(No Model.)

M. BURNS.

Dumping Car.

No. 230,918. Patented Aug. 10, 1880.

Fig. 1.

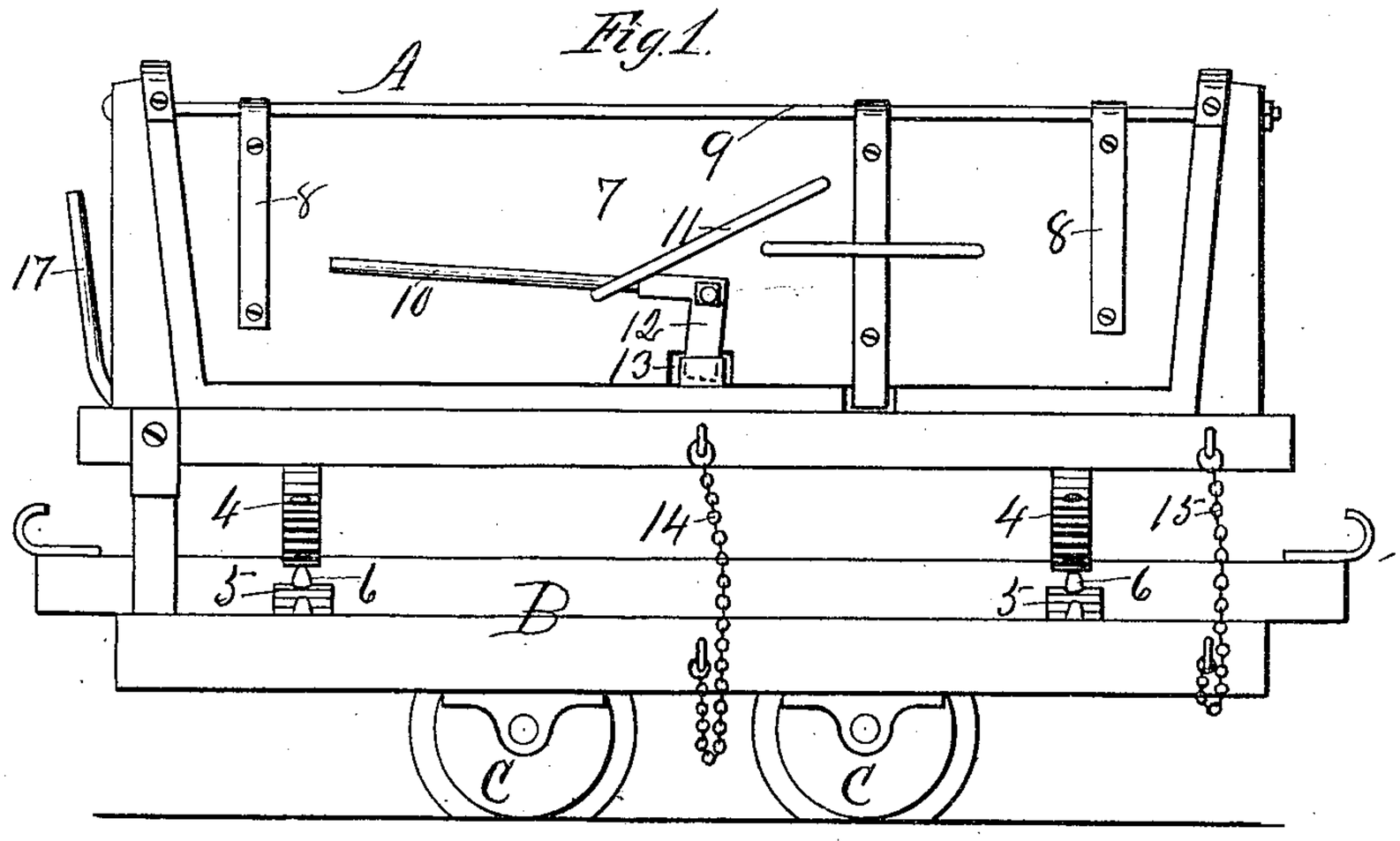


Fig. 2.

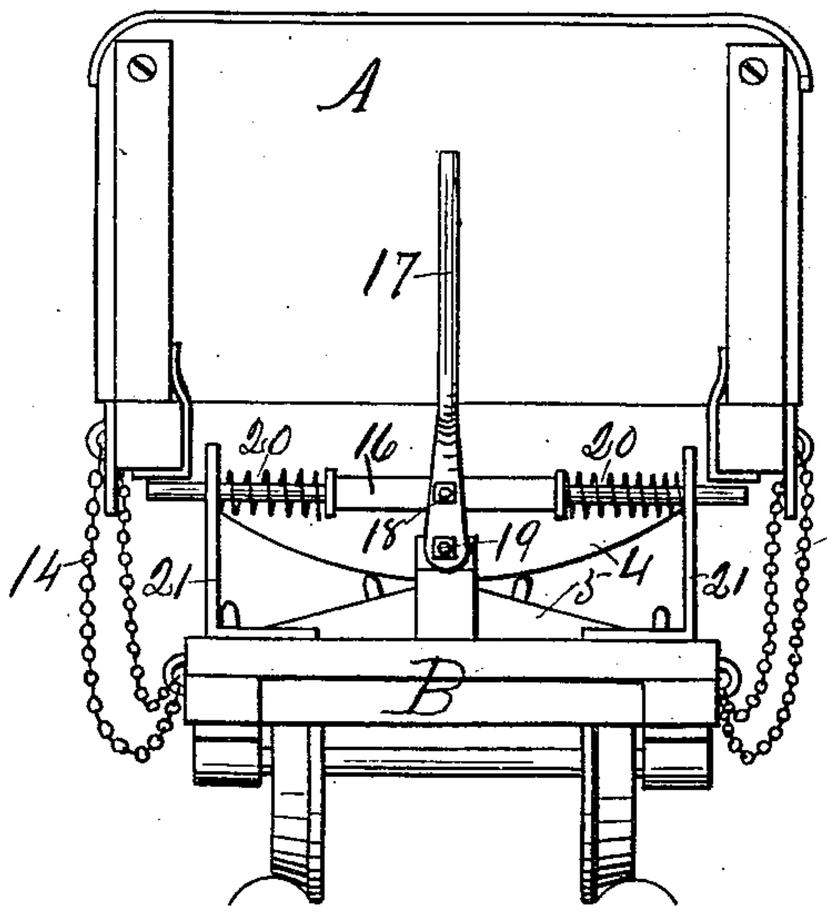
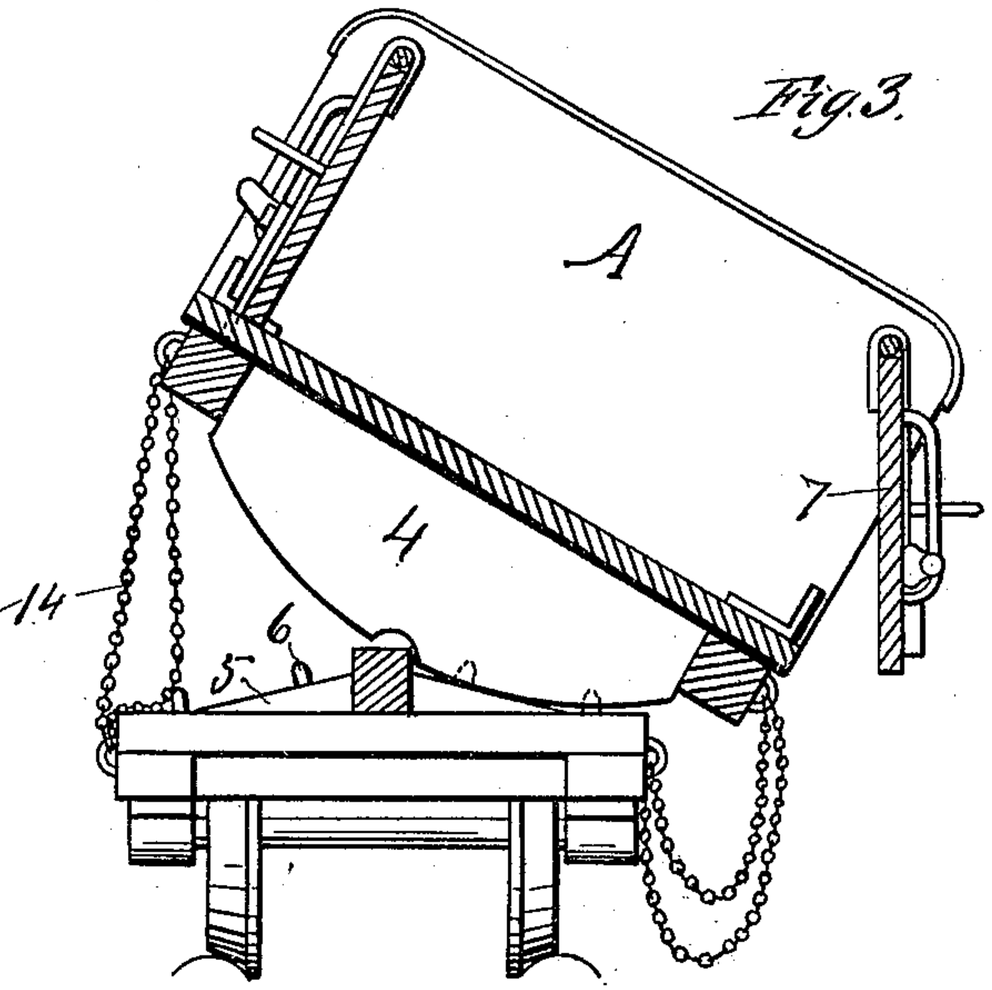


Fig. 3.



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UNITED STATES PATENT OFFICE.

MORGAN BURNS, OF HYDE PARK, ILLINOIS, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO OSWELL A. BOGUE, OF SAME PLACE.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 230,918, dated August 10, 1880.

Application filed May 10, 1880. (No model.)

To all whom it may concern:

Be it known that I, MORGAN BURNS, of Hyde Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dumping-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, that will enable others skilled in the art to which it appertains to construct and make use of the same, reference being had to the accompanying drawings, and to letters and figures of reference marked thereon, forming a part of this specification.

This invention relates to that class of cars so constructed as to permit of the car-body being tilted for the purpose of discharging the load through either side of the car, the exact arrangement and operation of which will be hereinafter more fully described in detail, and set forth in the claim.

Figure 1 is a side elevation; Fig. 2, an end view of the same; and Fig. 3 is an end view, partially in section, showing the position of the car when tilted for the purpose of discharging the load.

Referring to the drawings, A represents the body or box of the car; B, the supporting frame-work, and C the wheels, this form of construction being common to this class of cars, my improvements relating especially to certain devices or mechanism for holding the car-box in a horizontal plane and securing the hinged sides of the car-box in such a manner as to readily and conveniently permit of the car-box being tilted, in the manner shown in Fig. 3 of the drawings, sidewise in either direction, when unloading the same.

The rockers 4 are attached to the under side of the car-box A, and rest on the rocker-beds 5, which are provided with the vertical projecting posts 6, which fit into corresponding recesses in the rockers 4, serving to retain these parts in the proper position.

The side or sides 7 of the car swing outward from the bottom, as shown in Fig. 3 of the drawings, through the medium of the hinges 8, the upper ends of which are attached to the bracing-rod 9, and from thence, extending downward, are bolted to the swinging sides of the car, as shown in Fig. 1 of the drawings.

The lever 10 is pivoted to the swinging sides, moves in the guard 11, and is provided with the locking-latch 12, which is adapted to engage with the bracket 13, thereby securing the swinging sides of the car in a locked position.

The check-chains 14 are for the purpose of preventing the car from tilting beyond a certain point, and the chains 15 serve to retain the equilibrium of the car when loaded and moving.

At one end of the car is placed the rod 16, moving in a horizontal plane, the ends having a bearing under the corner of the car, as shown in Fig. 2 of the drawings.

The vertical operating-lever 17 is pivoted to the rod 16 at 18, its lower end forming the fulcrum-bearing 19. The coiled springs 20 are for the purpose of returning the rod 16 to its normal position.

The standards 21 support the rod 16 to its bearings on the under side of the car, the lower ends of which are turned at right angles relative to the vertical part, and bolted to the frame-work in a horizontal plane, as shown in Fig. 2 of the drawings.

In practical use, when the car is to be dumped the latch securing the swinging side of the car should be released. Then move the lever 17 in the proper direction for releasing one end of the rod 16 from its supporting position on the under side of the car. The opposite end of the rod 16 remaining in a supporting position prevents the car from being tilted in the wrong direction.

When the load is discharged and the car returned to a horizontal position the supporting-rod 16 is automatically thrown into a locking position by means of the springs 20.

This arrangement presents a simple, durable, and convenient device for operating dumping-cars.

The locking devices cannot be released by

the motion or vibration of the car. Thus all danger of accidentally dumping the car is avoided.

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

In a dumping-car, the combination, with the under side or body of the car A, of the adjustable locking-rod 16, the coiled springs 20, the vertical operating-lever 17, and the supporting-standards 21, all constructed, arranged, and operating in the manner and for the purpose set forth.

his
MORGAN × BURNS.
mark.

Witnesses:
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