

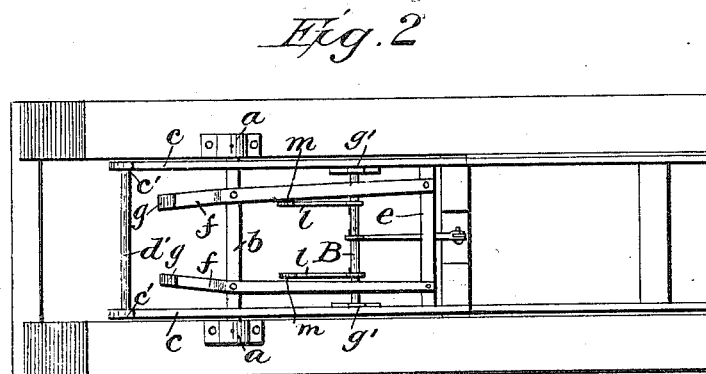
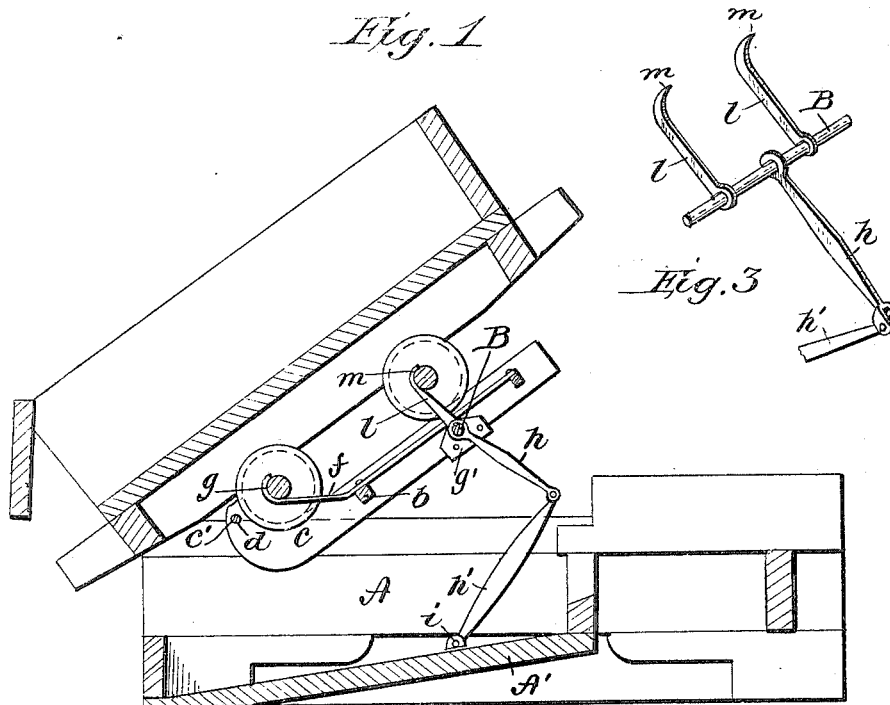
No. 649,960.

Patented May 22, 1900.

W. N. SHOTWELL.
SAFETY TIP FOR RAILROAD CARS.

(Application filed Mar. 5, 1900.)

(No Model.)



WITNESSES:

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WILLIAM N. SHOTWELL, OF OLD FORGE, PENNSYLVANIA.

SAFETY-TIP FOR RAILROAD-CARS.

SPECIFICATION forming part of Letters Patent No. 649,960, dated May 22, 1900.

Application filed March 5, 1900. Serial No. 7,375. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM N. SHOTWELL, a citizen of the United States, residing at Old Forge, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Safety-Tips for Railroad-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to provide a suitable means for attachment to tilting platforms of cars for dumping purposes, and one that will prevent the car from turning over endwise and being thrown from the platform when in a tilted position. Such is often the case with cars in connection with tilting platforms now in use. By the construction and arrangement of my device the tilted upper end portion of the car is prevented from being overthrown, thereby saving the car from being injured, and also saving the time necessary for removing the same.

The invention consists in the novel construction and arrangement of parts, as will be hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal section of a dumping platform with a safety-tip embodying my invention. Fig. 2 is a plan view of the same. Fig. 3 is a perspective view of the upper portion of said safety-tip.

Referring to the drawings, the letter A designates a dump structure having a base portion A'. Secured to the upper face portions of the structure are bearings *a*, in which are mounted both ends of a revolving shaft *b*, on which is erected a tilting platform, the same being composed of track-guides *c*, secured to the shaft *b*. The outer ends of these guides are curved, as shown at *c'*, the same being adapted to contact with the tread of the rear wheels of a car when the same is thrown in a tilted position, as shown in Fig. 1. The curved ends of the track-guides are held against lateral displacement by means of a bar *d*, connected to said ends. To the rear portion of the guide-track is secured a brace-bar *e*, carrying a pair of rods *f*, the forward portions thereof being secured to the shaft *b*. The

free ends *g* are bent in curved or hook form, whereby to adapt them to connect with the forward axle of the car when the same is thrown in a tilted position.

I wish it to be understood that the above-described parts form no part of my invention.

My improvement consists in attaching to tilting platforms an intermediate device, which I will now proceed to describe.

The letter B indicates a shaft journaled in suitable bearings *g'*, which are secured to the track-guides *c*. Secured to the central portion of the shaft B is a link-bar *h*, which is toggle-jointed to a second link-bar *h'*, the lower end of which is hinged to a suitable bearing *i*, connected to the base A'. Mounted on the shaft B and located between the inner faces of the rods *f* of the tilting platform is a pair of spaced arms *l*, having end hooks *m*, the same being adapted to connect with the rear axle of the car when said car is in a tilted position, thereby preventing the same from turning over by means of an endwise movement.

Having described my invention, what I claim is—

1. The combination with a tilting platform, of a shaft journaled thereon, with hook-arms rigidly secured thereto, and mechanism rigidly connected with the shaft, and adapted to be connected with a stationary support for rotating said shaft, to engage said hook-arms with a car-axle, substantially as and for the purpose specified.

2. The combination with a tilting platform of a shaft hinged thereto, with hooked or curved arms thereon, link-bars toggle-jointed together, the end of one of which is secured to said shaft, the other being pivotally connected at its lower end to a bearing, substantially as and for the purpose specified.

3. The combination with a tilting platform, of a revolving shaft mounted thereon, said shaft being provided with spaced hooked or curved arms, link-bars toggle-jointed together, the upper end of one of said links being secured to said shaft, the lower end of the other link being pivotally connected to a base, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM N. SHOTWELL.

Witnesses:

GEO. C. POULTON,
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