

H. J. PETERS.

Wheelbarrow Dumping Cars.

No. 137,862.

Patented April 15, 1873.

Fig. 1.

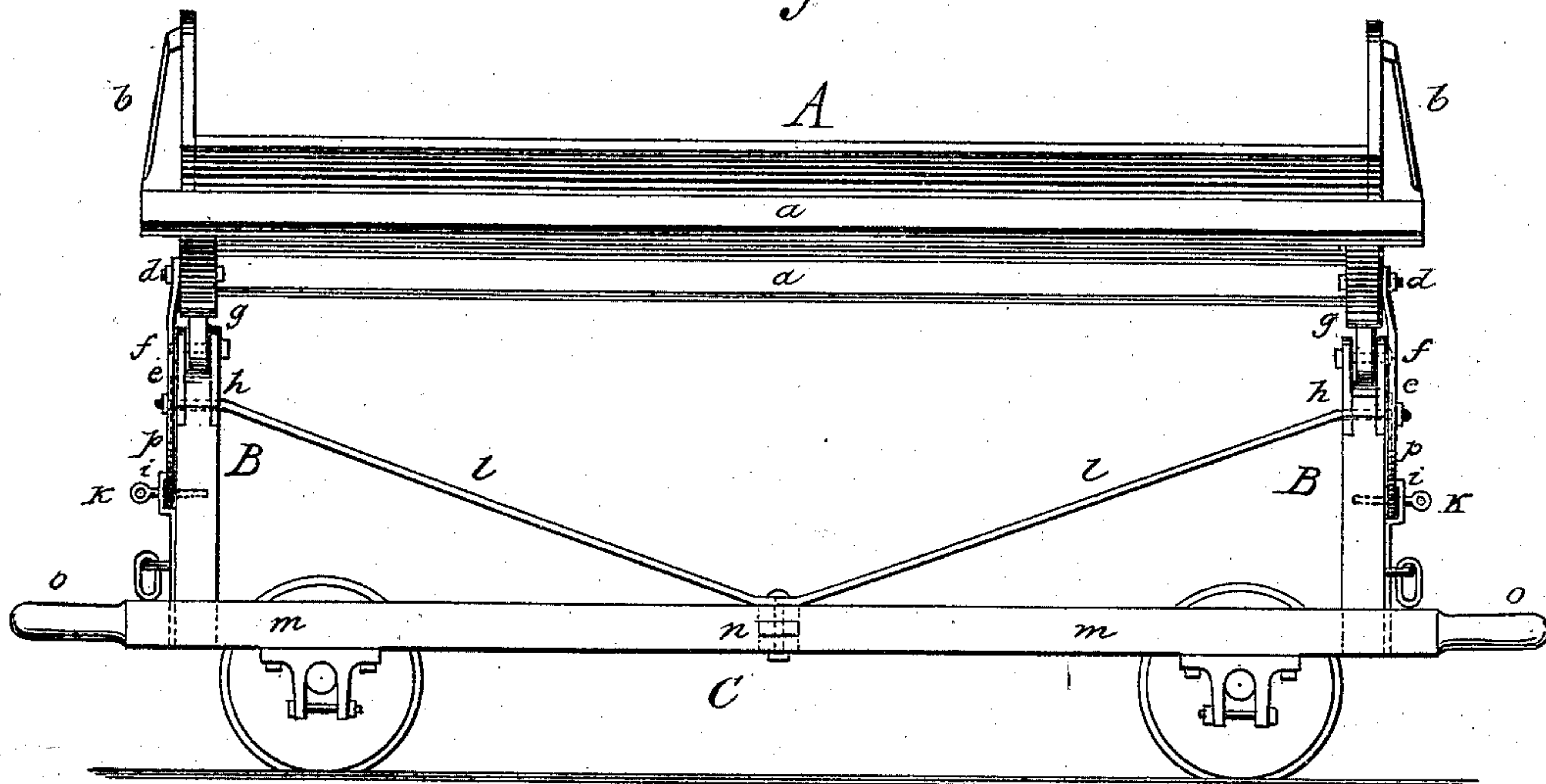
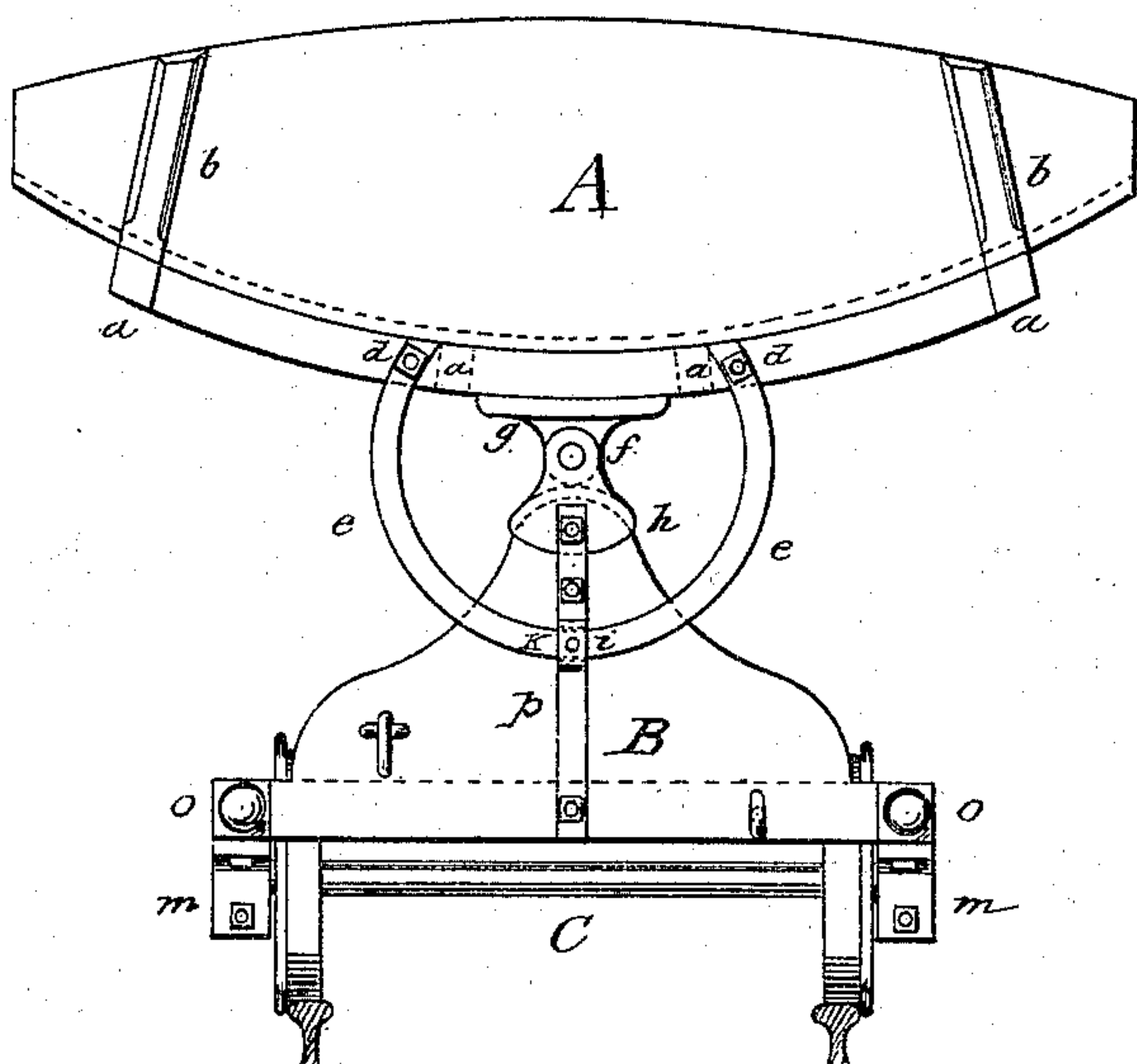


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

HENRY J. PETERS, OF QUEBEC, CANADA.

IMPROVEMENT IN WHEELBARROW DUMPING-CARS.

Specification forming part of Letters Patent No. **137,862**, dated April 15, 1873; application filed January 11, 1873.

To all whom it may concern:

Be it known that I, HENRY J. PETERS, of Quebec, in the province of Quebec and Dominion of Canada, have invented a new and useful Improvement in Wheelbarrow Dumping-Cars, of which the following is a specification:

Figure 1 represents a side view of my improved dumping-car, and Fig. 2 an end view of the same.

Similar letters of reference indicate corresponding parts.

The invention consists in the improvement of dumping cars or wagons, as hereinafter described and pointed out in the claim.

In the drawing, A represents the flat basin-shaped shell of the dumping-car, of wood or other material. It is constructed of planks, nailed or otherwise fastened to longitudinal ribs *a*, with side boards and supports *b*. This shell is the receptacle for the dirt to be removed; and is provided, at the lowest points of side boards *b*, with projecting ears *g*, of cast-iron or some other material, which are supplied with holes. To the sides of shell A are further applied, by screws *d* or otherwise, metallic guide-segments *e*, which are also supplied with pin-holes at points centrally between the screws, at the intersections of the vertical axis of the shell with the segments. The supporting-bolsters B are of bracket-like shape, and are capped by double-flanged metallic top pieces *h*, pierced to receive the pivots *f*, which form the connection with the ears *g* and shell A, allowing the same to rest easily on caps *h*, and swing freely around pivots *f*. Metallic bands *p* are fastened to the outer sides of the bolsters B, and provided with projections *i* for the purpose of guiding the segments *e*. The projections *i* and the corresponding sides of the bolsters are supplied with holes for the purpose of inserting pins K, which, in connection with the holes of the segments *e*, hold thereby the shell firmly in a horizontal position, ready for the reception of the dirt.

By withdrawing the pins, which are attached by chains or otherwise, to some suitable points the car may be dumped to either side.

The bolsters are further provided with hooks and coupling-links for the purpose of connecting a set of these cars. Inclined bars *l* penetrate the bolsters B and caps *h*, and are secured to cross-pieces *n* of the frame C, establishing a rigid connection of the different parts. Frame C is constructed of two or more longitudinal beams, *m*, which are laterally connected by bolsters B and cross-pieces *n*. The beams *m* are supplied with handles *o*, which allow the attendant to lift the car like a wheelbarrow, and move it to the required place. The whole frame is placed on wheels on a portable track, constructed in the usual manner.

These dumping-cars are constructed with a view to lightness and durability. A number of loaded cars can be pulled by one horse.

Arrived at the point of destination, the attendant pulls the pins and directs the dirt to drop to the side required. He then replaces the shell into its horizontal position, replaces the pins, repeats the same process with the other cars, and returns for another set of loaded cars.

I am aware that most of the elements above described are old, specifically, but believe that they have never before been combined with the segments *e* or equivalent device.

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

The shell A of a dumping-car, constructed of a flat basin-like shape, and provided with suitable ears *g*, guide-segments *e*, bolsters B, caps *h*, and pivots *f*, as described, so that it requires no turning of doors at the sides, but merely a dumping.

HENRY J. PETERS.

Witnesses:

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