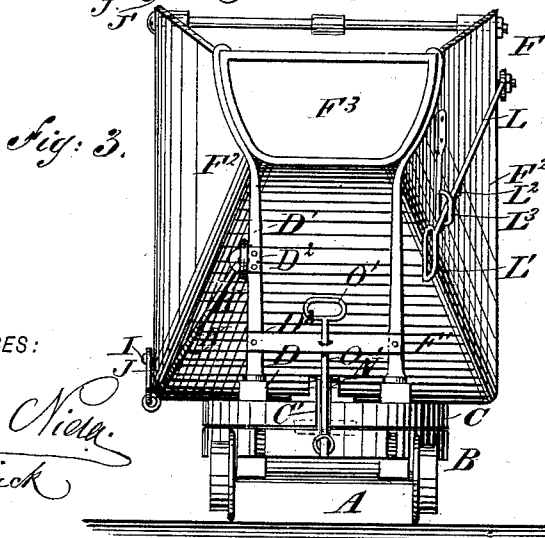
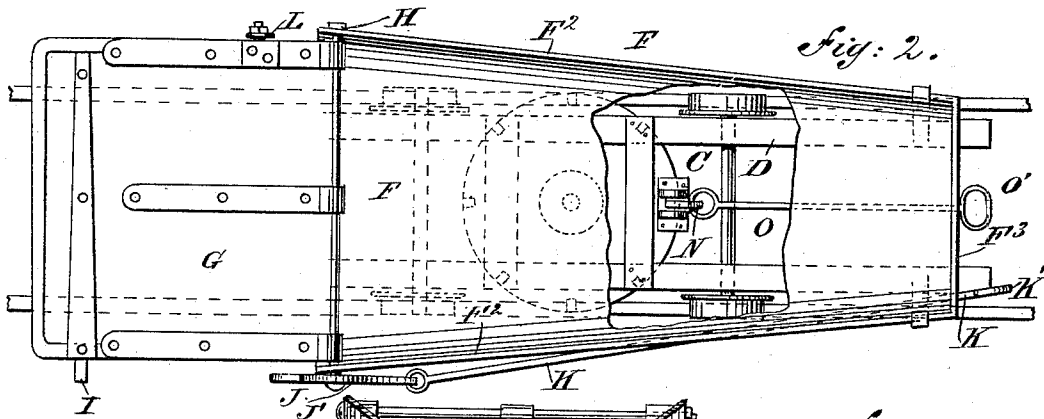
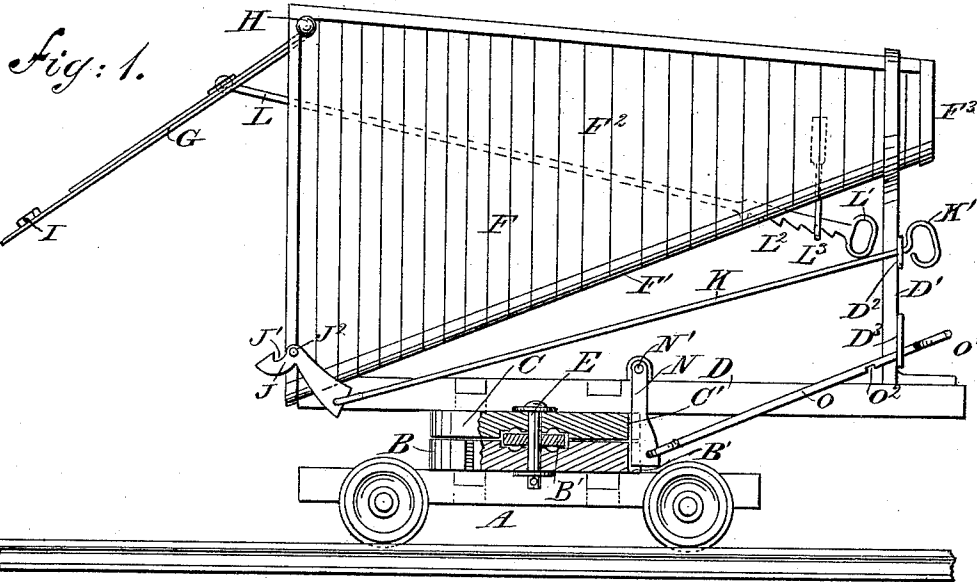


(No Model.)

P. E. GLAFCKE.
DUMPING CAR.

No. 465,759.

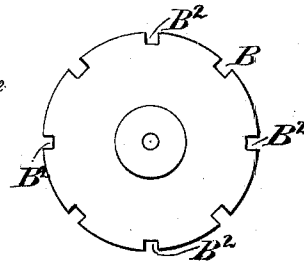
Patented Dec. 22, 1891.



WITNESSES:

Chas. Nida.
C. Sedgwick

Fig: 4.



INVENTOR:

P. E. Glafcke
BY *Munn & Co*
ATTORNEYS

UNITED STATES PATENT OFFICE.

PAUL EMERSON GLAFCKE, OF CHEYENNE, WYOMING.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 465,759, dated December 22, 1891.

Application filed April 9, 1891. Serial No. 388,245. (No model.)

To all whom it may concern:

Be it known that I, PAUL EMERSON GLAFCKE, of Cheyenne, in the county of Laramie and State of Wyoming, have invented a new and Improved Dumping-Car, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved dumping-car, which is simple and durable in construction, arranged to dump automatically when the door is unlocked, and adapted to discharge the load in any desired direction.

The invention consists of certain parts and details and combinations of the same, as will be hereinafter fully described, and then pointed out in the claims.

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

Figure 1 is a side elevation of the improvement, with parts in section. Fig. 2 is a plan view of the same with parts broken out. Fig. 3 is a rear end view of the same, and Fig. 4 is a plan view of the plate on which the frame turns.

The improved dumping-car is provided with a wheeled truck A, on the top of which is secured a circular plate B, in which lies a friction-plate B', over and upon which rests a correspondingly-shaped turn-table C, supporting a frame D, mounted to turn on a pivot E, held in the circular plate B. The frame D supports a receptacle F, provided with an inclined bottom F'; sides F² extending upwardly and outwardly from the said bottom, and an end F³, arranged at the upper end of the bottom F' and connected with the sides F². The other end of the receptacle F is open, and is adapted to be closed by a door G, hinged at its upper end on a rod H, extending transversely and supported on the sides F² of the receptacle F.

Near the lower end of the door G and at one side thereof is secured a pin I, which extends beyond the side of the receptacle and is adapted to engage a notch J' in a latch J, pivoted at J² to the respective side F² of the receptacle F. The latch J is in the shape of a lever, and has its rear end pivotally connected with a rod K, extending longitudinally to the rear end of the frame D and formed on

its rear end with a handle K'. The rod K passes through an opening formed in a lug D², secured on a standard D', supporting the rear end of the receptacle F. When the latch J is in the position shown in Fig. 1, the end having the notch J' extends upward, so as to be readily engaged by the pin I when the door G is closed. When the operator pulls on the handle K', the notched end of the catch swings downward, so as to disengage the pin I to unlock the door G.

In order to hold the door in an open position, as plainly illustrated in Fig. 1, a rod L is provided, which extends longitudinally and is pivotally connected with one side of the door, the rear end of the rod being formed with a handle L' and with a series of teeth L², adapted to engage a loop L³, secured to one side F² of the receptacle F. The said teeth L² are arranged as shown in Fig. 1, so that when the door G swings open one of the teeth engages the loop L³, so that the said rod L is locked in position and the closing of the door G is prevented.

When the operator desires to close the door, he takes hold of the handle L' and pulls upward, so as to disengage the respective tooth L² from the loop L³, whereby the door G is unlocked, and the door closes automatically, owing to its tendency to assume a vertical position.

In order to lock the frame D, carrying the receptacle F, to the wheeled truck A, a locking-arm N is provided, which extends vertically and is pivoted at its upper end at N' to the frame D, the free end of the said arm N being adapted to pass into a notch C' in the turn-table C and one of a series of notches B², formed in the periphery of the plate B. The free end of the arm N is also pivotally connected with a rod O, extending rearwardly and passing through a transverse brace D³, held on the standard D'. The outer end of the rod O is formed with a handle O', and near the latter and on the under side of the rod is formed a notch O², adapted to engage the brace D³, so as to hold the rod O in a locked position at the time that the arm N is disconnected from the notch B² in the plate B. The operation is as follows: When the receptacle F is to be loaded, the door G is closed, its pin I being engaged by the catch J. The

truck A can then be moved to the place on which the load is to be dumped, and then the operator pulls on the rod O until the notch O² drops into the brace D³. This movement
 5 of the rod O disengages the arm N from the respective notch B² in the plate B so that the frame D, carrying the receptacle F, can now be turned to any desired direction to bring the front end of the receptacle F to the
 10 point of dumping. When this position is reached, the notch O² is disengaged from the brace D³, so that the arm N swings to its normal position and engages the corresponding notch B² in the plate B. The frame D is now
 15 locked in position, and the load is now dumped automatically by the operator pulling on the rod K, so as to disengage the notch J' of the catch J from the pin I. The pressure of the load in the receptacle F on the door G now causes
 20 the latter to swing outward, so that the load slides down the inclined bottom F' of the receptacle F to the ground at the proper place. When the load pushes the door G open, the rod L is drawn forward, so that one of its teeth L²
 25 finally engages the loop L³ to lock the door G in an open position, as shown in Fig. 1. The load readily discharges automatically from the receptacle F as soon as the door G is opened, on account of the inclined bottom F' and the
 30 flaring sides F². When the load is discharged, the operator disengages the tooth L² from the loop L³, so that the door G swings into a vertical position and again engages with its pin I the notch J' of the catch J. The operator
 35 then pulls the rod O, so as to disconnect the pivoted arm N from the respective notch B², to enable the operator to turn the frame D back to its normal position. (Illustrated in Fig. 1.) Thus it will be seen that the dump-
 40 ing-car automatically discharges its load whenever the door is unlocked and the receptacle F can be brought in such a position as to discharge its load at the proper place, either at the side or ends of the wheeled truck.

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

1. The car-body F, formed with an inclined bottom widest at its lower end, a narrow upper
 50 closed end F³, the sides F², diverging at their lower ends, the door G, pivoted at its upper edge in the lower open end of said body, and means for locking the door, substantially as set forth.

55 2. The car-body F, having an inclined bottom, a narrow closed upper end and a wide open lower end, the door hinged at its upper edge in said open end, a gravity-catch engaging said door to hold it closed, a rod extend-
 60 ing from the opposite end of the car to said latch for releasing it, and a rod also extending from the door to the opposite end of the car and provided with means for adjustment, whereby the latch may be released and the
 65 door locked in its open position from one end of the car, substantially as set forth.

3. The combination, with the wheeled truck

having a horizontal peripherally notched or recessed circular plate B, of the turn-table C, resting thereon, a king-bolt uniting the two,
 70 a horizontal frame carrying the turn-table, a car fixedly mounted on the frame and having an inclined bottom and a door at its lower open end, and a vertically-swinging latch N, mounted on the frame, engaging the notched
 75 periphery of the disk B, and provided with an operating-rod extending to the end of the car opposite its door, substantially as set forth.

4. In a dumping-car, the combination, with a wheeled truck, of a frame mounted to turn
 80 thereon and adapted to be locked to it, a receptacle fixed to the said frame and provided with an inclined bottom and flaring sides, one end of the said receptacle being open, a door pivoted at its upper end between the sides
 85 of the receptacle at the latter's open end, and a rod pivotally connected with the said door and provided with teeth adapted to engage a loop on the said receptacle, substantially as shown and described.

90 5. The combination, with the wheeled truck having a peripherally-notched disk B, provided with a central recess in its upper face, of the car-frame D, provided with a turn-
 95 table C, having a central recess in its lower face, a circular plate B' in the said two recesses, the king-bolt E, and the car-body F, substantially as set forth.

6. The herein-described car, comprising the wheeled truck having a central peripherally-
 100 notched disk B, the frame D, having a circular turn-table C, provided with a notch C', the vertically-swinging latch N, engaging aligned notches, the car-body fixedly secured on said frame and having an inclined bottom
 105 and a flaring open lower end, a door G, hinged at its upper edge in said open end, the gravity-latch J, holding the door closed, the loops or catches D² D³ L³ at the end of the frame opposite the door G, and the operating-rods
 110 O K L, extending from the latches N J and door G, respectively, through or past the respective loops or catches D² D³ L³, substantially as set forth.

7. In a dumping-car, the combination, with
 115 a wheeled truck provided with a circular plate having notches in its periphery, of a frame provided with a turn-table mounted to turn on a friction-plate lying between said turn-table and the said circular plate, a recep-
 120 tacle held on the said frame and provided with an inclined bottom and flaring sides, a door held on the open end of the said receptacle, and an arm pivoted on the said frame and adapted to engage the peripheral notches
 125 in the said circular plate, substantially as shown and described.

8. In a dumping-car, the combination, with a wheeled truck provided with a circular plate
 130 having notches in its periphery, of a frame provided with a turn-table mounted to turn on a friction-plate lying between said turn-table and the said circular plate, a receptacle held on the said frame and provided with an

inclined bottom and flaring sides, a door held
on the open end of the said receptacle, an
arm pivoted on the said frame and adapted
to engage the peripheral notches in the said
5 circular plate, and a rod pivotally connected
with the said pivoted arm for disconnecting
the latter from the peripheral notches, sub-
stantially as shown and described.

9. In a dumping-car, the combination, with
10 a wheeled truck provided with a circular plate
having notches in its periphery, of a frame
provided with a turn-table mounted to turn
on a friction-plate lying between said turn-
table and the said circular plate, a receptacle

held on the said frame and provided with an 15
inclined bottom and flaring sides, a door held
on the open end of the said receptacle, an
arm pivoted on the said frame and adapted to
engage the peripheral notches in the said cir- 20
cular plate, a rod pivotally connected with the
said pivoted arm for disconnecting the latter
from the peripheral notches, and means, sub-
stantially as described, for holding the said
rod in a locked position, as set forth.

PAUL EMERSON GLAFCKE.

Witnesses:

J. B. POLLARD,
H. GLAFCKE.