

(No Model.)

J. ODORIZZI.

DUMP CAR.

No. 384,708.

Patented June 19, 1888.

Fig. 1.

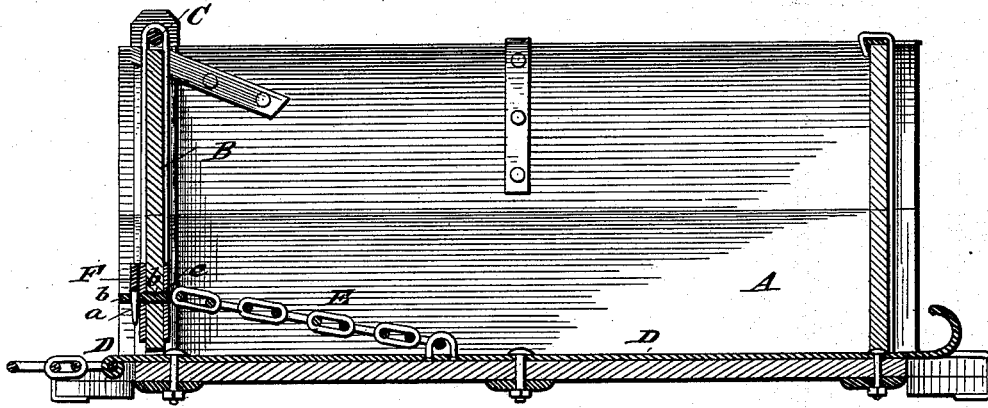
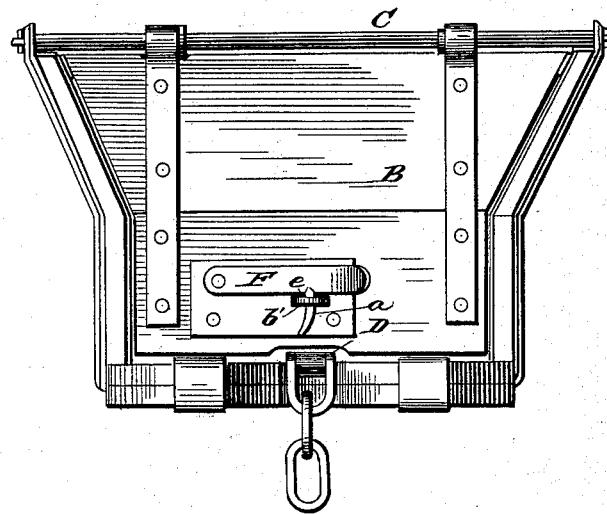


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOSEPH ODORIZZI, OF TRINIDAD, COLORADO, ASSIGNOR OF THREE-FOURTHS
TO SIMEON S. WALLACE, PASCAL GERARDI, AND MATTHEW HARASIN,
OF SAME PLACE.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 384,708, dated June 19, 1888.

Application filed February 4, 1888. Serial No. 262,967. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH ODORIZZI, of Trinidad, in the county of Las Animas and State of Colorado, have invented a new and useful Improvement in Dump Cars, of which the following is a specification.

My invention is in the nature of an improvement in dump cars, designed to provide a simpler, cheaper, and more efficient means for locking and unlocking the door through which the car is dumped; and it consists in the peculiar construction and arrangement of these devices, which I will now proceed to describe with reference to the drawings, in which—

Figure 1 is a vertical longitudinal section, and Fig. 2 an end elevation.

A is a car-body of that class of cars which are used for transporting coal, metallic ores, &c., and which are discharged of their contents by dumping. This car-body is made of any desired shape and proportions, but preferably with flaring sides and with strong metallic bracings and bindings to withstand the severe usage to which it is to be subjected. At one end is arranged a gate or door, B, which is hinged at its upper edge upon a horizontal axis by means of its shaft C, that passes through and is journaled in bearings in the upright metal braces on the sides of the car. This end-gate corresponds in shape to the cross-section of the car, and fits between its sides freely enough to swing and yet close enough to retain the contents of the car.

Along the bottom of the car, in its middle line, is securely fastened the metal draw-bar D, and to this draw-bar, near the middle of the car, is fastened one end of a stout chain, E. The other end of the chain is attached to a link or perforated bar, e, which extends through a horizontal slot, b, in the door near the bottom of the end-gate, which slot is re-enforced upon both sides of the door by metal plates. On the outside of the door and to one of these plates is pivoted a stout metal latch-bar, F, which

has a downwardly-projecting spur, a, which is adapted to pass through the perforation in bar e when the latter protrudes through the slot in the door. This engagement of the spur of the latch with the bar e of the chain serves to lock the end-gate against outward movement, as any outward motion is effectually resisted by the anchorage which the chain has in the bottom of the car.

When the car is to be dumped, the free end of the latch-bar is raised far enough to lift the spur a out of the chain connection, (or bar e,) and the end-gate being then free to move outwardly, the pressure of the load opens said gate as the load is discharged.

The above-described fastening I find very simple, strong, and economical, and one which acts with certainty and does not readily become disarranged by use.

Having thus described my invention, what I claim as new is—

1. The combination, with a car-body and a gate hinged at its upper edge to the sides of the car, of a chain extended along and above the bottom of the car inside the same, and fastened at one end to the bottom of the car near its middle, and having at the other end fastening devices for connecting with the lower free end of the gate, and adapted to hold the gate against swinging open, substantially as described.

2. The combination of a car-body, a gate hinged at its upper edge to the car-body, and having a slot, b, and a pivoted latch with spur a, and a chain connected at one end to the bottom of the car inside the same, and bearing at its other end a perforated bar or link, e, adapted to pass through the slot in the gate and receive the locking-spur of the latch, substantially as and for the purpose described.

JOSEPH ODORIZZI.

Witnesses:

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