

J. C. WISWELL & F. A. WISWELL.

Improvement in Dumping-Cars.

No. 126,859.

Patented May 14, 1872.

Fig. 1.

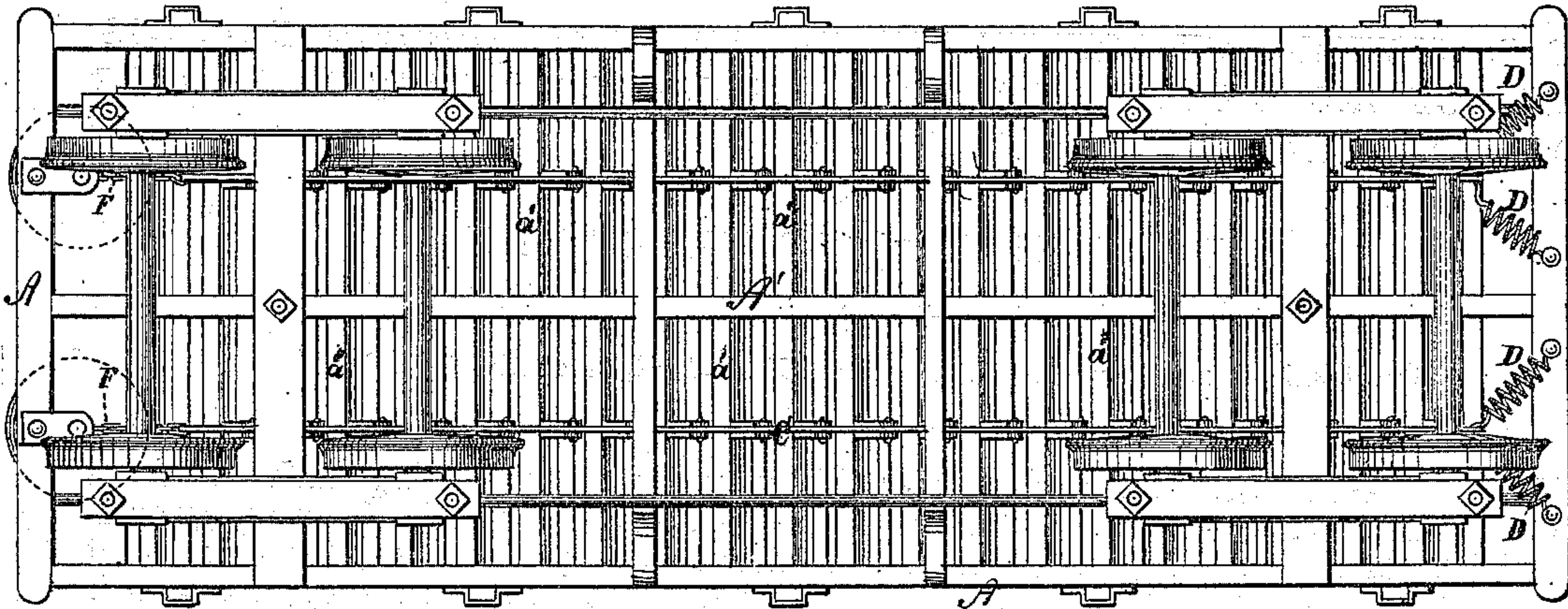


Fig. 2.

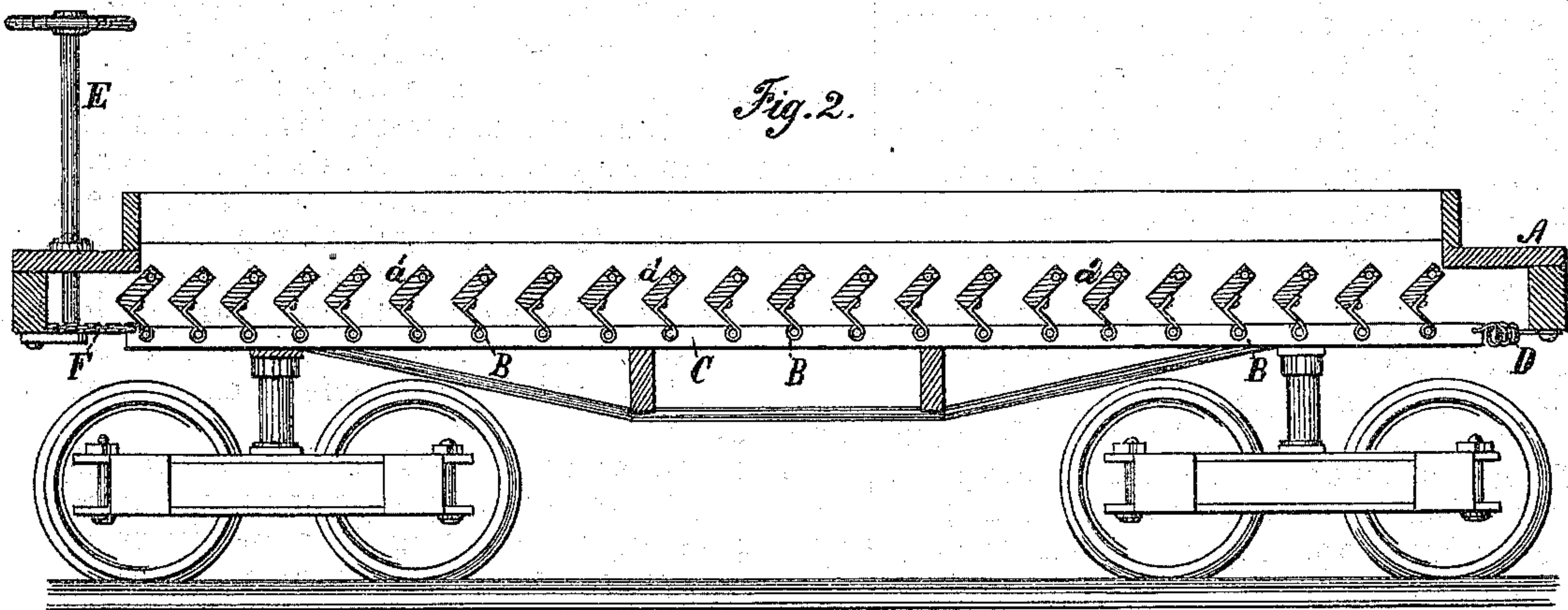
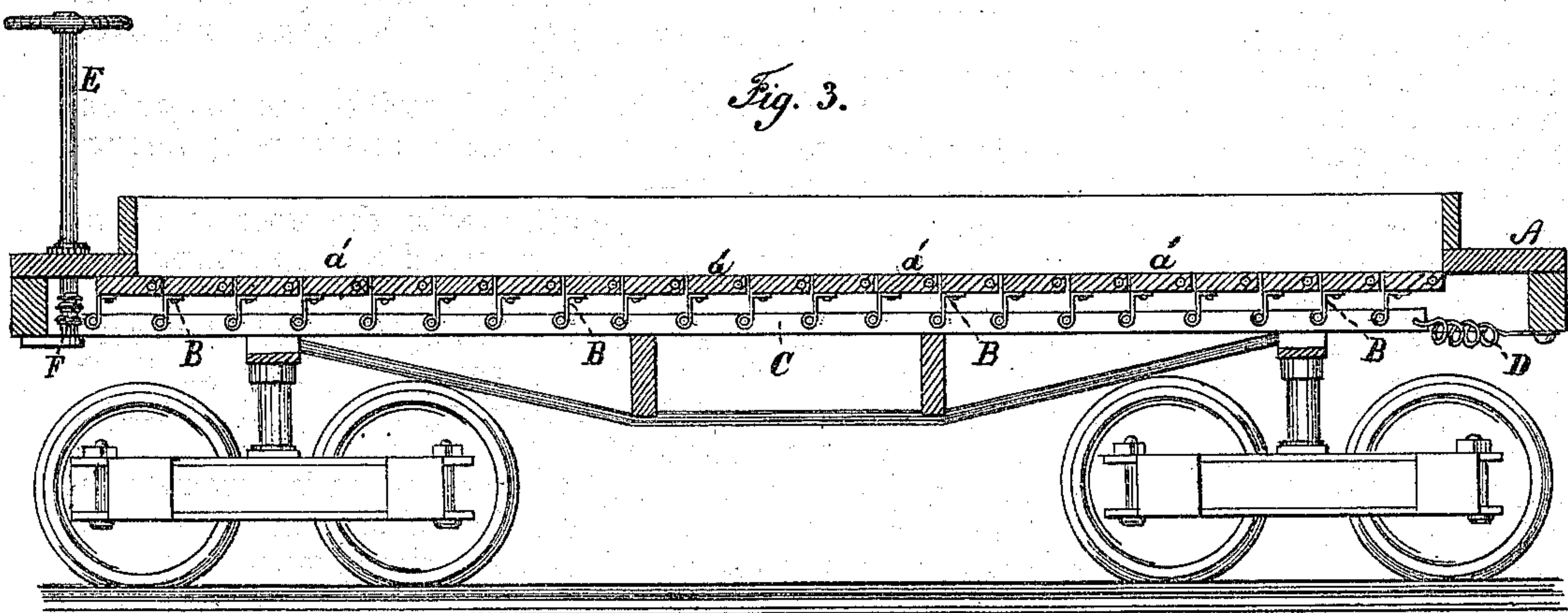


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB C. WISWELL, OF LENOXVILLE, CANADA, AND FREDERICK A. WISWELL, OF BEEBE PLAIN, VERMONT; SAID JACOB C. WISWELL ASSIGNOR TO SAID FREDERICK A. WISWELL.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. 126,859, dated May 14, 1872.

Specification describing certain Improvements in Railroad Dumping-Cars, invented by JACOB C. WISWELL, of Lenoxville, county of Compton, Canada, and FREDERICK A. WISWELL, of Beebe Plain, county of Orleans, State of Vermont.

This invention, the object of which is to furnish a simple and expeditious means of unloading cars, consists of the combination with a car, the floor of which is constituted of a series of pivoted boards or planks, of pivoted angle-irons or brackets suitably connected to rods or bars susceptible of longitudinal movement, substantially as hereinafter more fully set forth and specifically claimed.

Figure 1 represents an inverted view of a railroad car with our invention applied thereto. Fig. 2 is a longitudinal section thereof taken in a vertical plane, exhibiting the position of the boards or planks constituting the floor of the car while the latter is being relieved of its load; and Fig. 3 is a similar view of the same, showing the floor of the car in readiness to receive the load.

Similar letters of reference in the several figures refer to like parts.

To enable others to make and use our invention we will proceed to describe it.

In the accompanying drawing, A A' refer to the frame of a car, which is mounted upon wheels in the ordinary manner, and supplied with two longitudinal rows or series of boards or planks, *a a'*, pivoted to the inner sides of the bars A A' of said frame, and which constitute the floor or bottom of the car. B B refer to angle-irons or brackets, the horizontal portions of which are rigidly bolted or otherwise fastened to the lower sides of the boards or planks *a a'*, while the lower ends of their vertical portions are formed with apertures, which receive pivots passing through and fastened to the longitudinal bars C C. C C refer to two longitudinal bars, to which, as above stated, the angle-irons B B are pivoted, being connected at one end, by means of coiled or spiral springs D D, to the end of frame A, the opposite ends thereof being connected, by chains

F F or otherwise, to winding-staffs. E E are winding-staffs, journaled in the ordinary manner in one end of the frame of the car, and of which there are two, one for operating each series of the boards *a a'*.

It will be seen that—the car to be in readiness for loading—the hand-wheels of the winding-staffs will have to be grasped and revolved to the right hand, which will, in turn, wind the chains F F up thereon and move the bars C C forward, which will throw the pivoted boards *a a'*, constituting the floor of the car, upward in a horizontal plane, as shown in Fig. 3. Reverse the motion of the winding-staffs, the chains F F will be unwound, and the springs D D will pull the bars C C backward or in such a manner as to tilt the boards *a a'*, as shown in Fig. 2, and thus relieve the car of its load.

It will be further remarked that the central bar or partition A' is covered with a board, having its edges projecting over the pivots of the contiguous ends of the boards *a a'*, for the purpose of protecting the said pivots from dirt, and is intended to be sufficiently wide to form a walk-way, to permit of the operator shoveling the dirt therefrom.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In combination with the floor *a a'*, the angle-irons B B, arranged and operating substantially as shown and described.

2. The floor *a a'* and angle-irons B B, in combination with the bars C C, springs D D, chains F F, and winding-staffs E E, as shown and described.

In testimony whereof we have hereunto set our names this 8th day of March, A. D. 1872, in presence of the subscribing witnesses.

J. C. WISWELL.

F. A. WISWELL.

Witnesses:

D. THOMAS, of Sherbrooke,
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