

G. PALMER.
Dumping Car.

No. 2,909.

Patented Jan. 16, 1843.

Fig. 1

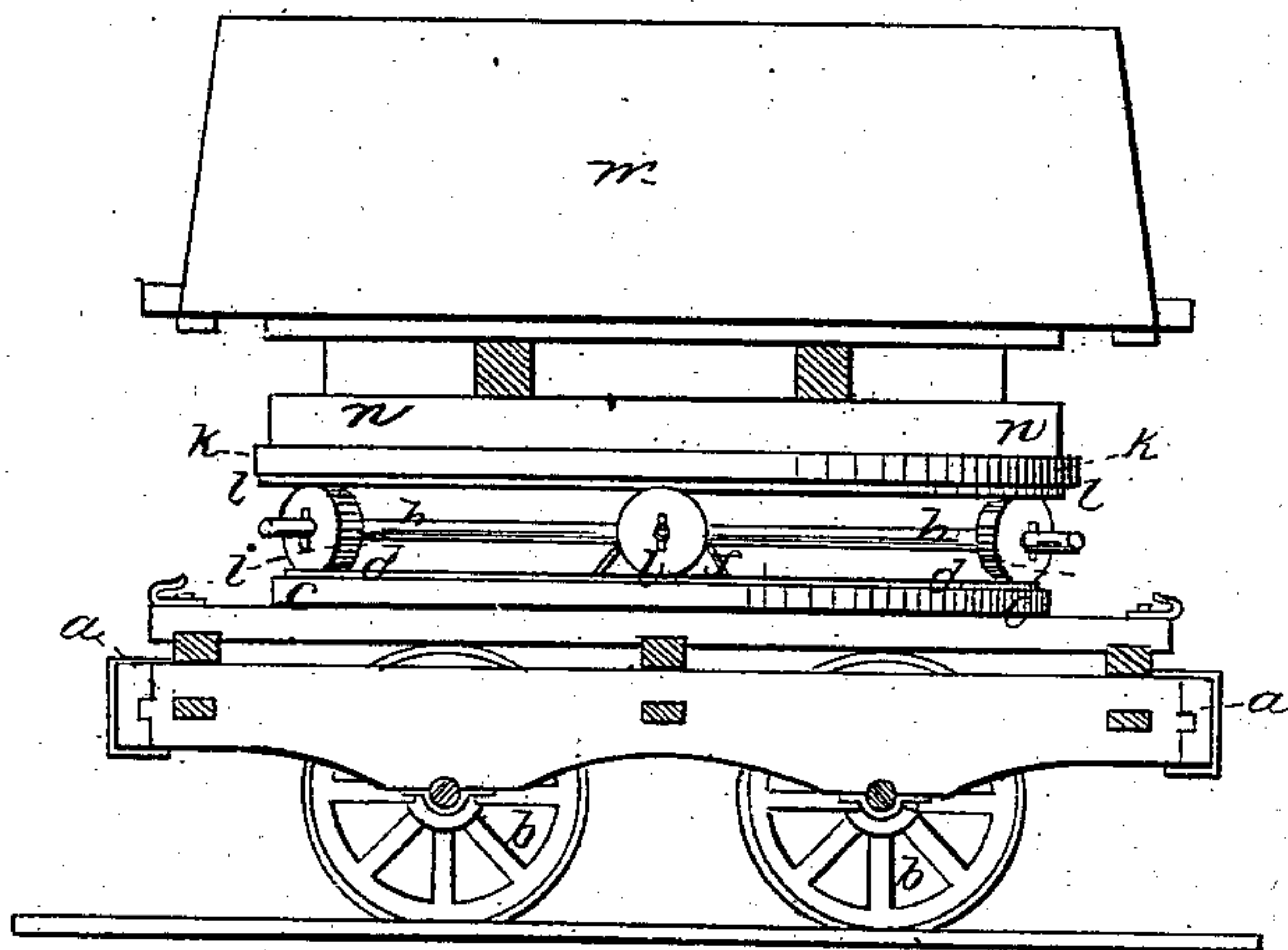


Fig. 2

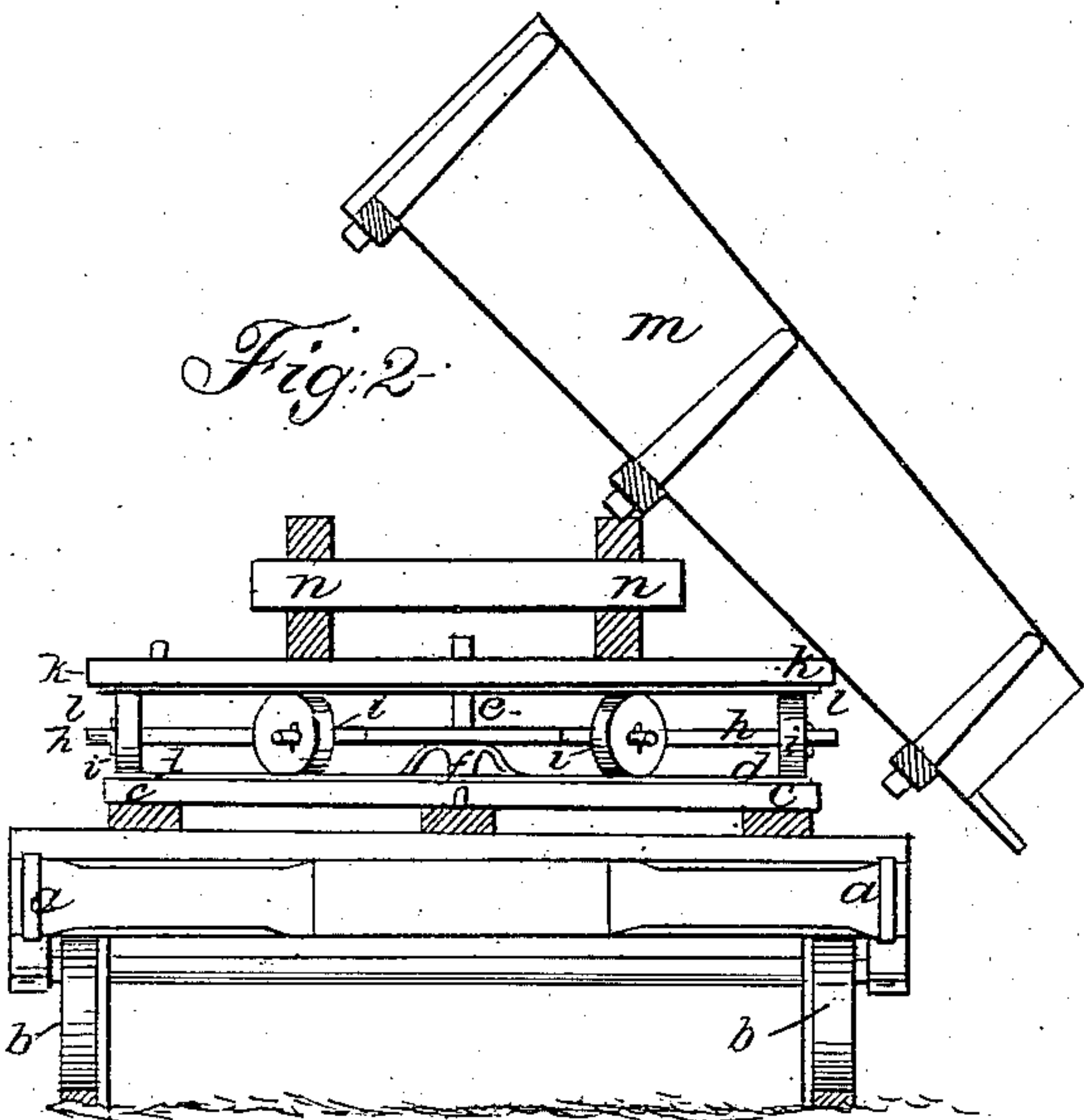
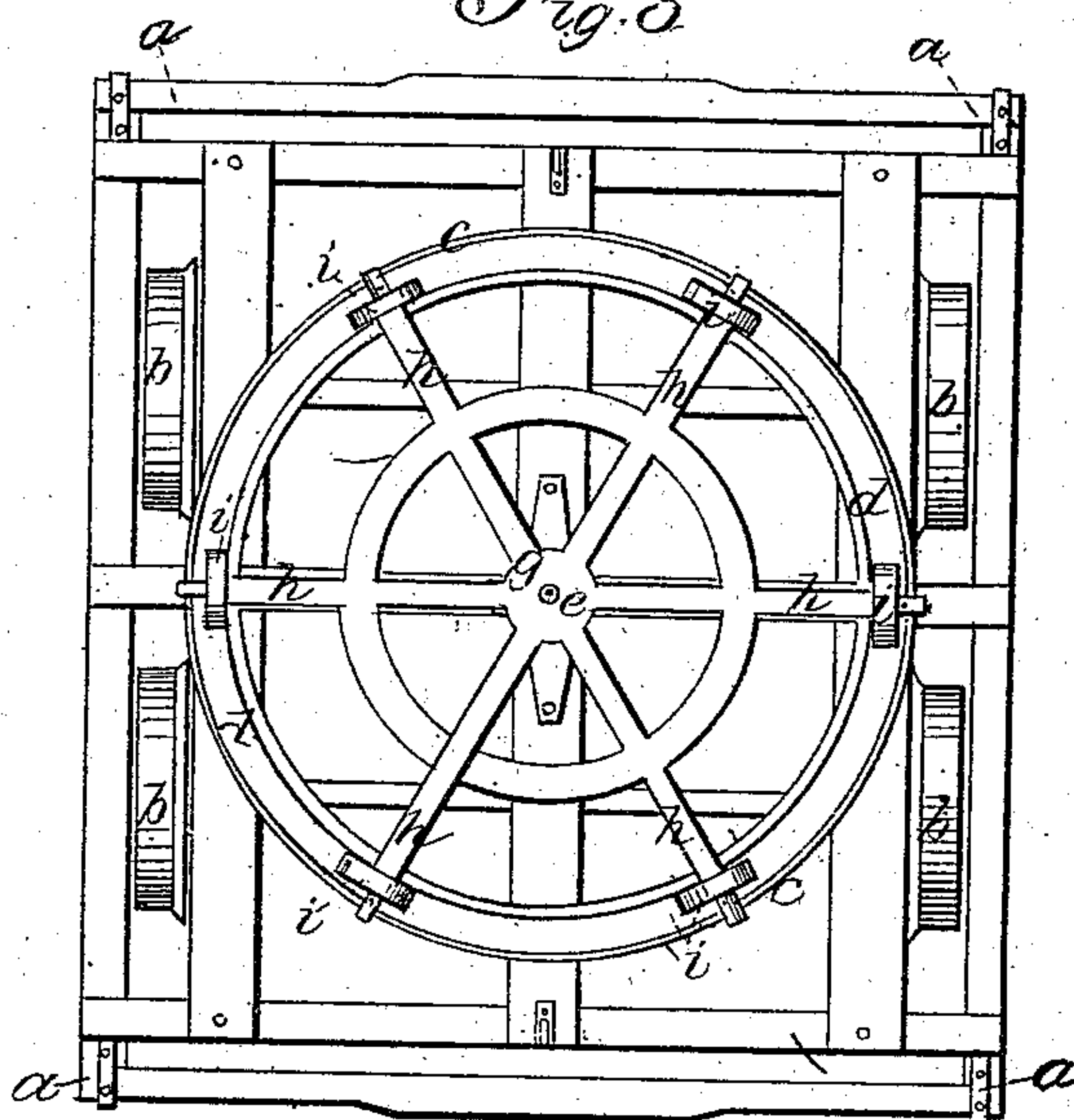


Fig. 3



UNITED STATES PATENT OFFICE.

GRANVILL PALMER, OF GREENBUSH, NEW YORK.

IMPROVEMENT IN CARS FOR REMOVING GRAVEL AND EARTH ON RAILROADS.

Specification forming part of Letters Patent No. 2,909, dated January 13, 1843.

To all whom it may concern:

Be it known that I, GRANVILL PALMER, of Greenbush, in the county of Rensselaer and State of New York, have invented a new and useful Improvement in Railroad Gravel or Dirt Cars; and I do hereby declare that the following description, taken in connection with the accompanying drawings, hereinafter referred to, forms a full and exact specification of the same.

Of the drawings above mentioned, Figure 1 is a side elevation. Fig. 2 is an end elevation, and Fig. 3 a plan with some of the upper parts removed.

My improvement consists in applying between the box (or receptacle for the earth, gravel, &c.,) of the car and the body or carriage frame of the same a "turning-table" or apparatus to permit the free turning of the box in any direction, so that the earth, &c., may be deposited on any desired spot or point of the road.

a a a a, Figs. 1, 2, 3, is the body or carriage frame of the car, constructed in the usual manner, and having wheels *b b b b* connected to it in the ordinary way. *c c* is a circular railway arranged on the top of the body *a a*, &c., as shown in Fig. 3, and having an iron rail, *d d*, secured on its upper face by screws or nails or otherwise. *e* is a vertical or upright metallic shaft firmly attached at its lower end to the body of the car, said shaft being held firm or sustained in its position by the metallic bracing-shoulder *f*, Fig. 2, which is likewise secured to the body *a a*, &c., of the car, as shown in Fig. 3. The shaft *e* passes through a suitable hole in the center of the "spider" or axle-tree frame *g*, (so that said spider or frame may turn freely on said shaft,) the arms *h h h h* of which, at their ends, serve as axle-trees for the friction wheels or rollers *i i i i*, which rest and move on the rail *d d*, as shown in Figs. 1, 2, 3. A circular plate, *k k*, some-

what larger in diameter than the railway *c c*, is arranged above the spider or frame *g*, so as to turn easily on the shaft *e*, which passes through a suitable hole in the center of said plate. A circular metallic rail or bar, *l l*, is attached to the under side of this plate *k k*, so as to rest upon the rollers *i i i i*, and on the top of said plate *k k* the usual frame-work, *n n*, for elevating the box *m* of the car, is firmly attached, said car-box being hung on the same in the usual manner.

It will readily be perceived that by the above specified arrangement of machinery the car-box may be turned to any desired position on the body or carriage frame, and the contents be deposited at any part or point of the road.

The proportions of the various parts are not stated in the above specification, as they are sufficiently defined by the drawings, and as they, as well as the materials of which they are composed, are liable to variation by difference of views in builders.

It will be evident that other turning-tables or turning apparatus may be used, and therefore I do not confine my claim strictly and precisely to the kind above specified; but

What I claim is—

Arranging a turning-table or turning apparatus between the body or carriage frame of a "railroad dirt-car" and the box of the same, substantially as above set forth, so that said box (or the mouth of the same) may be turned to any particular part of the road and the contents deposited thereon.

In testimony that the foregoing is a true description of my said invention and improvement I have hereto set my signature this 1st day of June, in the year 1842.

GRANVILL PALMER.

Witnesses:

R. M. CHAPMAN,
FREDERICK HARBACK,
P. W. LIPPITT.