

(No Model.)

I. W. CAHILL & L. A. DICKINSON.
HOP CARRIAGE.

No. 507,881.

Patented Oct. 31, 1893.

Fig. 1.

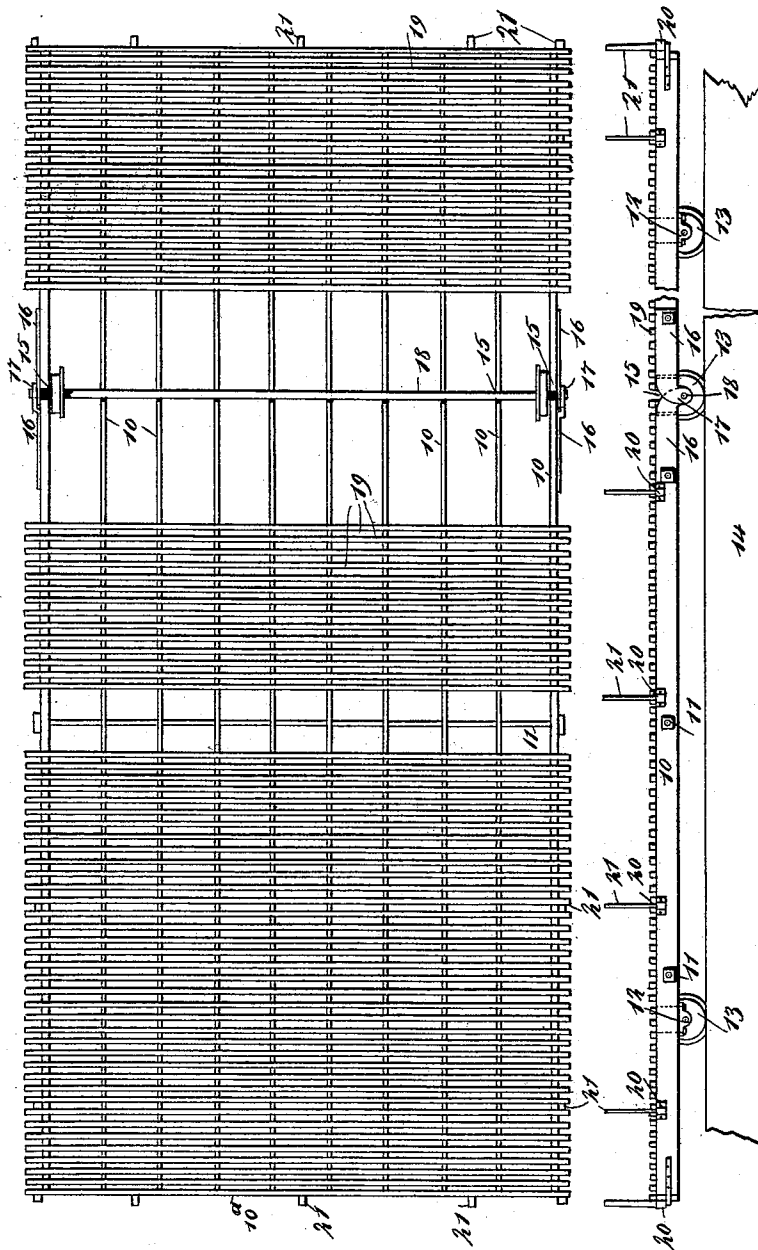


Fig. 2.

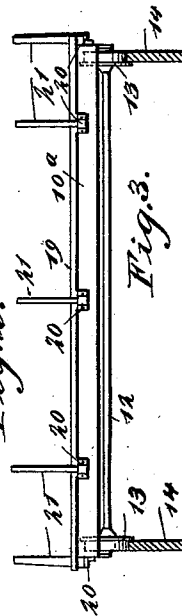


Fig. 3.

WITNESSES:

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ISAAC W. CAHILL AND LABAN A. DICKINSON, OF SALEM, OREGON.

HOP-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 507,881, dated October 31, 1893.

Application filed May 12, 1893. Serial No. 473,911. (No model.)

To all whom it may concern:

Be it known that we, ISAAC W. CAHILL and LABAN A. DICKINSON, both of Salem, in the county of Marion and State of Oregon, have invented a new and Improved Hop-Carriage, of which the following is a full, clear, and exact description.

Our invention relates to improvements in that class of carriages which is adapted for use in transferring hops from the drying kiln to the warehouse. The kilns and warehouses are usually arranged some little distances apart and an inclined tramway leads from one to the other. After the hops are dried it is the custom to transfer them to push carts by means of scoops, usually wheel scoops, and then run the cars from the kiln to the store or warehouse, where the hops are stored. In carrying out this, the usual process, the hops are more or less jammed, bruised and powdered and their market value is depreciated.

The object of our invention is to construct a very simple form of car or carriage, which may be used temporarily as a part of the floor of the kiln, and which is constructed in such a way as to permit the ready drying of the hops and enable them to be transferred to the kiln or to the warehouse without injury.

To this end our invention consists of certain features of construction and combinations of parts, as will be hereinafter described and claimed.

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

Figure 1 is a broken plan view of a carriage embodying our invention. Fig. 2 is a broken side elevation of the same, showing it mounted upon a track or tramway; and Fig. 3 is an end view of the car as mounted upon a tramway, the latter being shown in section.

The bed of the carriage is formed of a plurality of parallel joists 10 which are connected by suitable end pieces 10^a, and may be stiffened by cross braces 11 in the usual way. The car or carriage has journaled on its under side transverse axles 12 which are provided with trucks or wheels 13 adapted to run on a tramway or track 14 of the usual kind. The car or carriage is broken trans-

versely, as shown at 15, and the two sections are connected by straps 16 which are pivoted to their sides, as shown in Figs. 1 and 2, and the free ends of the straps overlap each other, as shown at 17, and carry an axle 18 which is provided with trucks or wheels 13, like those already described. It will be seen that this arrangement forms a flexible carriage which may buckle at the broken portion or joint 15, and which therefore is well adapted to conform to the irregular surface of most tramways.

The car or carriage has its floor formed of parallel cross slats 19 which are placed a little distance apart so as to provide for a free circulation of air between them, and this enables the hops above the carriage to be dried as usual when the carriage is in the kiln, forming a temporary portion of the kiln floor. On the sides and ends of the car are stake pockets 20, in which vertical stakes 21 are placed, which are used when the hops are transported.

The kiln used in connection with this car or carriage has its floor arranged so as to be level with the car when the car is run into the kiln, and the car floor just fills the space left in the floor and forms therefore a portion of the kiln floor. It is customary in dry kilns to spread a cloth over the floor and tack it up against the sides of the kiln for a distance of two or three feet, and upon this cloth the hops are placed.

When our improved car or carriage is used and the hops have become dry, the cloth is gathered up so as to carry the hops within the cloth and upon the car or carriage, the stakes 21 are inserted in their pockets, and the whole affair may then be pushed down the tramway 14 to the warehouse and the hops then handled without injury.

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

1. A hop carriage or car formed of sections pivotally connected together, substantially as described.

2. A hop carriage or car, comprising a flexible or jointed and slatted floor, and supporting wheels journaled beneath the same, substantially as described.

3. A hop carriage or car, comprising a supporting bed frame, a slatted floor carried by the frame, trucks journaled beneath the frame, and removable stakes carried by the
5 frame, substantially as described.

4. A hop carriage or car, comprising a two part frame, the sections of which are hinged together, trucks journaled beneath the frame, one of the trucks being journaled at the joints
10 of the two parts thereof, and a slatted floor secured to the frame, substantially as described.

5. A hop carriage or car, comprising a bed formed of parallel joists, end pieces, and spaced cross slats forming a floor, and wheels upon which the bed is mounted, substantially 15 as described.

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Witnesses:

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