F. SAXON.

PORTABLE TIPPLE.

APPLICATION FILED MAY 21, 1912.

1,046,864.

Patented Dec. 10, 1912.

2 SHEETS—SHEET 1.

Fig. 1.

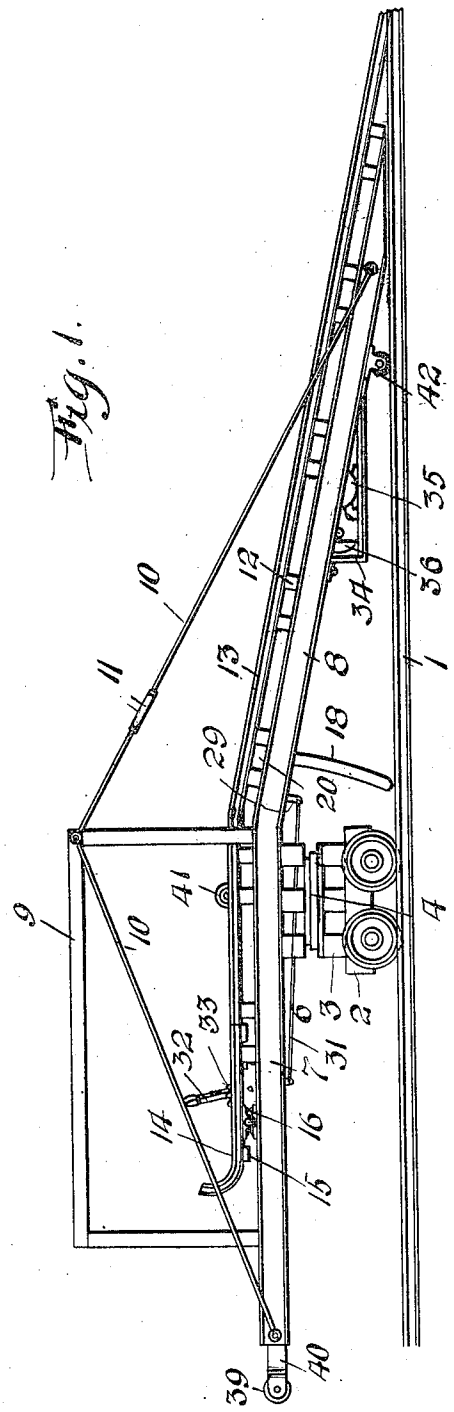
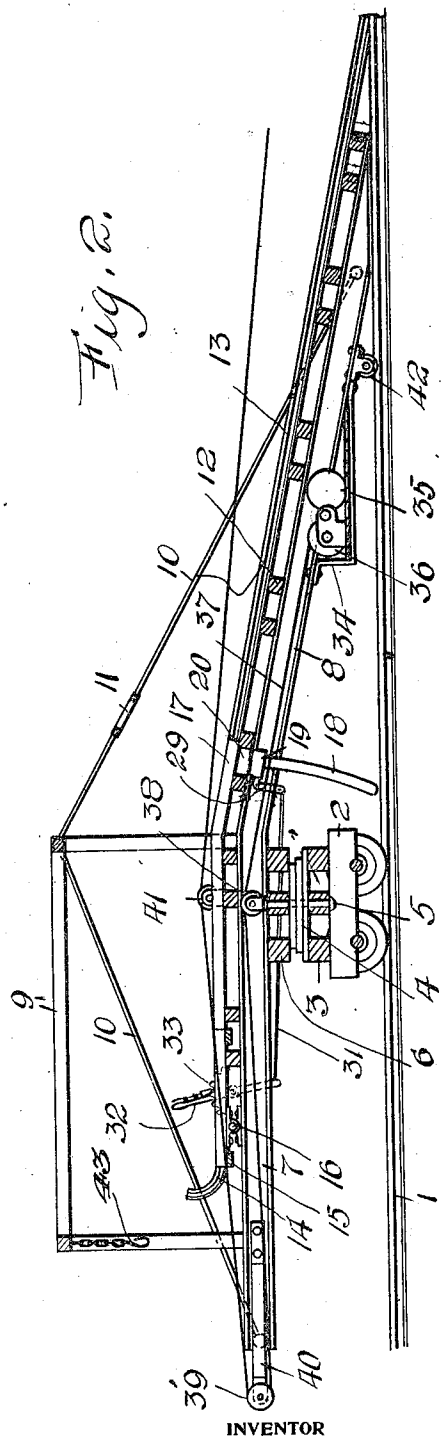


Fig. 2.



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2 SHEETS—SHEET 2.

Fig. 3.

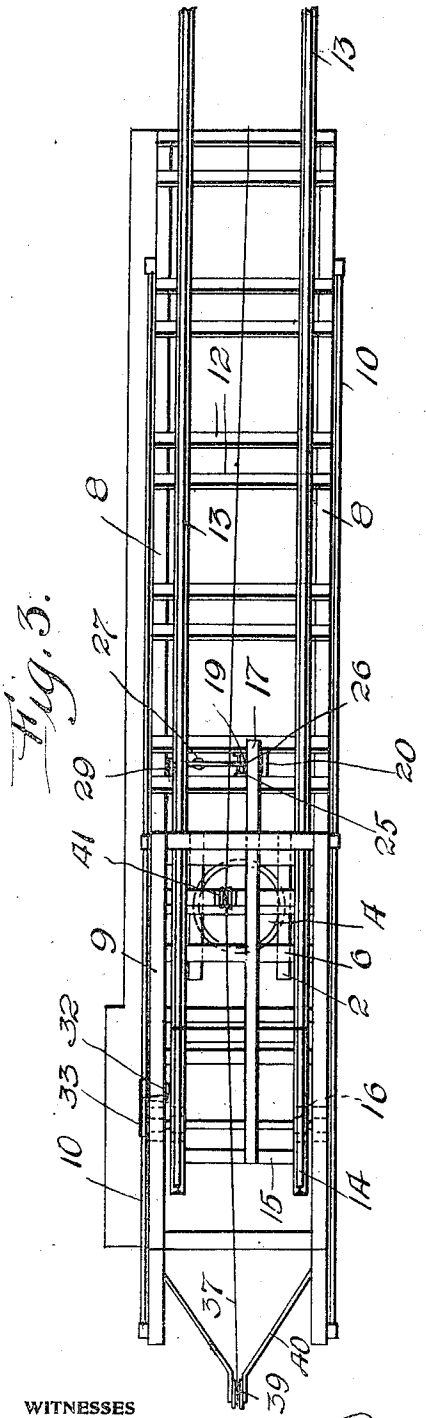


Fig. 5.

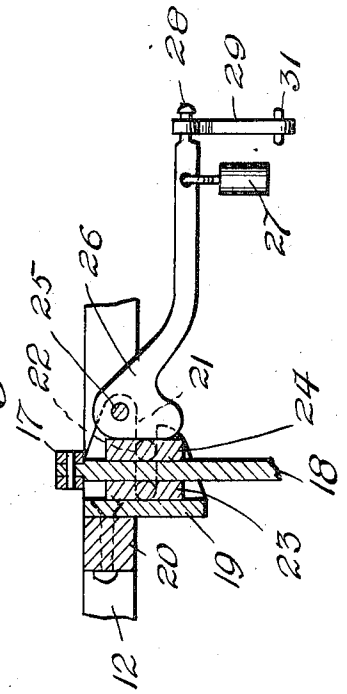
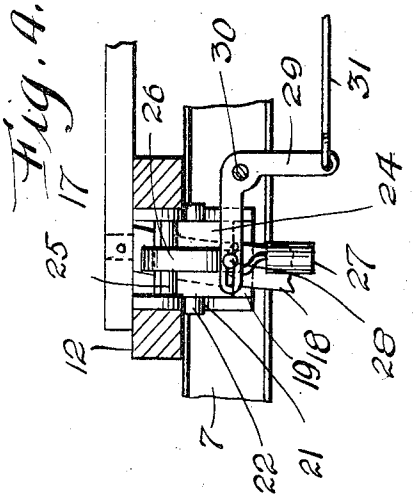


Fig. 4.



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UNITED STATES PATENT OFFICE

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PORTABLE TIPPLE.

1,046,864. Specification of Letters Patent. Patented Dec. 10, 1912.

Application filed May 21, 1912. Serial No. 698,812.

To all whom it may concern:

Be it known that I, FRED SAXON, a citizen of the United States of America, residing at Fredericktown, in the county of Washington and State of Pennsylvania, have invented certain new and useful Improvements in Portable Tipples, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a portable tipple especially designed for dumping slate and other refuse matter from mines.

The primary object of my invention is to provide a portable tipple that can be advantageously used on large dumps or waste piles for tilting pit-cars of industrial railways, whereby the contents of the cars will be deposited upon the dump or waste pile.

Another object of this invention is to furnish a portable tipple with simple and effective means for shifting a pit car thereon, whehreby the car can be dumped.

A further object of this invention is to accomplish the above results by a structure that is durable, inexpensive to manufacture, easy to manipulate and highly efficient for the purposes for which it is intended.

With the above and other objects in view, the invention resides in a novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawings, wherein like numerals denote corresponding parts throughout the several views, in which:—

Figure 1 is a side elevation of the portable tipple. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a plan of the portable tipple. Fig. 4 is an enlarged elevation of the tipple lock, and Fig. 5 is a longitudinal sectional view of the same.

In describing my invention by the aid of the drawings above referred to, I desire to point out that I intend said views as merely illustrative of an example whereby my invention may be applied in practice, and I do not limit my claims to the precise arrangements and construction of the parts indicated.

The following description is therefore to be construed broadly, as including substitute arrangements and construction which are the obvious equivalents of those shown.

The drawings show a track 1 forming part of an industrial railway. Movable upon the track 1 is a car or truck 2 having bolsters 3 provided with a turn-table or fifth wheel 4 that has a king bolt 5 extending into the upper frame 6 of the turn-table. Arranged upon the frame 6 are longitudinal parallel beams 7 that have the rear ends thereof inclined toward the track 1, the inclined portions of the beams being designated 8. The beams 7 support a rectangular frame work 9 and the upper rear end of the frame work 9 is connected by tie rods 10 to the forward and rear ends of the beams 7, at the sides thereof. The tie rods 10 brace the frame work 9 relatively to the beams 7 and said tie rods can be provided with turnbuckles 11 whereby said rods can be adjusted to prevent the rear end of the structure from sagging. Arranged transversely of the said beams 7 are ties or sleepers 12 supporting rails 13 that constitute a tipple track, said rails extending onto the rails of the track 1. The forward ends of the rails 13 terminate at tipple rails 14 and said rails are carried by a tilting platform 15 pivotally supported by bearings 16, carried by the beams 7.

The platform has a rearwardly extending lever 17 that is provided with a depending curved arm 18. The arm 18 extends through a channel shaped guide 19 secured to a beam 20 connecting two of the ties 12. The guide 19 has slots 21 and extending into said slots are the trunnions or pins 22 of gripping blocks 23 and 24 that engage the sides of the arm 18 and lock said arm relatively to the guide 19. The guide 19 pivotally supports by a pin 25 a cam lever 26 that engages the gripping block 24. The cam lever 26 is adapted to bind the gripping blocks 23 and 24 against the arm 18 to firmly hold said arm and prevent the tipple from tilting. The cam lever 26 has the outer end provided with a counter-balance weight 27 and loosely connected to said lever, as at 28 is a bell crank lever 29 pivotally connected, as at 30 to the inner side of one of the beams 7. The bell crank lever 29 is connected by a rod 31 to an operating lever 32 located at the outer side of one of the beams 7. The operating lever 32 is of the ordinary and well known type used in connection with a segment rack 33 whereby said operating lever can be locked in an adjusted position.

The inclined portions 8 of the beams 7 support a bracket 34 and arranged upon said bracket is a motor 35 and a drum 36

that is operated by said motor, said motor and said drum being of the ordinary and well known type employed for hoisting or winding a cable. Attached to the drum 36 and adapted to wind thereon is a cable 37 that passes over a revoluble sheave or pulley 38, carried by the upper frame 6 of the turn-table 4, between the beams 7. The cable 37 passes under and over a sheave 39 revolubly mounted in a Y shaped bearing 40, carried by the forward ends of the beams 7. The cable passes rearwardly over another sheave or pulley 41 supported by one of the ties 12, between the rails 13. The end of the cable is adapted to be attached to a car whereby the car can be pulled up the inclined rails 13 onto the tipple rails 14 carried by the tiltable platform 15.

In order that the inclined portions 8 of the beams 7 will be firmly supported during the movement of a car thereon, the rear ends of the beams 7 are provided with trailer wheels 42 adapted to travel upon the track 1. The forward or outer end of the frame work 9 is provided with a depending hook 43, the object of which will presently appear.

As the size or length of a dump or waste pile increases the track 1 is extended and in actual practice, the portable tipple is shifted to the outer end of the track, as the pit cars are switched on the track 1, the cable 37 is attached to a car and the car drawn onto the rails 13 and onto the tipple rails 14, carried by the tiltable platform 15. The platform 15 is held until a car has been placed thereon, and the gate of a car caught by the hook 43. By then manipulating the lever 32 the arm 18 can be released. When the cam lever 26 is moved out of engagement with the blocks 24, the blocks 23 and 24 release the arm 18 allowing the tiltable platform 15 to tilt, whereby the contents of the car upon the tipple will be discharged onto the dump or waste pile. The tipple can be easily restored to its normal position, the car shifted off of the tipple and a loaded car placed thereon. The turn-table or fifth wheel 4 permit of the portable tipple moving over a curved section of track and the movement of the tipple can be accomplished by hand or by the locomotive of the industrial railway.

It is thought that the utility of the tipple will be apparent without further description, and while in the drawing there is illustrated a preferred embodiment of the invention, it is to be understood that the structural elements are susceptible to such changes and modifications as fall within the scope of the appended claims.

What I claim is:—

1. A portable tipple comprising a truck having a turn-table, longitudinal beams supported by the turn-table of said truck, rails supported by said beams, a tipple at the forward ends of said rails, means including an operating lever, a cam lever, gripping blocks and an arm for controlling the operation of said tipple, and means supported by said beams and adapted to facilitate the placing of a car upon said portable tipple.

2. In a portable tipple, the combination with a track, of a truck movable thereon, longitudinal beams supported by said truck and having inclined portions extending to said track, trailer wheels carried by the inclined portions of said beams, rails supported by said beams, a tipple at the forward ends of said rails, and means carried by said beams and adapted to control the operation of said tipple.

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

FRED SAXON.

Witnesses:
JOHN N. O'NEIL,
EDWARD MURPHY.