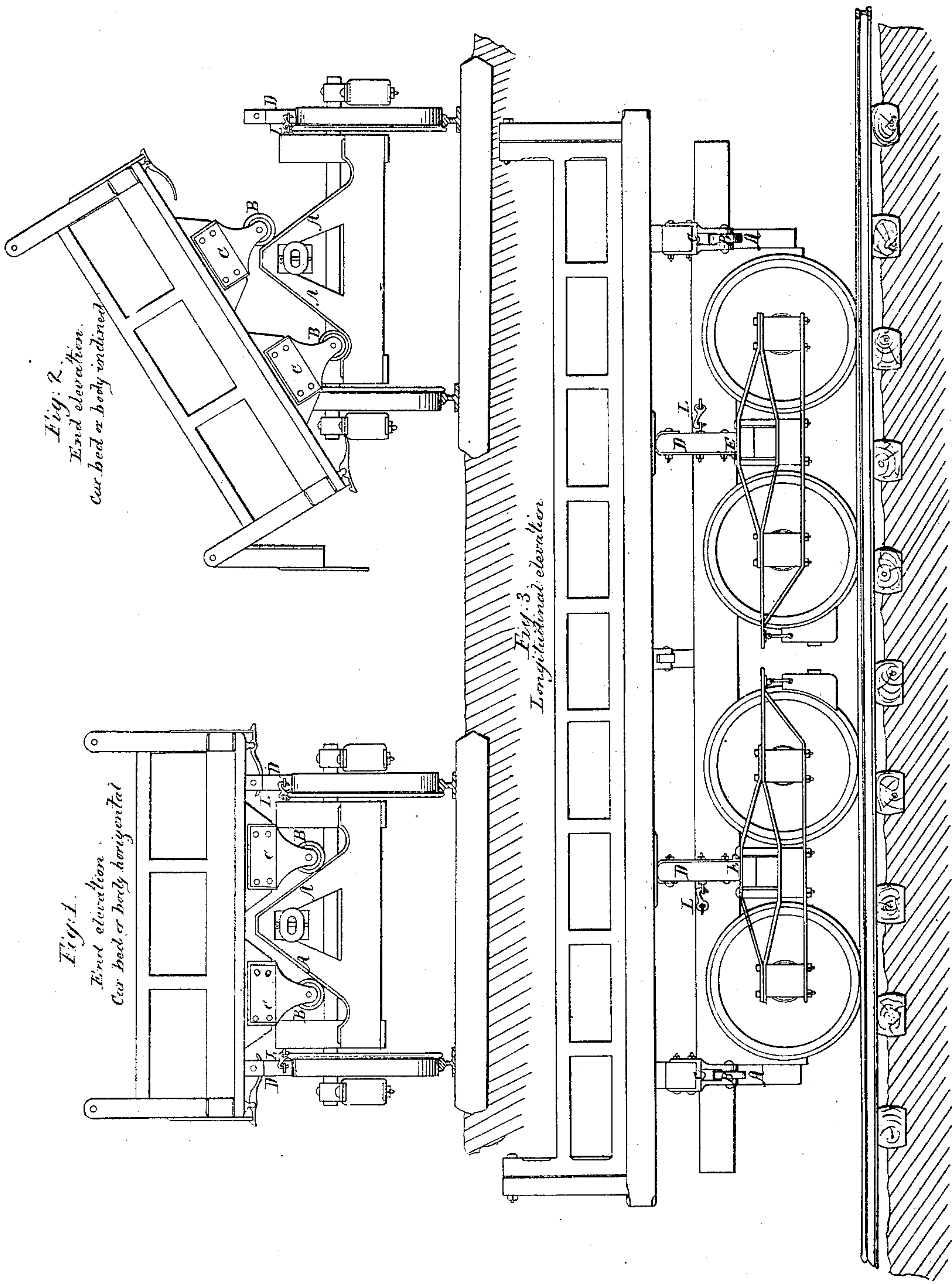


J. KIMBEL.
DUMPING CAR.

No. 11,750.

Patented Oct. 3, 1854.



UNITED STATES PATENT OFFICE.

JOHN KIMBEL, OF ZANESVILLE, OHIO.

DUMPING-CAR.

Specification of Letters Patent No. 11,750, dated October 3, 1854.

To all whom it may concern:

Be it known that I, JOHN KIMBEL, of Zanesville, Muskingum county, and State of Ohio, have invented a new and useful Improvement in Dumping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, forming part of this specification, in which—

Figure 1 is an end elevation with the car bed horizontal. Fig. 2 is an end elevation with the car bed inclined. Fig. 3 is a side elevation of the car.

Similar characters of reference in the several figures indicate the same part.

The nature of my invention consists in supporting a single body by bearers depending from the same and resting on opposite faces of double inclined planes running across the truck; said bearers being furnished with rollers to prevent friction, and the car otherwise constructed as will be set forth, so that the load may be discharged on either side at pleasure, and the car returned to a horizontal position, without the aid of windlass, chains or other mechanical contrivances.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation.

In the drawing C C are the bearers depending from the body, on each side of its middle longitudinal line, and provided with rollers B for prevention of friction. These rollers rest on inclined planes A A at each extremity of the truck, the bearers being astride of the double inclined planes. This situation of the bearers causes the descent of one set to produce the ascent of the other set on the opposite inclined planes, as shown in Fig. 2. On each side of the truck are uprights or props D, hinged at E, and held in an upright position by the hooks L. These props preserve the body in a horizontal position as shown in Fig. 1.

The operation of my improved dumping car is as follows: The hooks L on the side toward which it is desired to discharge the

load, are first removed from their staples, and the props D revolved about their joints E until they assume a horizontal position. A slight pressure against the opposite side of the car causes the rollers B on the dumping side to run into the cavities at the foot of the planes A, while the rollers on the opposite side run toward the apex of the double inclined planes, and the bed of the car assumes the position seen in Fig. 2, the catches holding the side of the car becoming loose in the descent, causing the side to swing out as shown in the above named figure and permit the load to slide from the bed of the car. The application of a very slight lifting force causes the bed to assume a horizontal position, when the props are replaced and the car is again ready to load.

The advantages of this car consist in its simplicity of construction, and the ease of its operation, the slightest effort being all that is necessary to discharge the load or right the car, all of which is accomplished without the aid of windlasses, chains, gearing or any mechanical contrivance usually employed in such cases.

I do not claim the use of rollers for dumping cars, neither do I claim the employment of inclined planes generally as a means of effecting the discharge of the load, but

What I do claim as my invention and desire to secure by Letters Patent, is—

Supporting a single body by bearers depending from the same and resting on opposite faces of double inclined planes as described, so that the load may be discharged on either side at pleasure, and the bed returned to a horizontal position, as hereinbefore set forth, without the aid of windlasses, chains or other mechanical devices.

In testimony whereof, I have hereunto signed my name before two subscribing witnesses.

JOHN KIMBEL.

Witnesses:

GEO. PATTEN,
SAML. GRUBB.