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PATENTED JUNE 19, 1906.

J. E. BRIGGS.
 TILTING PLATFORM.
 APPLICATION FILED JAN. 18, 1906.

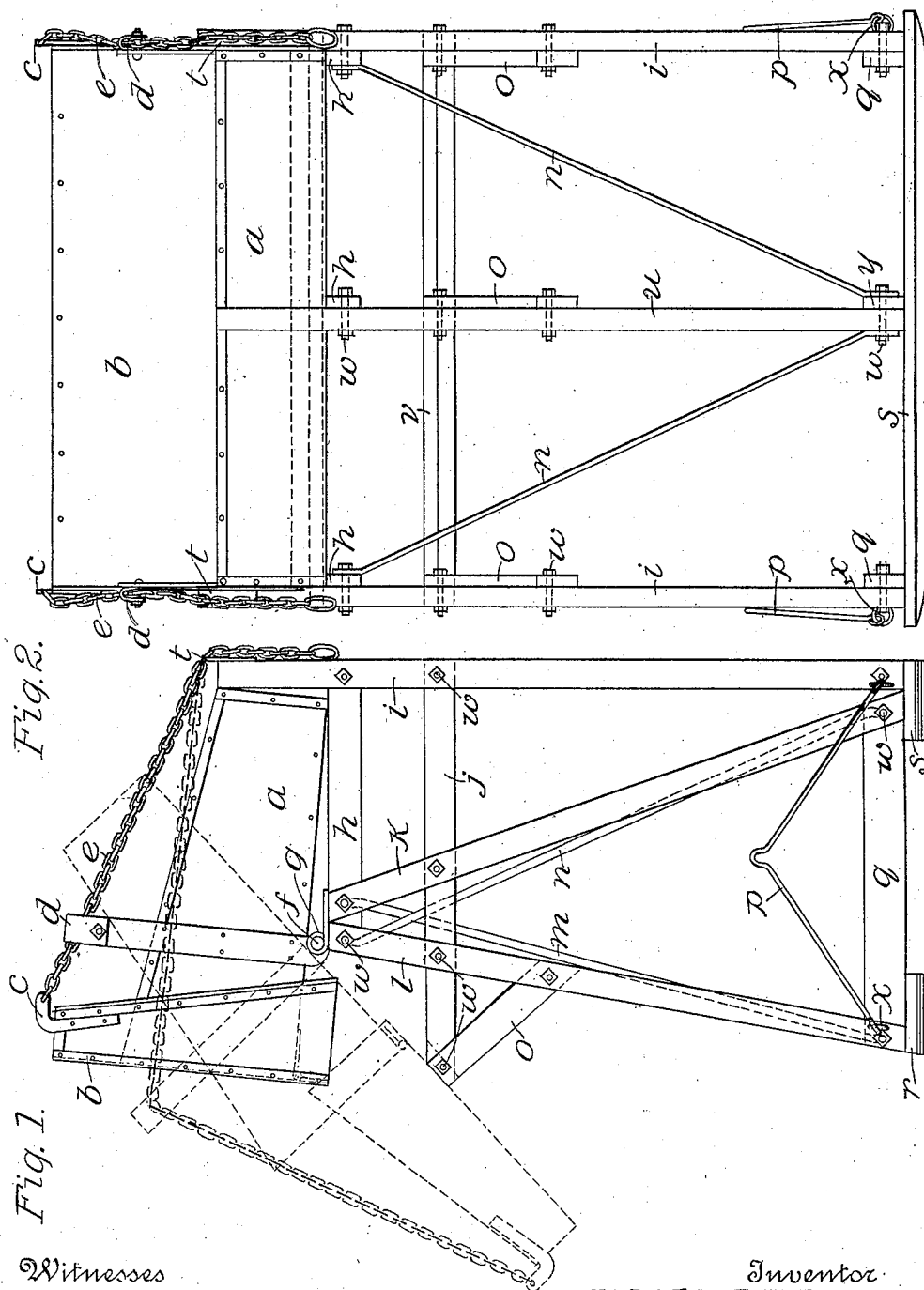


Fig. 2.

Fig. 1.

Witnesses
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TILTING PLATFORM.

No. 823,914.

Specification of Letters Patent.

Patented June 19, 1906.

Application filed January 18, 1906. Serial No. 296,618.

To all whom it may concern:

Be it known that I, JAMES E. BRIGGS, a citizen of the United States of America, and a resident of Waterloo, Blackhawk county, Iowa, have invented certain new and useful Improvements in Tilting Platforms, of which the following is a specification.

My invention relates to tilting platforms; and the object of my invention is to provide a tilting receptacle for materials unloaded from freight-cars, said receptacle having means for conveying its contents to any other receptacle near by and the whole device being so constructed as to be capable of being knocked down easily when it is desired to pack it in smaller compass for transportation. This object I have accomplished by the means which are hereinafter described and claimed and which are illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved tilting and conveying receptacle, and Fig. 2 is a front elevation of the same.

Similar characters of reference refer to similar parts throughout both the views.

My device is more particularly contrived to be used intermediately between a freight-car and a wagon or other means of conveyance; and it consists, essentially, of a tilting platform with inclosed front and sides, as shown at *a*, pivotally mounted on a horizontal circular bar or pipe *f*, whose ends are mounted in bearings *g* on a braced knockdown framework, presently to be described. This tilting platform *a* is open at the back, and a swing-spout *b* open at front and back, but having side plates, is hinged to the lower rear part of said platform, as shown in Fig. 1. An upright *d* is fastened to either side plate of the tilting platform *a*, extending a considerable distance above them and having its downturned upper end connected to its main body by a bolt. Projections *c* are fastened to the outer ends of the side plates of the spout *b*, and to these projections are connected the ends of chains *e*. These chains *e* are then passed forward through the loop on the upper end of the upright *d* and thence over the notched standard *t*, affixed to the upper part of the upright support *i*. The upper ends of the corner-posts *l l* and *i i* are connected by cross-beams *h*. The intermediate posts *u* are likewise connected by a cross-beam *h*, said timbers in each instance being fastened together by means of bolts *v* to permit of their being knocked down for more

compact packing for transportation. The lower ends of said corner-posts are connected by means of cross-timbers *q q*, while the lower ends of the intermediate posts *u* are connected by means of the cross-beam *y*. All the lowermost cross-beams *q q* and *y* are supported on the horizontal longitudinal beams *r s*, which latter have the under sides near their ends curved upward to permit of more easy sliding of the whole machine along the ground when it is desired to shift its position and which operation is effected by means of draft applied to one of the looped bars *p*. The frame is moreover strongly braced by means of brace-rods *m* and *n*, which connect the central framework with the framework of each side, being crossed near their upper ends. Every part of the framework, it will be seen, is connected to the other parts by means of bolts *w*, which insures easy separation when desired. In order to check and limit the descent of the spout *b*, I have placed a buffer-beam *v* horizontally along the rear part of said framework, and said buffer-beam is supported a distance away from said framework by means of cross-beams *j* and by braces *o o*.

When the device has been placed so that its front lies adjacent to the side of a freight-car containing materials to be transferred, it is in the position indicated by the full lines in Fig. 1, ready to receive such materials to be deposited upon its tilting platform *a*. The wagon or other means of conveyance or receptacle is placed along the rear side of the device at such a distance therefrom as to be immediately under the spout *b*. When the tilting platform *a* has received a sufficient quantity of the materials, the spout *b* is released by unloosening the chain *e*, when the load on the tilting platform *a*, whose center of gravity is shifted backward by the dropping of the spout *b*, slides to the rear and the device assumes the position indicated by the dotted lines in Fig. 1, said load being immediately precipitated into the conveyance underneath. When the tilting platform *a* is thus emptied, it may be easily brought back to its former position by means of the chains *e*.

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

1. A device of the character described, comprising a tilting platform pivotally supported on a suitable base, a conveyer-spout linked to said platform, and communicating

therewith, suitable means for tilting said platform, and means whereby said framework may be shifted from place to place.

2. A device of the character described,
5 comprising a tilting platform pivotally supported on a knockdown framework, a conveyer-spout linked to said platform and communicating therewith, guides on said tilting platform, a chain connected to said conveyer-spout and movable through said guides, and means whereby said framework may be shifted from place to place.

3. A device of the character described,
10 comprising a tilting platform closed at front and sides but open at the back and pivotally

supported on a knockdown framework, a conveyer-spout linked to said platform and communicating therewith, guides on said tilting platform, a chain connected to said conveyer-spout and movable through said guides, and means whereby said framework may be shifted in position from place to place. 20

Signed at Waterloo, Iowa, this 29th day of December, 1905.

JAMES E. BRIGGS.

Witnesses:

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