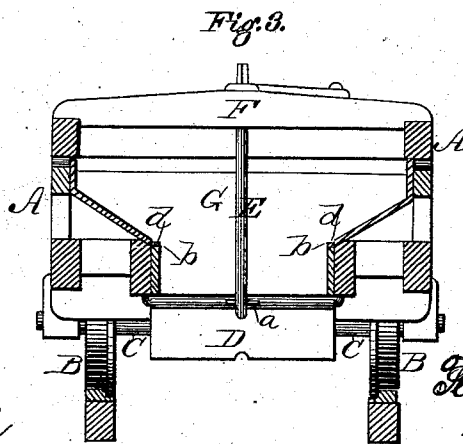
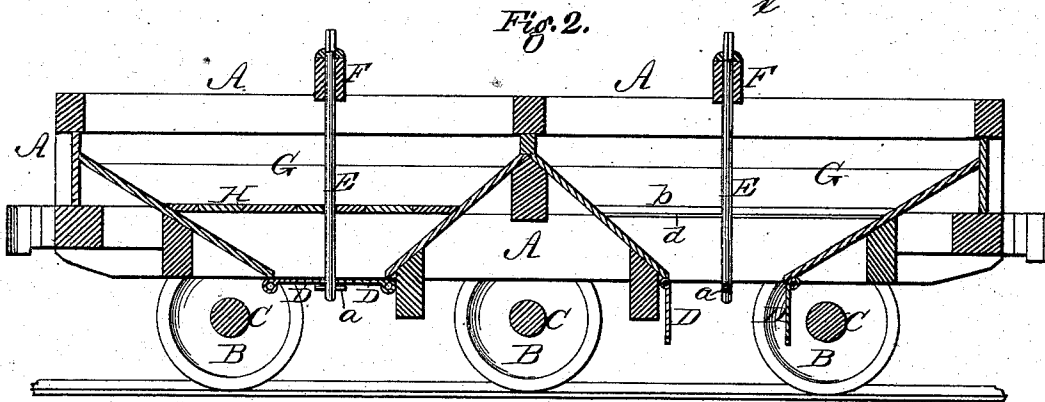
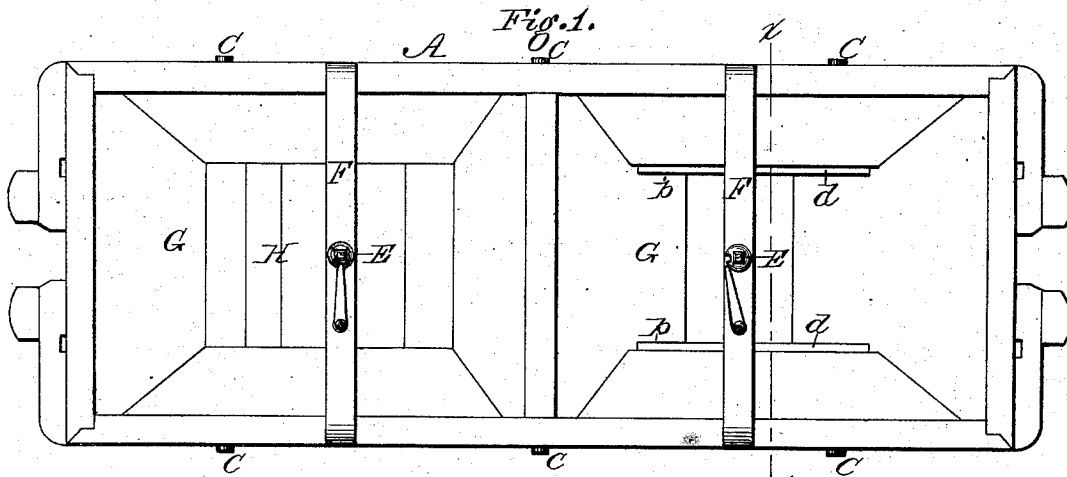


P. L. WEIMER.
Dumping-Cars.

No. 157,659.

Patented Dec. 8, 1874.



Witnesses:
Will. H. Dodge
Wm. E. Chaffee

Inventor:
Peter L. Weimer
By his attys.
Dodge & Son

UNITED STATES PATENT OFFICE.

PETER L. WEIMER, OF LEBANON, PENNSYLVANIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHN BIRKINBINE, OF SAME PLACE.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **157,659**, dated December 8, 1874; application filed June 16, 1874.

To all whom it may concern:

Be it known that I, PETER L. WEIMER, of Lebanon, in the county of Lebanon and State of Pennsylvania, have invented certain Improvements in Dumping-Cars, of which the following is a specification:

The object of my invention is to produce a hopper dumping-car, which shall be strong, cheap, and simple, and low enough to be easily loaded, for carrying iron-ore, coal, lime, and like heavy materials to a furnace or other required point; and which may be readily transformed into a low platform-car for carrying pig-iron and like materials. The invention consists in constructing the car with two hoppers and six wheels, the latter arranged two at each end and two at the middle of the car, and in providing the hoppers with detachable false bottoms, as hereinafter described, whereby the car is especially adapted for the double purpose above mentioned.

Figure 1 is a top plan view of my car; Fig. 2, a longitudinal vertical section through the center of the same; and Fig. 3, a vertical cross-section on the line *x x*.

In constructing my car, I first build a strong and rigid frame, A, of a rectangular form, and support the same on six wheels, B, secured on the ends of three axles, C, which are mounted, one under the middle and one near each end of the car, as shown. The axles have their bearings secured rigidly to the frame without the interposition of trucks or other movable parts. In the frame or body A of the car I build two hoppers or compartments, G, each extending half the length and the full width of the car. Each hopper has inclined sides and a discharge-opening or mouth at the bottom, as shown, the discharge-openings being between the middle axle and those at the ends. The bottom of each hopper is closed by two hinged doors, D, which are held shut by arms *a* on the lower end of a vertical shaft, E. This shaft extends upward through a cross-bar, F, on the frame, and is supported by a collar resting on said bar, as shown. By turning the shaft the arms *a* are caused to release the doors, which swing down and permit the contents of the hopper to escape at the bot-

tom between the axles. Any other suitable arrangement of doors and fastenings may, however, be employed, if desired. Each hopper I provide, on its two sides, at some distance above the bottom, with shoulders or offsets *b*, to support a flat false bottom, H, which is inserted when the car is to be used for carrying pig-iron or similar material, which cannot be dumped or discharged through the bottom.

When it is intended to have the car dump its load the false bottom is not used; but when it is not intended to have the car dump, the bottom is inserted, and the car becomes to all intents and purposes a platform-car. The false bottom is ordinarily composed of a number of unconnected pieces, which may be readily handled.

In order to prevent the shoulders *b* from being worn away by iron-ore, rock, and similar substances, which are discharged at the bottom, I cover and protect the shoulder with iron, as shown at *d*.

By constructing my car, as above described, with the six wheels and the two hoppers, arranged in the manner shown, I produce a car which is exceedingly cheap, compact, and strong; and by the use of the false bottom I make the car answer all the purposes of both a dumping and a platform car, and thus save the expense and inconvenience of the second car.

The arrangement of the middle axle between the two hoppers, as shown, gives the car great strength and solidity, renders its construction cheap and simple, and permits the hoppers to be brought close together, so as to render the car very compact. This arrangement also permits the hoppers to be placed very low, so that when the false bottoms are used they will be at a convenient height from the ground.

I am aware that double-hopper cars having six wheels are old, and also that hopper-cars have been provided with hinged bottoms to cover the hopper; but I am not aware that a car has been constructed containing the same features or adapted for the same purposes as mine.

Having described my invention, what I claim is—

The car with the double hoppers, the six wheels, and the removable bottom, supported on shoulders *b*, in the hoppers, all in combination, whereby the car is adapted for use as a hopper dumping-car for carrying ore, lime,

&c., or as a low platform-car for carrying iron and like material, all constructed substantially as shown and described.

PETER L. WEIMER.

Witnesses:

GEO. H. UHLER,

J. WEIDMAN MURRAY.