

J. W. MARDEN.  
DUMPING-CAR FASTENING.

No. 174,633.

Patented March 14, 1876.

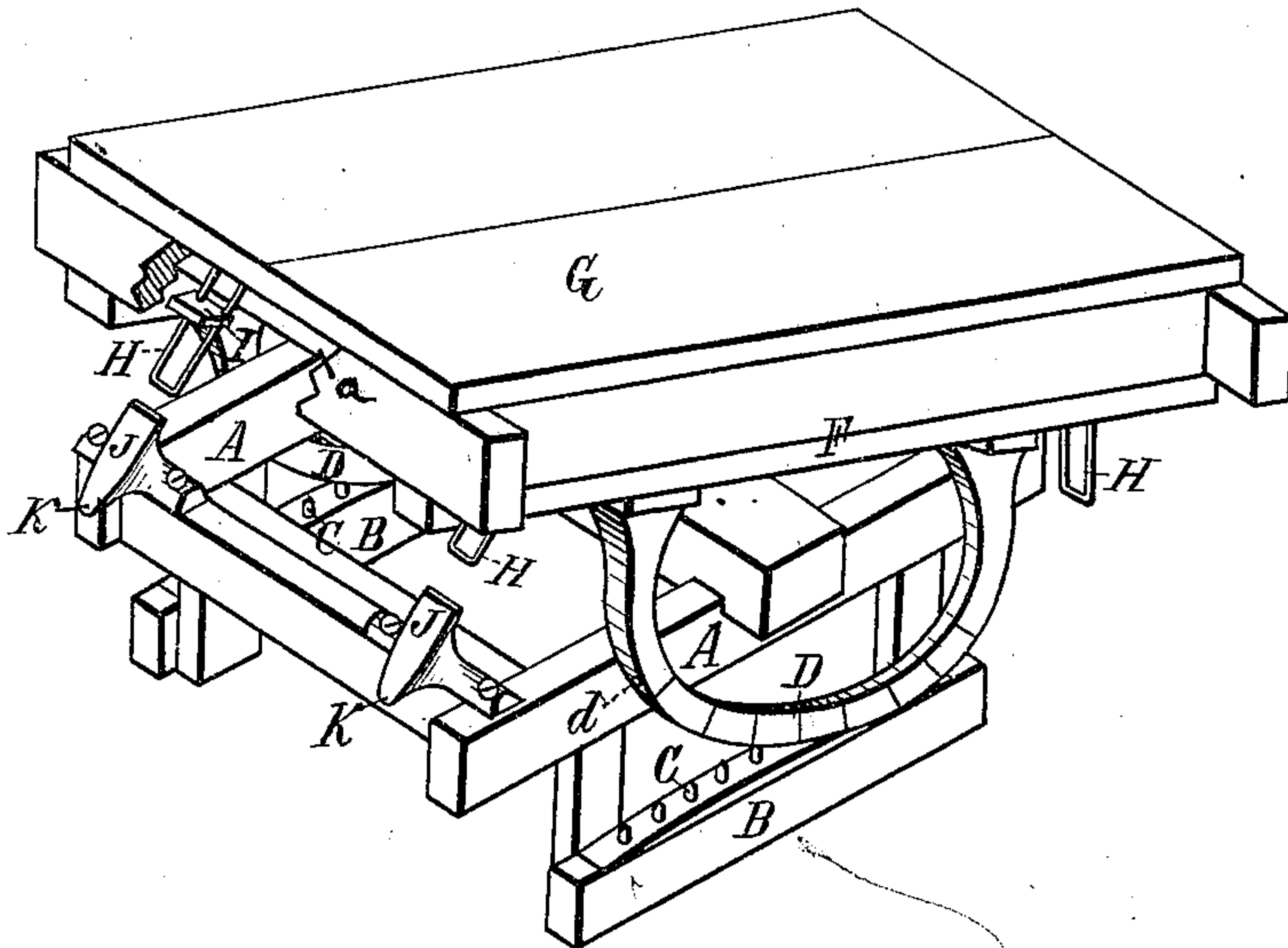


Fig. 1.

Witnesses:  
H. E. Runk.  
H. E. Metcalf.

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# UNITED STATES PATENT OFFICE.

JOHN W. MARDEN, OF NORWICH, CONNECTICUT.

## IMPROVEMENT IN DUMPING-CAR FASTENINGS.

Specification forming part of Letters Patent No. **174,633**, dated March 14, 1876; application filed January 22, 1876.

*To all whom it may concern:*

Be it known that I, JOHN W. MARDEN, of Norwich, in the county of New London, State of Connecticut, have invented a certain new and useful Improvement in Fastenings for Railway Dump-Cars, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view.

My invention relates to that class of dump-car fastenings which are automatic in their action; and consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a more effective device of this character is produced than is now in ordinary use.

The nature and operation of my invention will be readily understood by all conversant with such matters from the following description:

In the drawing, A B represent the frame, D the rocker, C the teeth, *d* holes in the rocker, G the platform, and F the platform-frame. These parts are designed to be mounted on wheels in the ordinary manner, and as they possess no special novelty, a more particular description is deemed unnecessary.

Hinged to the under side of the platform or its frame, upon either side of the car, are two links, H H, provided with horizontally-extending arms or gravitating gibs upon their

outer sides, and attached to the cross-bars or end pieces of the frame A are corresponding strikers J J, provided with the hooks K K. The outer faces or sides of these strikers are inclined at an angle of about forty-five degrees, and so arranged that as the platform G is righted or brought into a horizontal position after being tilted, the lower ends of the links H H on the highest end of the platform will come into contact with the inclined faces of the strikers, and passing down over the same will engage with the hooks K K, the links on the lowest or opposite end of the platform at the same time catching their hooks as they are elevated, in a manner which will be readily obvious without a more elaborate description.

The links are prevented from swinging too far under the platform by means of the bar or stop *a*, and are kept from swinging out of a proper position in the opposite direction by means of the gib I.

Having thus explained my invention, what I claim is—

In a dump-car substantially such as described, the inclined strikers J, provided with the hooks K, and the pendulous links H, provided with the gibs I, constructed and arranged to operate in fastening the tilting platform G on the frame A, substantially as set forth and specified.

JOHN W. MARDEN.

Witnesses:

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JERE G. SHAW.