(No Model.)

C. H. EVANS & C. WILSON.

DUMPING CAR.

No. 418,785. Patented Jan. 7, 1890.

Fig 1

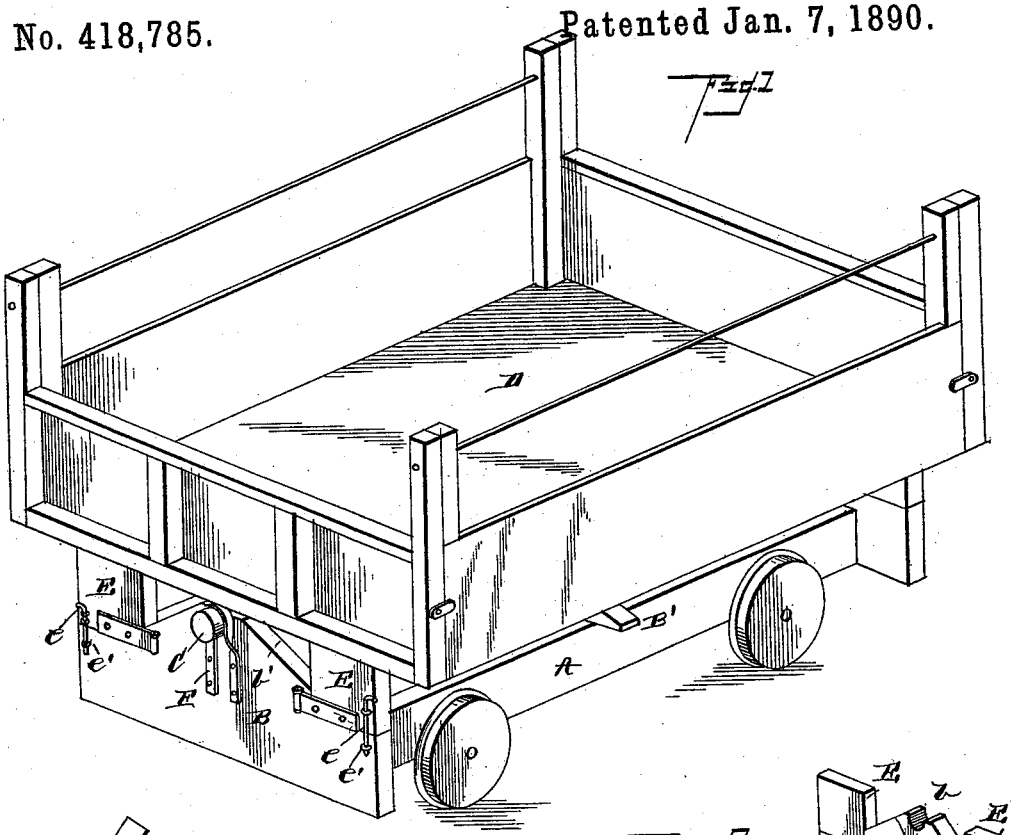


Fig 2

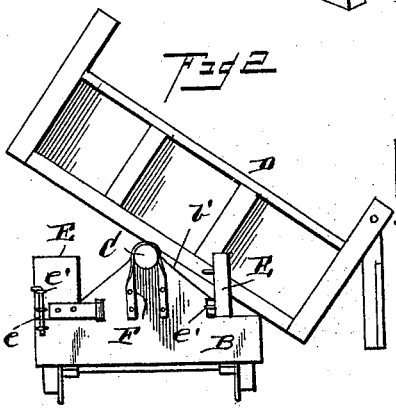


Fig 3

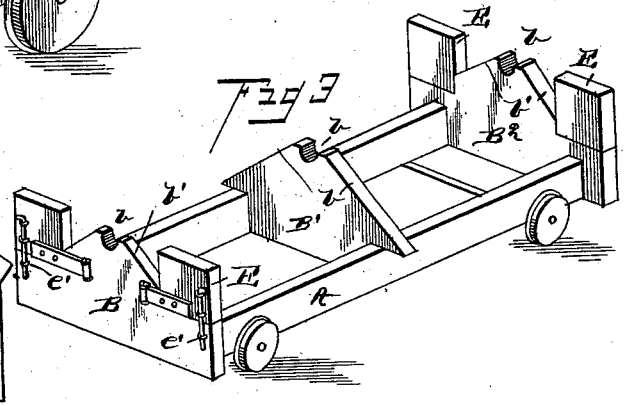
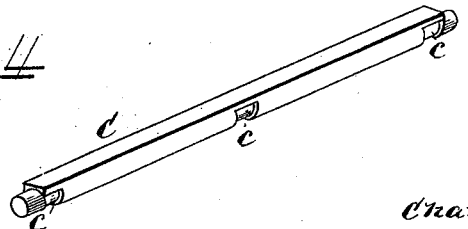


Fig 4



Witnesses
John A. Mirie
E. L. Siggers

Inventors
Charles H. Evans
and
Charles Wilson

By their Attorneys
C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

CHARLES H. EVANS AND CHARLES WILSON, OF ROCKPORT, MAINE.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 418,785, dated January 7, 1890.

Application filed April 9, 1889. Serial No. 306,542. (No model.)

To all whom it may concern:

Be it known that we, CHARLES H. EVANS and CHARLES WILSON, citizens of the United States, residing at Rockport, in the county of Knox and State of Maine, have invented a new and useful Improvement in Dumping-Cars, of which the following is a specification.

The object of our invention is to simplify and improve the construction of dumping-cars, whereby they may be operated with greater facility and ease, and also to render more secure against accidental dumping during transportation.

Our invention consists of the several details of construction and arrangement hereinafter more fully set forth in the specification, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective of our improved car in its normal position. Fig. 2 is an end view showing the car-body tilted to one side to discharge its contents. Fig. 3 is a perspective view of the car-truck, the car-body being removed; and Fig. 4 is a detached detail.

A represents the main frame of the truck, and B, B′, and B^2 are bolsters securely bolted thereto, one at each end and one about midway of the truck. Each bolster is recessed at its upper edge, as shown at *b*, and in these recesses a bar C, preferably semicircular in cross-section, rests. The rounded portion of the bar fits in the recesses, and it is cut away, as shown at *c*, to form shoulders on each side of the bolsters for the purpose of preventing end movement of the bar.

D is a car-body, firmly secured by bolts or otherwise to the bar C, the car-body resting on the flat face of the bar. The bar C serves as a pivot for the car-body, and is secured to it in such position that the body will be evenly balanced on the truck. The bolsters are beveled on each side of the recesses *b*, as shown at *b′*, to enable the car-body to tilt in either direction. The end bolsters B and B^2 are shorter than the end timbers of the main frame of the truck, and to each end of these bolsters is hinged a block E. These blocks are of such depth that when they rest on the end timbers of the truck-frame their upper surface will be level with the flat surface of the bar C, and they will thus form a bearing or support for the car-body and maintain it in a horizontal position. The blocks E are hinged to the bolsters B B^2 in such a manner as to swing outwardly clear of the car-body when it is desired to tilt it, and when they are in position to support the car-body they are held in position by bolts *e*, which engage the staples *e′* in the end timbers of the frame.

In order to prevent the car-body being thrown off the truck, straps F pass loosely around the ends of the bar C, and are firmly secured to the bolsters and the main frame of the truck. We prefer to use a car-body with swinging side board; but any other form of car-body adapted to discharge its contents sidewise may be used.

The operation will be easily understood. The car having been loaded and transported to the desired position, in order to discharge its contents, the bolts *e* are disengaged from the staples *e′* at each end of the car on the side on which it is designed to dump the load. The blocks E are swung outward clear of the car-body, and the body can then be easily tilted, as it is balanced on the pivotal bar C. It will be thus seen that the car can be easily operated to dump its load on either side, and also that on account of the broad supporting-base, formed by the hinged blocks E, it is not liable to tilt accidentally.

Having described our invention, we claim—

1. In a dumping-car, the combination, with the main frame of the truck and the opposite end and central bolsters and corner-blocks secured thereto and projecting upwardly therefrom, of the pivotal bar resting on said bolsters, the car-body secured to the pivotal bar, and the blocks hinged to the end bolsters, substantially as specified.

2. In a dumping-car, the combination, with the main frame of the truck and the bolsters secured thereto, said bolsters being recessed at their upper edge, of the pivotal bar resting in said recesses and provided with shoulders on each side of the bolsters, the car-body secured to the pivotal bar, and the supporting-blocks hinged to the end bolsters, substantially as described.

3. In a dumping-car, the combination, with the main frame of the truck and the bolsters secured thereto, of the pivotal bar resting on said bolsters, the car-body secured to the piv-

otal bar, blocks hinged to the end bolster, and bolts for securing said blocks to the main frame, substantially as specified.

4. In a dumping-car, the main frame of the truck, in combination with the car-body pivoted centrally thereto, and the hinged blocks E, for supporting the body, as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

CHAS. H. EVANS.
CHARLES WILSON.

Witnesses:
ARTHUR LIBBY,
M. T. CRAWFORD.