

S. L. PIERCE, dec'd.

ELIZABETH A. PIERCE, Adm'x.

Ore-Car.

No. 162,189.

Patented April 20, 1875.

Fig 1.

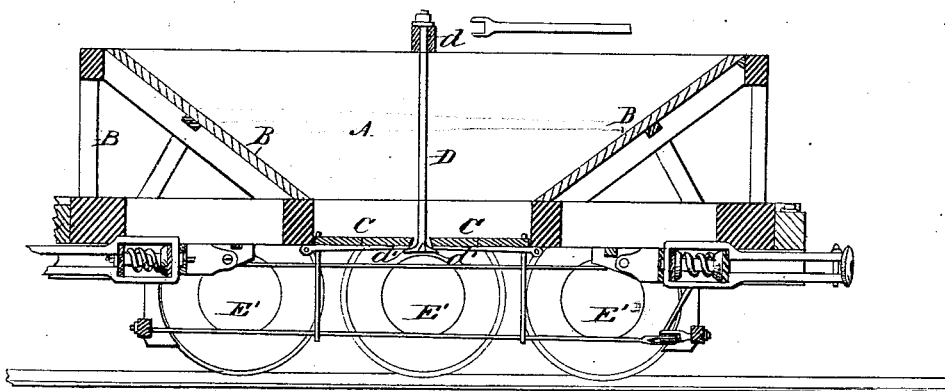


Fig 2.

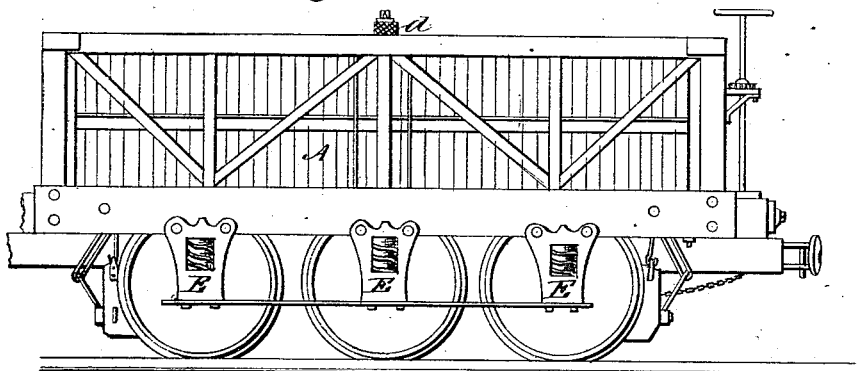
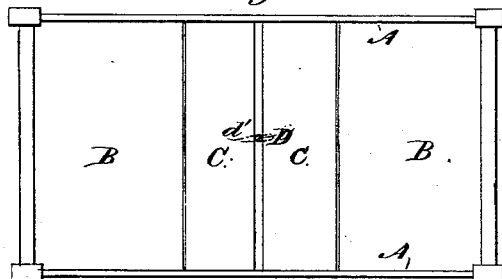
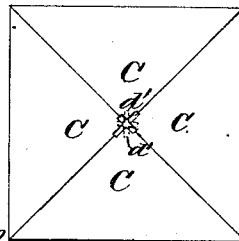


Fig 3.



Witnesses;
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Fig 4.



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UNITED STATES PATENT OFFICE.

ELIZABETH A. PIERCE, OF ESCONAWBA, MICHIGAN, ADMINISTRATRIX OF
SILAS L. PIERCE, DECEASED.

IMPROVEMENT IN ORE-CARS.

Specification forming part of Letters Patent No. 162,189, dated April 20, 1875; application filed
January 6, 1875.

To all whom it may concern:

Be it known that S. L. PIERCE, late of Esconawba, in the county of Delta and State of Michigan, did invent a new and useful Improvement in Ore-Cars; and the following is declared to be a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention is an improved car, which is designed specially for conveying ore; and its novelty consists in the peculiar construction and combination of its parts, by means of which it is adapted for the special purpose for which it is designed.

In the drawings, Figure 1 represents a longitudinal vertical section of the ore-car; Fig. 2, a side elevation of the same; Fig. 3, a plan view of the dumping apparatus; Fig. 4, a modification.

To enable others skilled in the art to make and use the invention, I will now proceed to describe fully its construction and manner of operation.

A A represent the sides of the body portion of the car, the same being constructed of suitable frame-work and boards, properly fastened together, and provided with the necessary braces and tie-rods to give it requisite strength. B B represent the end pieces, formed also of suitable frame-work and boarding, properly braced and supported, which are inclined from the ends of the car at the upper edge to the edge of a discharge-opening centrally located in the bottom of the car, as shown. C C represent doors or flaps of suitable construction, which are united to the car about the sides of the opening by suitable hinge-joints, as shown. D represents a sustaining-rod, which is itself supported above by a proper transverse bar, *d*, resting at its ends upon the upper edge of the sides of the car, and provided below with arms *d'*, adapted, when the rod is turned into one position, to extend beneath the free ends of the door or flaps and support the same, and, when turned into another, to release the doors and permit them to fall, for the purpose of discharging the contents of the car. E E E represent proper standards, three upon each side,

by means of which the body portion of the car is connected to the wheels E' E' E'. The car is also provided with suitable coupling devices and proper brake mechanism, as shown.

The manner of using the car will be readily understood from the foregoing description.

The doors being in their closed position, as shown in Fig. 1, the car is filled with ore in any proper manner, and conveyed by suitable means to the desired point. The sustaining-rod is then turned, by means of a proper wrench or handle, in such manner as to release the doors, by the falling of which the contents are discharged, the inclined ends guiding to the central opening such of the contents of the car as are supported by them.

The construction of the car is such as to give it requisite strength for the peculiar purpose designed.

The employment of intermediate central wheels is exceedingly advantageous, because by means of them the weight is more perfectly supported, and the car being less liable to spring and bound upon the track the tendency to fly from the track is almost entirely removed.

A car provided with an intermediate pair of wheels is not broadly claimed, nor such a car with means for dumping its contents from the bottom; but

Having thus fully described this invention, what is claimed as new, and desired to be secured by Letters Patent, is—

The combination of the body, having the sides, inclined ends B B, and the central discharge-opening, with the outwardly-swinging discharging-doors C C, the revolving supporting-rod D, and the central wheels, whereby the car is adapted to carry a heavy weight steadily, and discharge the same through a central opening without interfering with the central supporting-wheels, as described.

This specification signed and witnessed this 31st day of December, 1874.

ELIZABETH A. PIERCE,
Administratrix.

Witnesses:

E. H. HUMPHREY,
FRANK J. SMITH.