W. A. SHARP.

Dumping Wagon.

No. 113,804. Patented April 18, 1871.

Fig. 1.

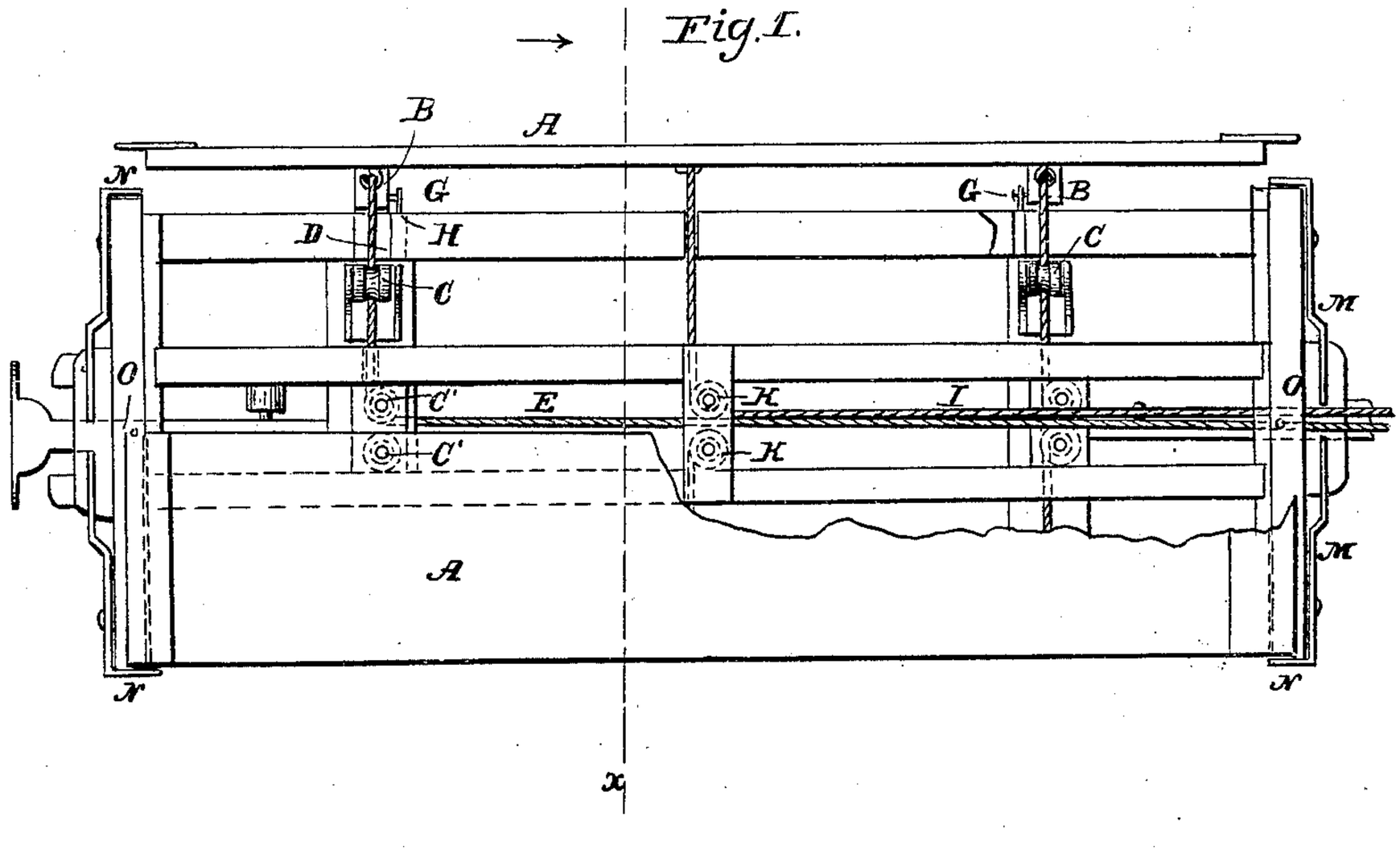


Fig. 2.

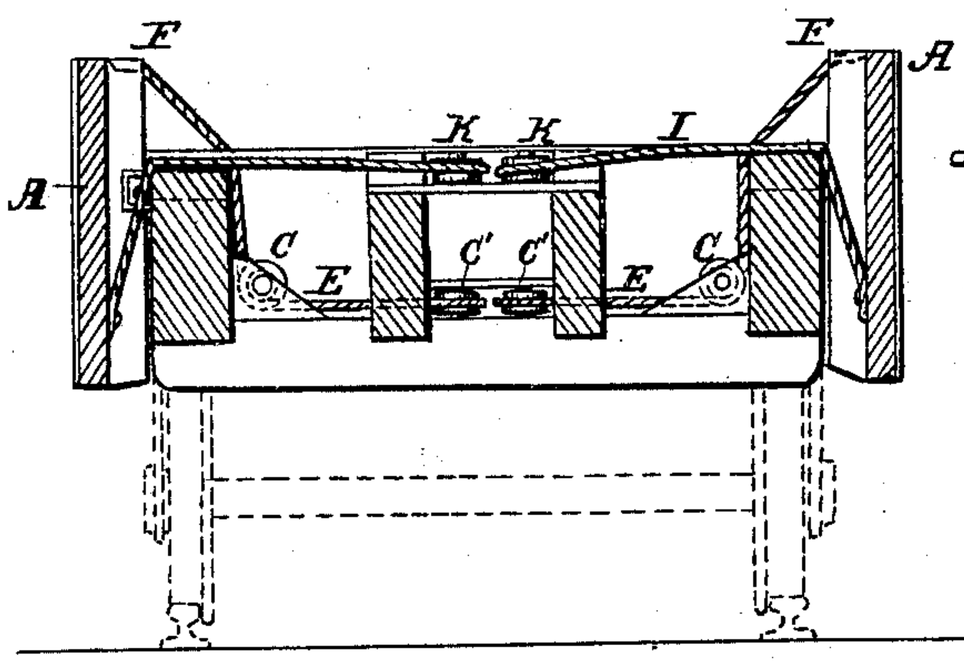
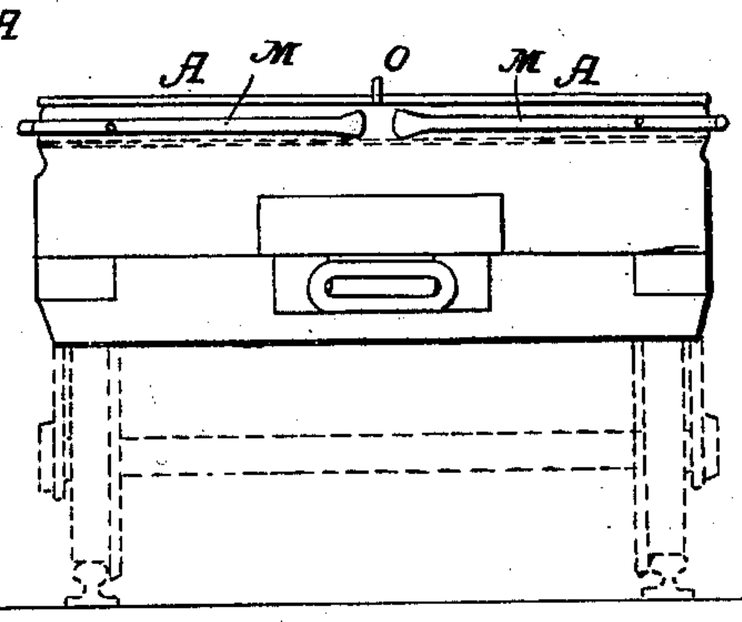


Fig. 3



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UNITED STATES PATENT OFFICE.

WILLIAM A. SHARP, OF TAMA CITY, IOWA.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **113,804**, dated April 18, 1871.

To all whom it may concern:

Be it known that I, WILLIAM A. SHARP, of Tama City, in the county of Tama and State of Iowa, 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 drawing, forming part of this specification.

This invention relates to improvements in dumping-cars; and it consists in an arrangement of the bottom to slide over one or both sides of the car, or, being divided at the center, to slide over each side and tilt, and in connection therewith an arrangement of rigging to effect the movements of the bottom for dumping and returning by the power of the locomotive, which, being uncoupled from the car, is hitched to such rigging.

Figure 1 is a plan view of a car having a bottom divided at the center, one part being tilted and the other in the place for carrying the load, and partly broken out. Fig. 2 is a transverse section on the line *x x* of Fig. 1, and Fig. 3 is an end elevation.

Similar letters of reference indicate corresponding parts.

In this example the bottom is divided in the largest axis, and each part fitted to slide over its side for dumping; but I propose to make it in one piece and arrange it to slide over either side when required.

A represents the two parts, which have cross-pieces B on the under sides, which rest on a roller, C, and slide back and forth through a notch, D, in the side rail of the car-frame; but they may be arranged in any suitable way for moving back and forth.

E represents a cord or chain extending through the front end of the car for hitching to the locomotive, and having branches under the car extending under the roller C and guide-rollers C′, which are grooved for them and attached to the pieces B at the inner ends, (shown at F,) so that when the locomotive, being uncoupled from the car and hitched to the rope E, is run forward, the parts A of the bottom will be moved outward over the edges of the frame, and will tilt downward, as indicated in Fig. 2, for dumping.

To hold the bottom from sliding off the car when tilting, the pieces B have a trunnion, G, on one or both sides and nearest to the inner ends, which are arrested, when moving out for dumping, by a staple, H, in the car-frame whereon the bottom tilts, which staples serve for bearings for the trunnions to turn in when dumping and being restored to the level position.

I is another cord or chain attached to the bottom at the outer edge, and extending over the guide-pulleys K to the front, for hitching to the locomotive to retain the bottom to the position for loading.

M represents levers pivoted to the ends of the car-frame, for holding the car-bottom against sliding outward when not required to do so by the bent ends N, which rise up behind the outer edges of the bottom when the inner ends are let fall to their resting-places. They are to be raised up by the brakeman previous to running the bottom out, and will be held up after the bottom has moved a little by it, and need no further attention, as they will fall back again self-actingly and lock the bottom when returned to its normal position.

O represents stop-pins for arresting the bottom when returned to the position for loading.

It will be seen that by this plan a part of the load may be dumped at the center of the road-bed and part at each side. If it be desired to dump at each side and not at the center, each half of the bottom will have a vertical board along the center edge.

If the bottom be made whole and is required to dump on either side, there may be two dumping cords or chains and two for returning, one of each for actuating it one way, and the same for the other.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The longitudinally-divided bottom formed of parts A, trunnioned cross-pieces B G, arrested by staples H, resting on rolls *c*, and sliding through notch D, chains C I, bent levers M N, and stop-pieces O, when all are combined as described, to enable the power that unloads to replace the bottom, and to cause the dirt to be left on both sides and in the center.

WM. A. SHARP.

Witnesses:
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