

(No Model.)

J. F. MATHEWS.
Dumping Car.

No. 232,528.

Patented Sept. 21, 1880.

Fig: 1.

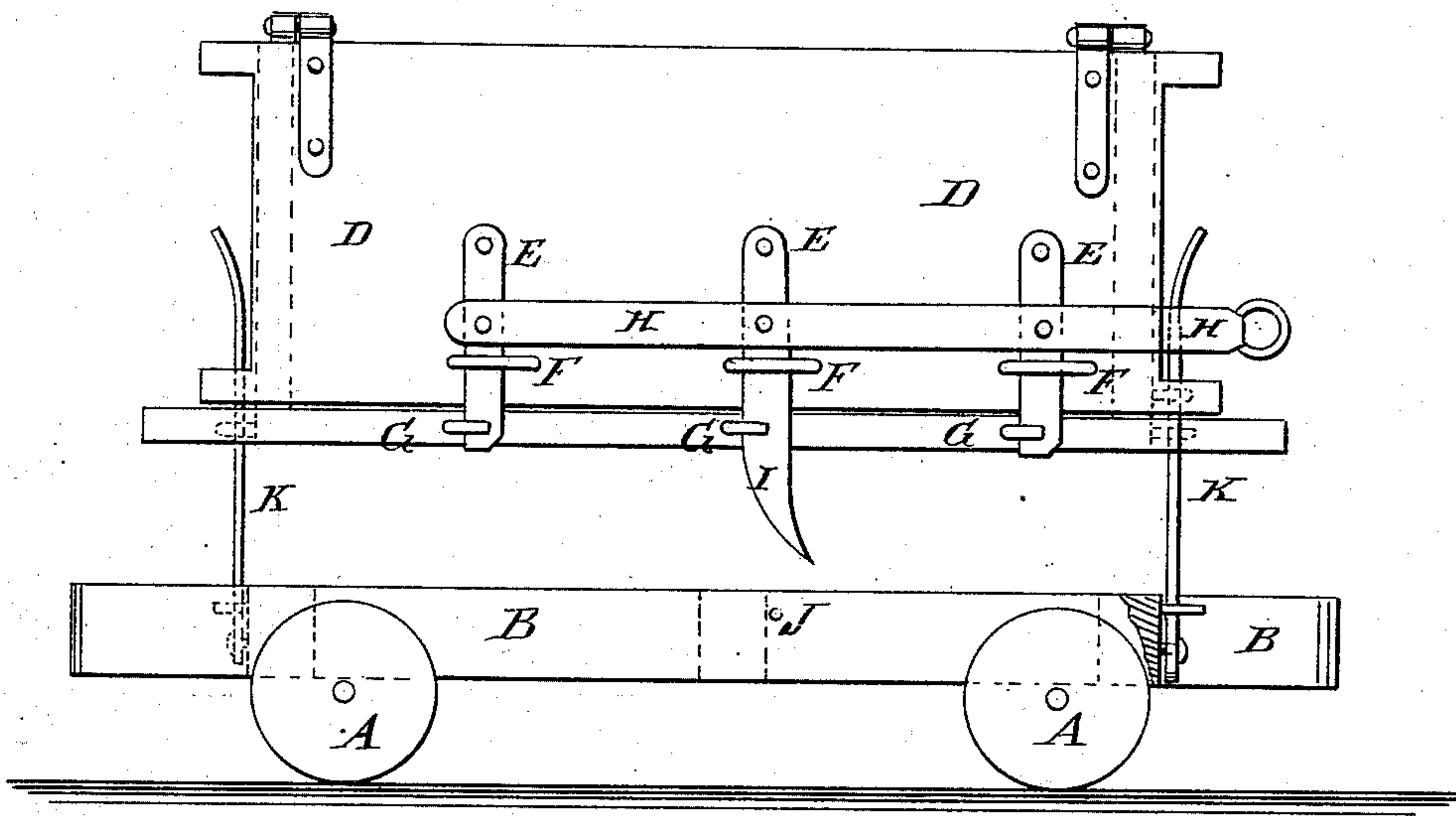


Fig: 2.

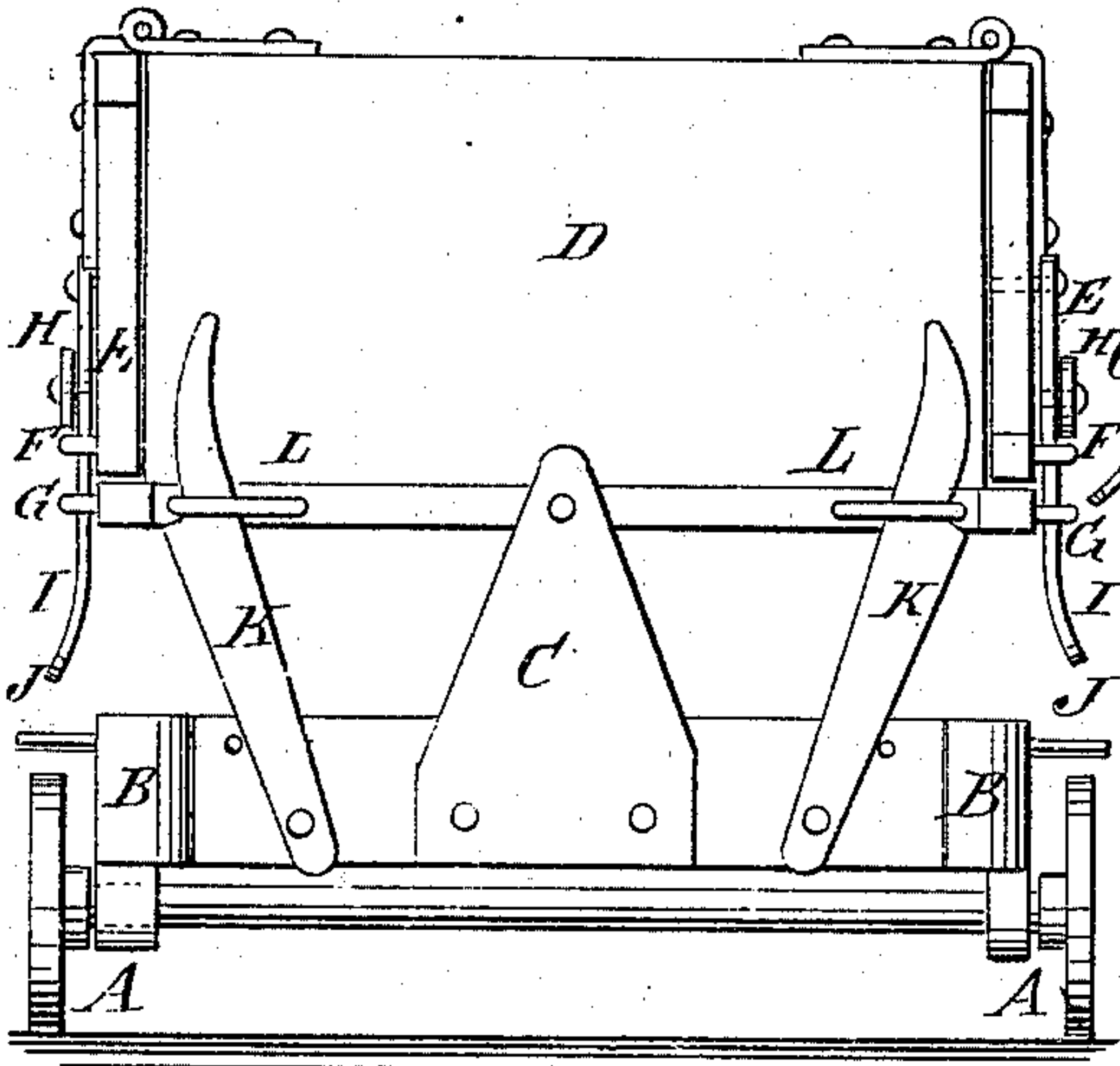
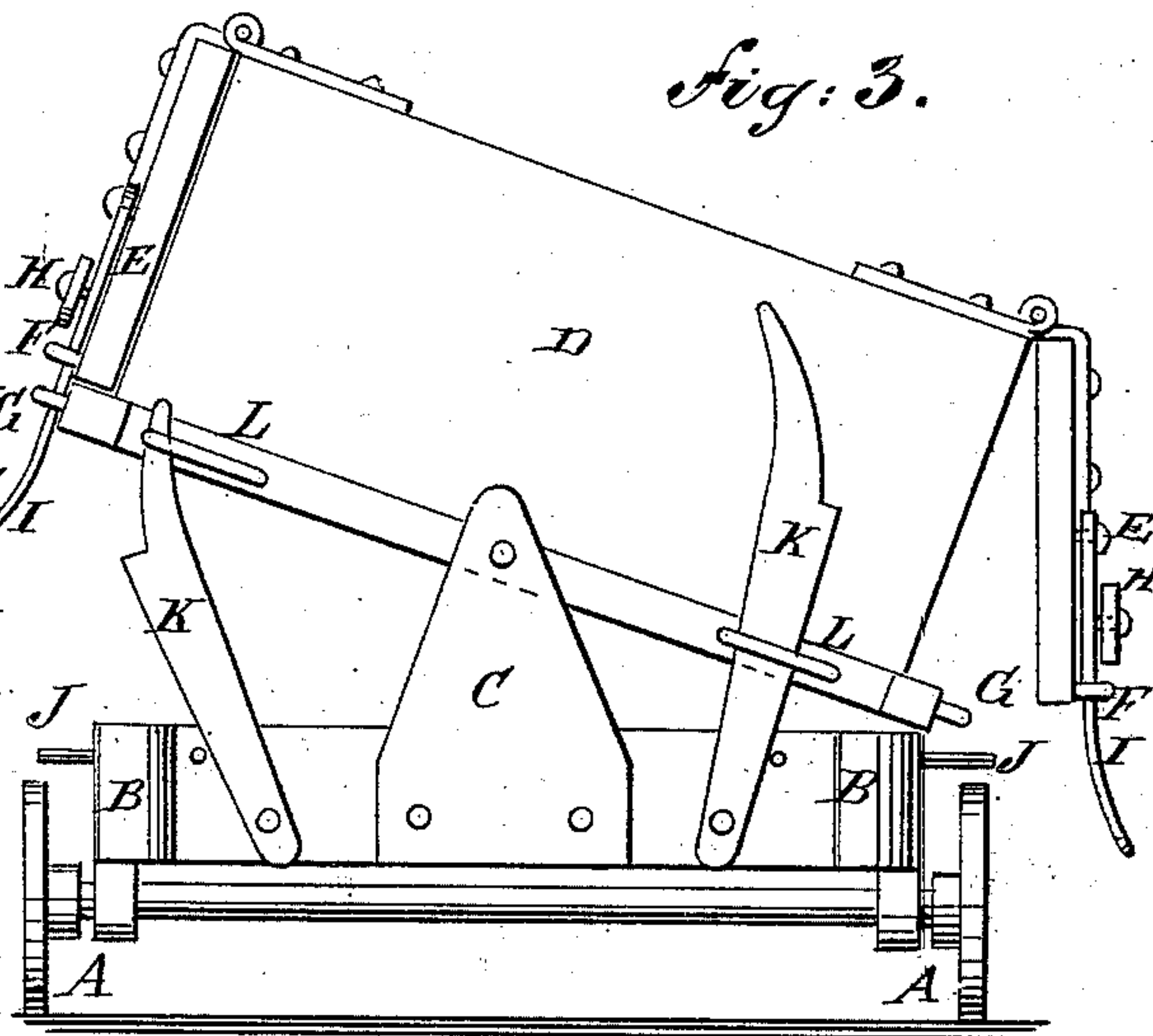


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN F. MATHEWS, OF STAMFORD, CONNECTICUT.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 232,528, dated September 21, 1880.

Application filed April 9, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. MATHEWS, of Stamford, in the county of Fairfield and State of Connecticut, have invented a new and useful Improvement in Dumping-Cars, of which the following is a specification.

Figure 1 is a side elevation of the improvement. Fig. 2 is an end elevation, showing the car in position for carrying a load. Fig. 3 is an end elevation, showing the car in position for dumping the load.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish dumping-cars for coal and other substances, so constructed that they can be dumped with ease and certainty, and readily readjusted to receive another load.

A represents the wheels, and B the truck-frame, of a car. To the end cross-bars of the truck-frame B are attached standards C, to and between which is pivoted the car-body D. The ends of the car-body D are stationary, and its sides are hinged at their upper edges, so that their lower edges may swing outward in dumping a load.

To each swinging side of the car-body D are pivoted the upper ends of three bars, E, which pass through long keepers F, attached to the said swinging sides, and engage with half keepers or catches G, attached to the side edges of the bottom of the car-body, to hold the said sides in place when carrying the load. The three latch-bars E are all pivoted to a bar, H, so that they may be moved together in fastening and unfastening the swinging sides of the car-body D.

To the bar H is attached a bar, I, which projects downward and is beveled upon one side of its lower end, as shown in Fig. 1. When the car-body D is tilted the inclined edge of the bar I strikes against a pin, J, attached to the side bar of the truck-frame B, which moves the bar H longitudinally, withdrawing the latch-bars E from the catches G, and allowing the side of the car-body to swing outward and the load to slide out. The trip-bars I may be the downward extension of the central bar, E, or a separate bar attached to the bar H, as may be desired.

The car-body D is held in a horizontal position while carrying the load by the bars K, the lower ends of which are pivoted to the end bars of the truck-frame B, so that the upper ends of the said bars may have a movement at right angles with the length of the car. The upper ends of the bars K pass through keepers L, attached to the ends of the car-body D, to keep them in place when the car is tilted. The upper ends of the bars K are beveled up on one side, and have shoulders formed upon their outer edges to engage with the keepers L, to support the car-body in a horizontal position.

With this construction, when the car is to be dumped the bars K next the side of the car upon which the load is to be deposited are drawn back, which allows the car-body D to tilt in that direction. As the side of the car-body D moves downward the inclined side of the trip-bar I strikes the pin J, withdrawing the latch-bars E from the catches G, which allows the side of the car-body to swing outward and the load to slide out. As the car-body D is swung back into a horizontal position by the attendants the bars K catch automatically upon the keepers L and hold the said car-body in place. This movement of the car-body D brings its hinged side into place, and the bars H are pushed back by the attendants, to cause the bars E to engage with the catches G and fasten the said side, and the car is ready to receive another load.

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

In a dumping-car, the combination, with the connecting-bar H and the latch-bars E, attached to the hinged side of the car-body, of the beveled trip-bar I and the trip-pin J, attached to the truck-frame, substantially as herein shown and described, whereby the said hinged side will be unfastened automatically as the car-body is tilted, as set forth.

JOHN F. MATHEWS.

Witnesses:

JOHN E. KEELER,
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