizen of Germany, residing at Bruckhausen-on-the-Rhine, Germany, have invented new and useful Improvements in Dump-Cars, of which the following is a specification.

This invention relates to a dump-car which is so constructed that the load may be discharged either at one or at both sides of the car.

In the accompanying drawings, Figure 1 is a side view of part of a car embodying my invention; Fig. 2, a plan thereof; Fig. 3, a detail vertical cross-section through part of the car on line C D, Fig. 4; Fig. 4, a detail vertical longitudinal section on line E F, Fig. 3; Fig. 5, a horizontal section on line G H, Fig. 3; Fig. 6, a vertical cross-section on line A B, Fig. 1; and Figs. 7, 8 and 9 are cross-sections showing the slide in different positions.

The sides M of the car are provided with converging lower sections M', Fig. 6, to form a hopper-shaped base. The floor of the car has a number of centered discharge-openings *o*, to which the load is guided by the inclined base M' and by inclined deflectors *b*, rising from the car-bottom intermediate the openings. Beneath each opening are arranged a pair of chutes *r*, Fig. 6, that extend in opposite directions and merge at the center. In order to admit the load into either one or into both of these chutes, I have devised the following construction: Each opening *o* is controlled by two sliding doors *s*, having rollers *d*, that engage guides *f*. The doors *s* are simultaneously moved in opposite directions by means of a handle *k*. This handle is intergeared by reducing-gear *k'* with upright spindle *l*, which is in turn intergeared with a transverse horizontal shaft *m*. Shaft *m* by bevel-wheels *m' w'* rotates a pair of horizontal longitudinal shafts *w* simultaneously in opposite directions. The shafts *w* carry pinions *x*, engaging transverse racks *z*, bolted to doors *s*. Thus it will be seen that by rotating handle *k* both doors of openings *o* are simultaneously opened or closed.

Intermediate doors *s* and chutes *r* of each opening *o* is arranged a longitudinal slide or carriage *c*. This slide may be provided with wheels *t*, running on transverse rails *u*, which extend beneath the front and rear of each opening, Fig. 2. To the slide *c* are hinged at *p'* a pair of lids or deflectors *p*, of which the right lid enters the right chute, while the left lid enters the left chute. When the slide is centered, Fig. 7, the load will be evenly discharged into both chutes. If the slide is moved to the left, Fig. 8, the left chute will be closed and the entire load discharged into the right chute. The converse is the case when the slide is moved to the right, Fig. 9. To manipulate the slide, means are provided for coupling it to either the right or left door *s*. These means consist of transverse shafts *g*, turning in bearings *g'* of doors *s*. The ends of shafts *g* project through oblong openings *q* of slide *c* and terminate in beaks *n*. The shafts *g* on each side of the car are connected by levers *i* to a common longitudinal draw-bar *y*, having handle *h*, Fig. 6. Thus by manipulating either one of the handles *h* the corresponding rods *g* are simultaneously turned to either engage the walls of openings *q* or to clear the same. In this way the slides may be coupled to the right or to the left door *s* or may be uncoupled from both doors. In order to return the slides *c* to their central position, the doors *s* are provided with shoulders *e*, that take the slides along during the closing of the doors.

What I claim is—

1. A dump-car provided with discharge-openings, a pair of chutes beneath the same, doors for closing the openings, a transversely-movable slide, and lids hinged to the slide and projecting into the chutes, substantially as specified.

2. A dump-car provided with discharge-openings, a pair of chutes beneath the same, sliding doors for closing the openings, a transversely-movable slide, lids hinged to the slide, and means for coupling the slide to either of the doors, substantially as specified.

3. A dump-car provided with discharge-openings, a pair of chutes beneath the same, sliding doors for closing the openings, a transversely-movable slide, lids hinged to the slide, and beaked shafts on the doors adapted to engage the slide, substantially as specified.

Signed by me at United States consulate, Düsseldorf, Germany, this 27th day of July, 1904.

ERICH SALING.

Witnesses:
W. ULBERACHER,
PETER LIEBER.