(No Model.)

I. BARKER.

DUMP CAR.

No. 489,211. Patented Jan. 3, 1893.

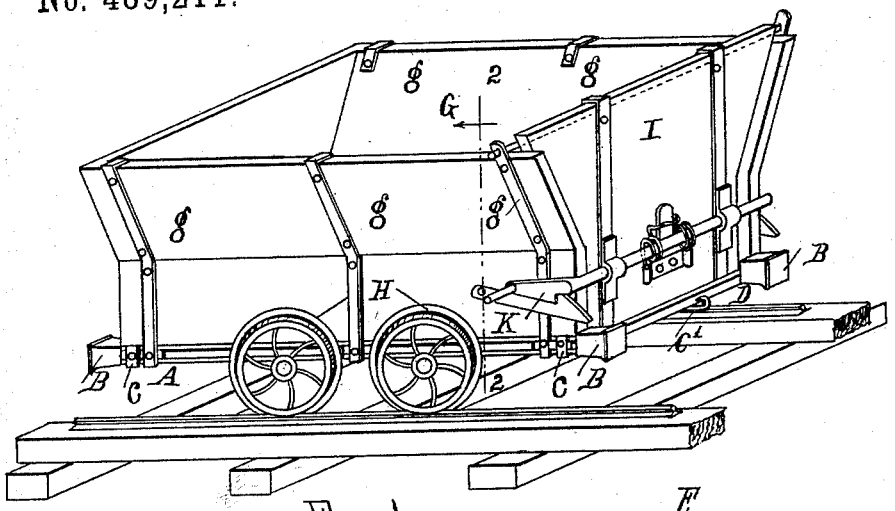

FIG. 1.

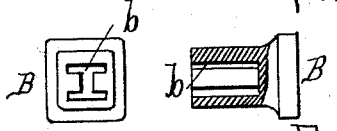

FIG. 4.

FIG. 6.

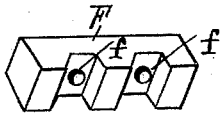

FIG. 5.

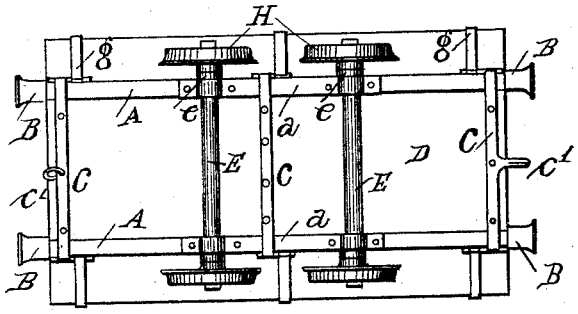

FIG. 3.

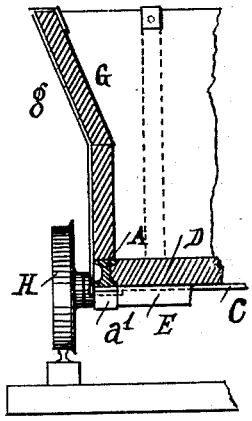

FIG. 2.

Witnesses:

Jas. A. Bailey

Harry N. Woodmansee

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Irving Barker.

by N. Du Bois his Attys.

UNITED STATES PATENT OFFICE.

IRVING BARKER, OF SPRINGFIELD, ILLINOIS.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 489,211, dated January 3, 1893.

Application filed February 9, 1892. Serial No. 420,849. (No model.)

To all whom it may concern:

Be it known that I, IRVING BARKER, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented a new and useful Dump-Car, of which the following is a specification.

To enable those skilled in the art to make and use my said invention I have in this specification and in the accompanying drawings fully described and shown the same.

The purposes of my invention are, to provide a frame work of improved construction which is stronger and lighter than that commonly used, to provide improved means for connecting the axles with the car, to provide improved connection for the draft attachment, to provide improved means for securing the straps to the frame work and to provide bumpers of improved construction.

In the drawings, Figure 1—is a view of the car in position on the track. Fig. 2—is a partial vertical section on the line 2 of Fig. 1. Fig. 3—is a bottom view of the car. Fig. 4—is a rear end view of the bumper. Fig. 5—is a view of the block by means of which the straps are connected with the sill. Fig. 6—is an enlarged combined side view of and partial longitudinal section through the bumper.

Similar letters in all the views indicate similar parts.

I will now describe the construction of the car.

Sills A preferably made of what is known as **I** beam iron underlie the car and form the basis of the whole structure. These sills project beyond the ends of the car and support on their ends bumpers B.

In the drawings I have shown the sills as made of **I** beams, but channel iron may be used instead of **I** beams without otherwise altering the construction of my car.

The sills A are joined at their centers and near their ends by cross bars C, to these bars the bottom D of the car is bolted or otherwise suitably secured. To the bars C are also connected the draft attachments C′, a convenient attachment being a link at one end and a hook at the other end of the car as shown.

To the under side of the sills A are secured straps *a* which are shaped to fit around the axles E and keep the axles in position on the sills and parallel to each other. The axles E are provided with collars *e* which prevent the axles from slipping endwise. At the outer ends of the axles are spindles on which the wheels H turn.

At the center and near each end of the sills A the blocks F are placed in the channel of the sills, these blocks are provided with channels *f* to receive the upturned ends of the bars C and the lower ends of the straps *g*, bolts pass through the bars, the straps, the blocks and the sills and secure all together. The straps *g* are bolted to and support the sides of the car. The rear end of the car is also supported by straps secured to said end and to the bottom of the car.

The front end of the car is provided with a door I which is pivotally supported on the upper ends of the straps *g* so that when the car is dumped the door will swing open in a manner well known.

The door is provided with a latch K of any suitable form, but I prefer to use the automatic spring latch shown in Fig. 1 said latch being fully shown and described in my application for Letters Patent dated January 11, 1892.

The bumper B has an **I** shaped recess conforming to the sill so that the bumper may be driven on the end of the sill.

Having described my invention what I claim as new is

1. In a dump car the combination of the channeled sills, the cross bars connecting said sills and having their upturned ends resting in channeled blocks, the straps securing the axle in place on said sills, one of said straps on each side being adapted to secure one end of both axles, the straps having their lower ends in channeled blocks secured to said sills, said straps supporting the sides of the car, the axle secured to said sills and the supporting wheels on said axles, as set forth and for the purpose stated.

2. In a dump car the channeled blocks fitting in channels in the sills and adapted to receive the upturned ends of cross bars under the car also adapted to receive the lower ends of the straps supporting the sides of the car, in combination with channeled sills under the

car, the parallel axles secured to said sills, the sides of the car supported by straps resting in the channeled blocks, and the wheels supporting the car, as set forth and for the purpose stated.

3. In a dump car a bumper having at one end an enlarged integral head and having a longitudinal recess adapted to fit on the projecting end of a channeled sill, in combination with sills under the car, axles transverse to said sills and wheels supporting the car, as set forth and for the purpose stated.

4. In a dump car the combination of channeled sills under the car, axles transverse to said sills, said axles being provided with collars, the straps securing the axles on the sills, one of said straps on each side connecting the adjacent ends of both axles, the supporting wheels, the cross bars connecting the sills, the draft hooks secured to the cross bar, the channeled blocks resting in channels in and secured to the sills, the straps adapted to support the sides of the car, and secured in the channels of the channeled blocks and the bumpers provided with recesses adapted to fit on the ends of the sills, as set forth and for the purpose stated.

5. In a dump car the cross bars having upturned ends adapted to fit in the channeled blocks, in combination with the channeled sills the channeled blocks resting in channels in said sills the axles transverse and secured to said sills and the supporting wheels, as set forth and for the purpose stated.

IRVING BARKER.

Witnesses:
EBEN HOWELLS,
OTIS WHITE.