W. R. MAFFIT.

Dumping Car.

No. 44,539. Patented Oct. 4, 1864

Fig: 1.

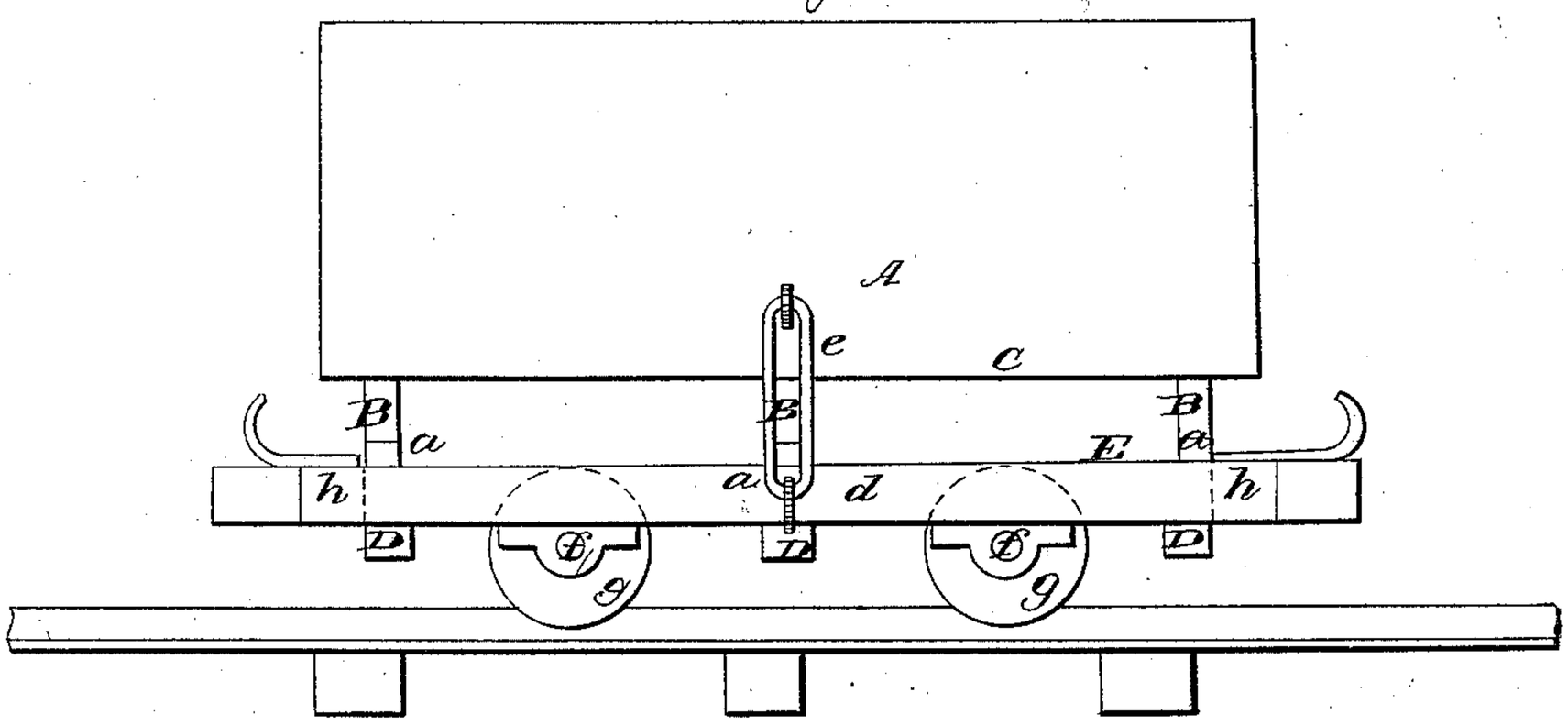
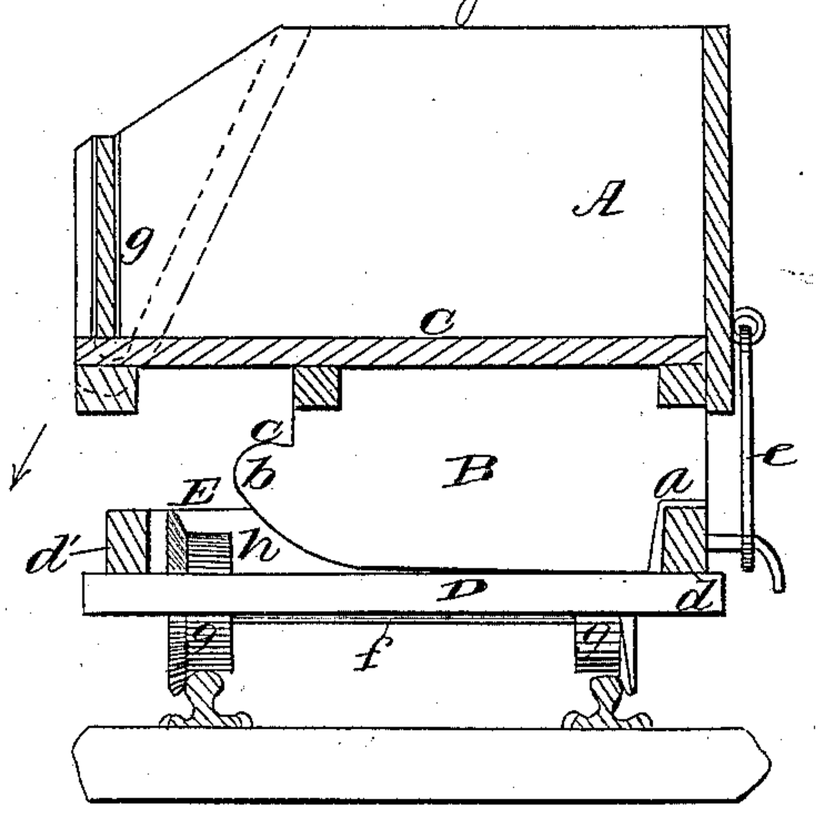


Fig: 2.



Witnesses
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UNITED STATES PATENT OFFICE.

W. R. MAFFIT, OF WILKES-BARRÉ, PENNSYLVANIA.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **44,539**, dated October 4, 1864.

To all whom it may concern:

Be it known that I, W. R. MAFFIT, of Wilkes-Barré, in the county of Luzerne and State of Pennsylvania, have invented a new and Improved Dumping-Car; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of this invention; Fig. 2, a transverse vertical section of the same.

Similar letters of reference indicate like parts.

The principal object of this invention is to construct a car as low as possible to reduce or avoid the expense of shoveling the material.

The invention consists in the application to a car of transverse rockers supported by cross rails or bearers, which are secured to the under side of the truck-frame in such a manner that the rockers are brought down to the ground as near as possible, and the car can be tilted sidewise to an angle of forty-five degrees or more, while the platform or bottom of the same is comparatively low and close to the surface of the truck-frame.

A represents the body of a car, which is supported by three (more or less) transverse rockers, B, secured to the under surface of the bottom or platform C, at suitable distance apart, as clearly shown in Fig. 1 of the drawings. These rockers are supported by cross rails or bearers D, which are rigidly secured to the under surface of the truck-frame E. By this arrangement the bases of the rollers are brought as low down as possible, and they are held in position by the end rails, *h*, of the truck-frame, and the body of the car is brought in such relation toward the truck-frame that it can be readily tilted to an angle of forty-five degrees or more.

The rockers B are provided at one end with shoulders *a*, which catch over the longitudinal rail *d* of the truck-frame and prevent the car being tilted accidentally in the wrong direction. The points *b* of the rockers are rounded, and recesses *c* are cut into their front edges over the points to catch over the longitudinal rail *d'* of the truck-frame and prevent the body of the car slipping off accidentally when the same is tilted. The rockers are attached to the body of the car, so that one side of said car is flush with the rear edge of the rockers, while the opposite side projects to some distance beyond the points of the rockers, as clearly shown in Fig. 2. By this arrangement the car has a tendency to tilt in the direction of the arrow, marked near it in Fig. 2, and it has to be held in position by one or more straps, *e*, attached to that side of the same opposite the points of the rockers. The truck-frame is supported by the axles *f* of wheels *g*, which are made as small as possible, and placed so close together that they can be used on a narrow track, whereby the turning of curves is considerably facilitated. By this arrangement, combined with the position of the rockers, the body of the car is brought down so low that the expense of loading is considerably reduced, and in unloading or dumping the side *g* of the car-body, or that side over the points of the rockers, is withdrawn, the strap or straps *e* are unfastened, and by tilting the car the whole load is dumped instantaneously and with little trouble or exertion.

When it is desirable, on account of the nature of the material to be dumped, the car can be tilted to an angle of ninety degrees, or so that its bottom assumes a vertical position, which is of great advantage when the ground is wet and adhesive.

If desired, the rockers may be fastened and held in position by suitable belts passing through the end rails, *h*, of the truck-frame, and when the body of the car is removed the lower frame can be used as a truck for transporting stone.

I claim as new and desire to secure by Letters Patent—

The rockers B and cross rails or bearers D, applied, in combination with the car-body A and truck frame E, in the manner and for the purpose substantially as herein shown and described.

W. R. MAFFIT.

Witnesses:
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