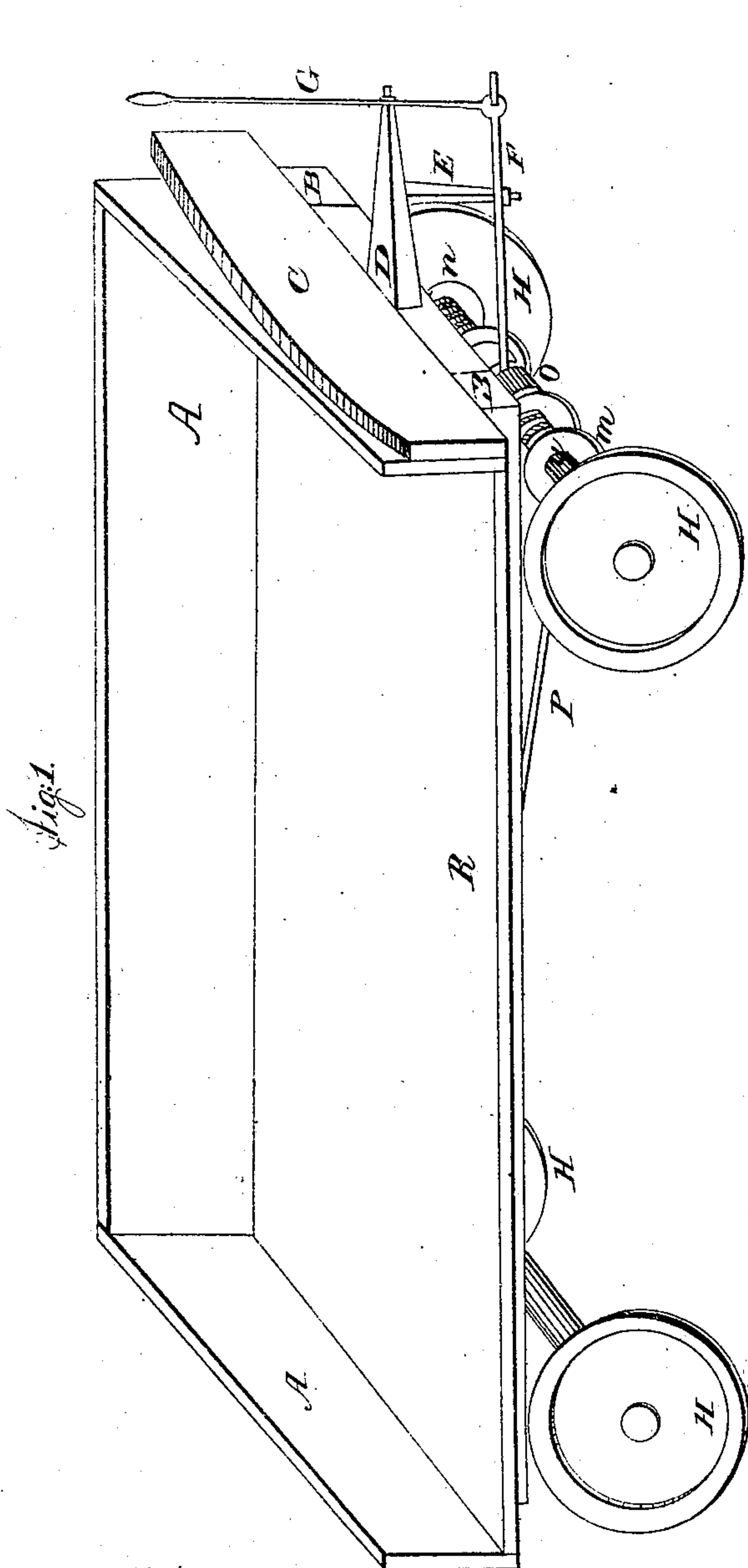


T. A. McFARLAND.

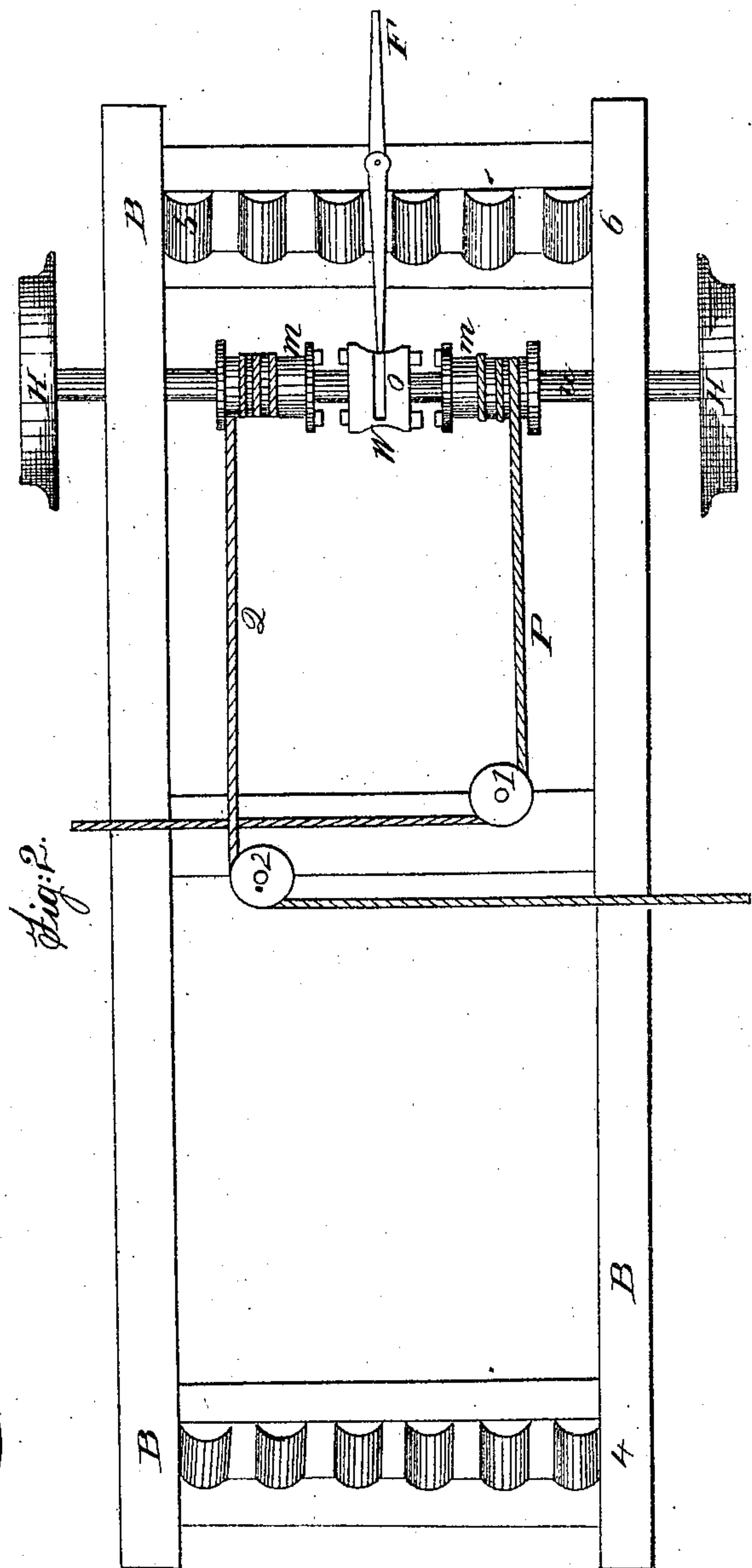
Dumping Car.

No 42,862.

Patented May 24, 1864.



Witnesses.
A. B. Richmond
C. A. Hotchkiss



Inventor
Thos A McFarland

UNITED STATES PATENT OFFICE.

THOMAS A. MCFARLAND, OF MEADVILLE, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD DUMPING-CARS.

Specification forming part of Letters Patent No. 42,862, dated May 24, 1864.

To all whom it may concern:

Be it known that I, THOMAS A. MCFARLAND, of Meadville, in the county of Crawford, in the State of Pennsylvania, have invented a new and Improved Railroad Dumping-Car; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings and the letters of reference marked thereon.

Figure 1 represents a perspective drawing of my car, showing all the machinery (as far as can be seen) in working order. Fig 2 is a top view of the frame or bed of my car with "dirt-box" removed, better showing its construction.

A A, Fig. 1, is the dirt-box. This is open on one side to better spill out the dirt when the same is desired. This box rests on a line of rollers, 3 4 5 6, Fig. 2, so that when loaded it can be freely moved to one side of the car.

H H H H are the car wheels, and *u* the axle. On this axle are two drums, *m* and *n*, so constructed as to revolve on the axle *u*.

O is a "clutch," which revolves with the axle *u*, and is or may be moved to the right or left by means of the levers F G, and thus brought in contact with either of the drums *m* or *n*, as desired, causing them to revolve with the axle *u*. This clutch is represented in the drawings and model with projecting teeth to hit corresponding teeth in the drums *m* and *n*; and yet it may be constructed without the teeth, so as to operate with friction alone—probably the better construction.

Q is a rope passing under the drum *n* and a number of times around it, then around the

pulley 2, and is attached to the under side of the dirt-box A A at a point, R.

P is a similar rope passing over the drum *m* and around it several times, and then around the pulley 1, and is likewise attached to the underside of the dirt-box A A at a point, S. Now, when the car is loaded and drawn to the spot where it is desired to dump it, by moving the levers G F so as to throw the clutch O in contact with the drum *m*, causing it to revolve and wind up the rope P, thereby drawing the dirt-box to the right until its center of gravity is past the last rollers, 6 and 4, when it will tip up and unload or dump the dirt. By reversing the levers G F the clutch O is brought into contact with the drum *n*, (and at the same time releasing *m*,) thereby causing *n* to revolve, winding up the rope Q, and thereby drawing the dirt-box A A back to its proper place. Suitable stops can be constructed to prevent the dirt-box from moving farther than is desired, but as these are obvious mechanical devices, they are not represented in the drawings, but will suggest themselves to the mind of any mechanic.

What I claim as my invention, and desire to secure by Letters Patent, of the United States, is—

The movable dirt-box A A, the revolving drums *m* and *n*, the levers G and F, the ropes P and Q, and pulleys 1 2, when the same are constructed as described, and in the aforesaid combination, for the purposes set forth.

THOS. A. MCFARLAND.

Witnesses:

A. B. RICHMOND,
O. A. HOTCHKISS.