

J. WILAND, Sr.
CAR-DUMPING APPARATUS.

No. 171,460.

Patented Dec. 21, 1875.

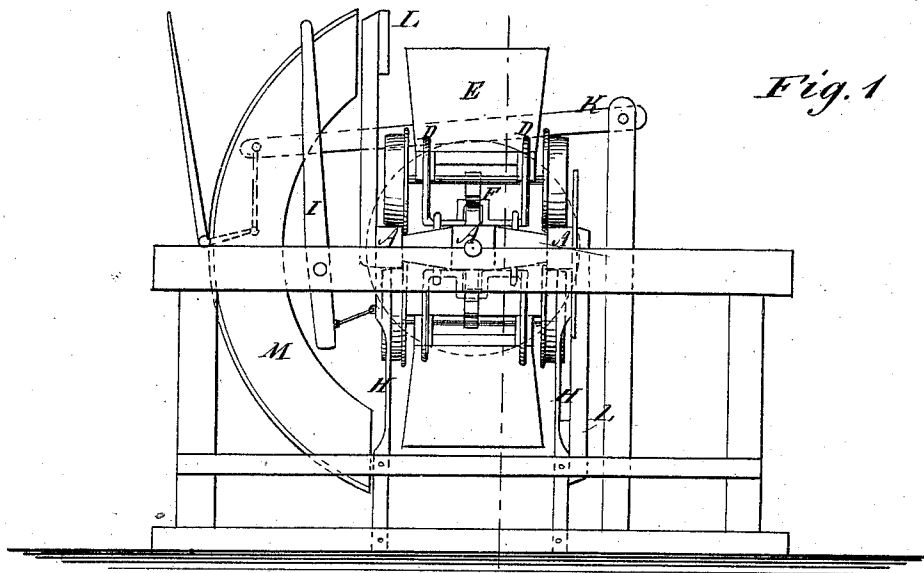


Fig. 1

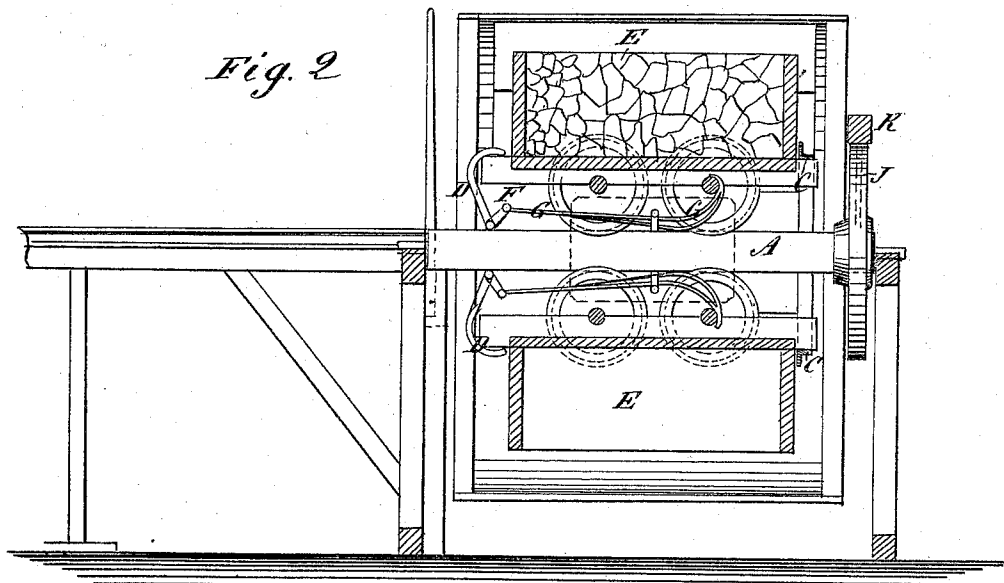


Fig. 2

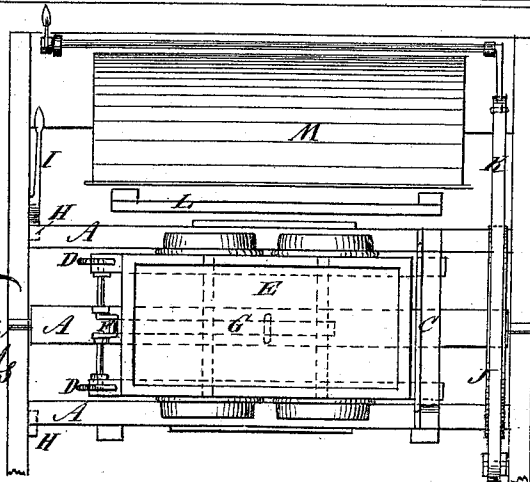


Fig. 3

WITNESSES:
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UNITED STATES PATENT OFFICE

JEREMIAH WILAND, SR., OF MYERSDALE, PENNSYLVANIA.

IMPROVEMENT IN CAR-DUMPING APPARATUS.

Specification forming part of Letters Patent No. 171,460, dated December 21, 1875; application filed October 29, 1875.

To all whom it may concern:

Beit known that I, JEREMIAH WILAND, Sr., of Myersdale, in the county of Somerset and State of Pennsylvania, have invented a new and improved Car-Dumping Apparatus, of which the following is a specification:

This invention consists of a section of the track made with rails on the upper and lower sides, provided with contrivances for fastening a car to the rails, and contrived to revolve half-way round at each movement on a horizontal axis, so as to tilt the full car down to empty, and at the same time bring the previously-empty car to the upper side, ready for running back to be loaded. The invention also comprises a revolving and a stationary guide for chuting the coal into the receptacle below, also spring-stops for holding the revolving track in position, and a brake contrivance to regulate the motion when the loaded car is swinging down.

Figure 1 is an end-elevation of my improved car-dumping apparatus. Fig. 2 is a transverse section, taken on line *x x*, and Fig. 3 is a plan view.

Similar letters of reference indicate corresponding parts.

A is the revolving section of the track turning on pivots B, and having a cross-bar, C, and hooks D, to secure the car E, so as to let it swing down for dumping, said section being provided with these holding contrivances on both upper and lower sides to carry two cars at once, and thus bring up an empty one by the same movement that dumps a full one.

The bars C are contrived so that the projecting ends run under them when the cars run on the tilting section, and the hooks D are pivoted to a cranked shaft, E, having crooked rods G, so arranged that they are

thrown up and engaged with the rear projecting ends at the same time that the front end is secured.

The rotating section is held up level by spring-stops H, one of which has a hand-lever, I, attached to spring it from under the side that swings down for dumping. The other is pressed out by the rising side of the section A, to allow it to pass and both spring under to stop the section when it comes up level.

J is a friction-wheel and L a friction-brake to regulate the motion of the revolving frame, which is liable to be too rapid if not checked, the whole weight of the load being the motive element. L represents guides attached to the revolving section, and arranged in relation to the cars so as to revolve with them and receive the load and chute it into the stationary chute M, so as not to scatter as much as it otherwise would.

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

1. The combination of a revolving railway-track section, A, having bar C and hooks D for securing a car with a rail-track, substantially as specified.

2. The combination of the spring-stops H and lever I, with said revolving section of a rail-track, substantially as specified.

3. The combination of the rotating guides L, with the rotating track-section, substantially as specified.

4. The combination of the rotating guides L and the stationary chute M, with the rotating track-section, substantially as specified.

JEREMIAH WILAND, SR.

Witnesses:

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