(No Model.)

N. W. CONDICT, Jr.

DUMPING CAR.

No. 275,357. Patented Apr. 10, 1883.

FIG. 1.

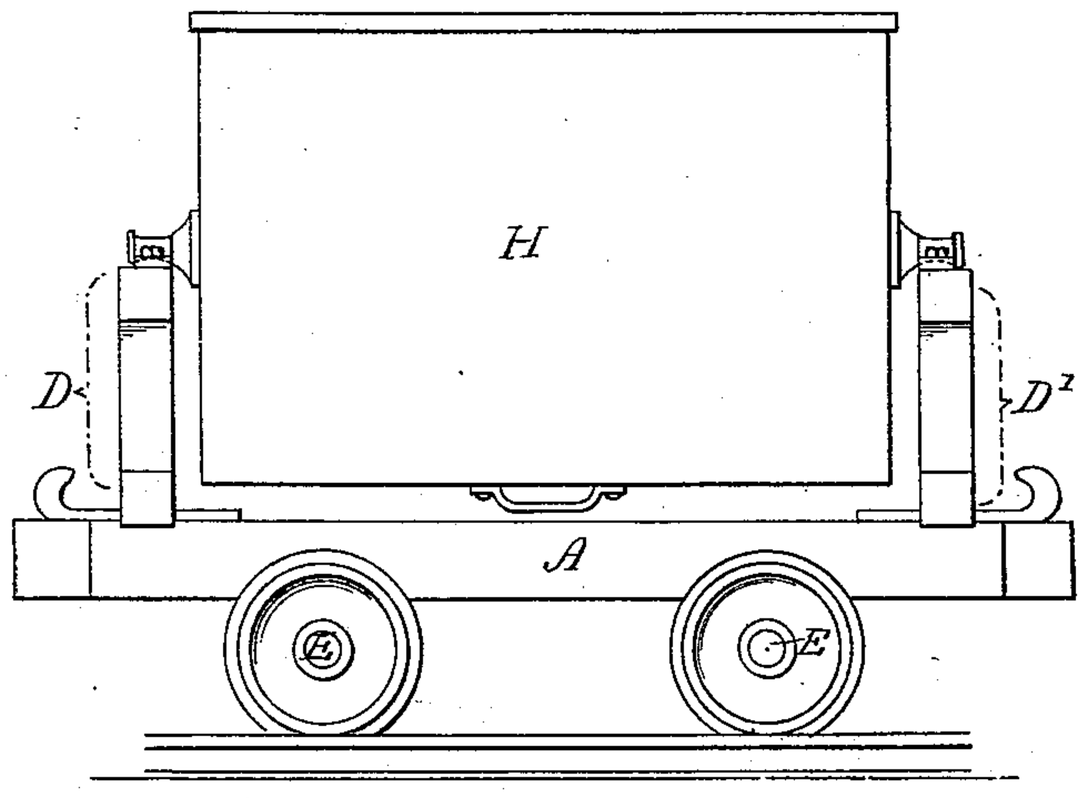


FIG. 2.

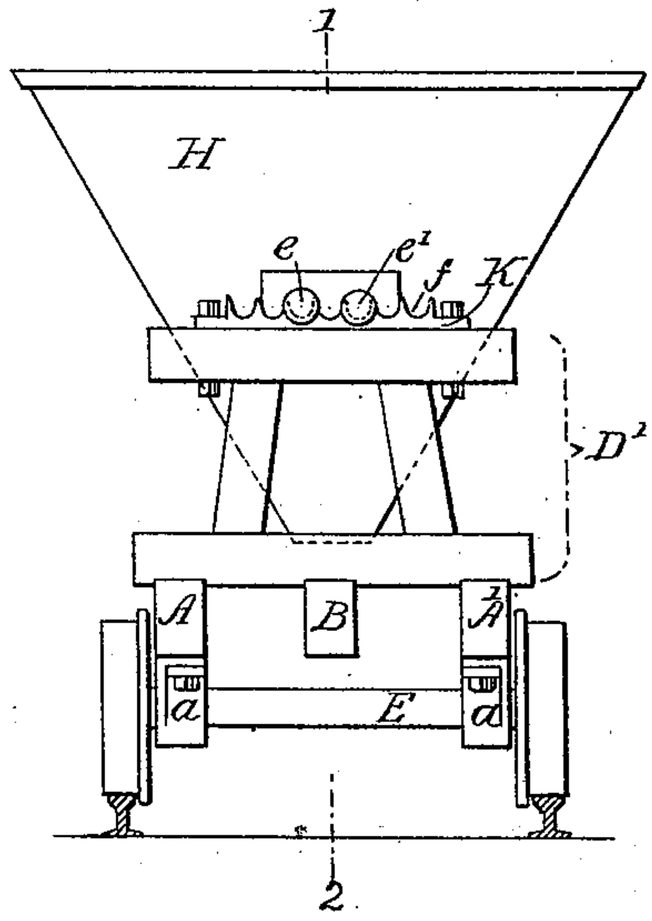


FIG. 4

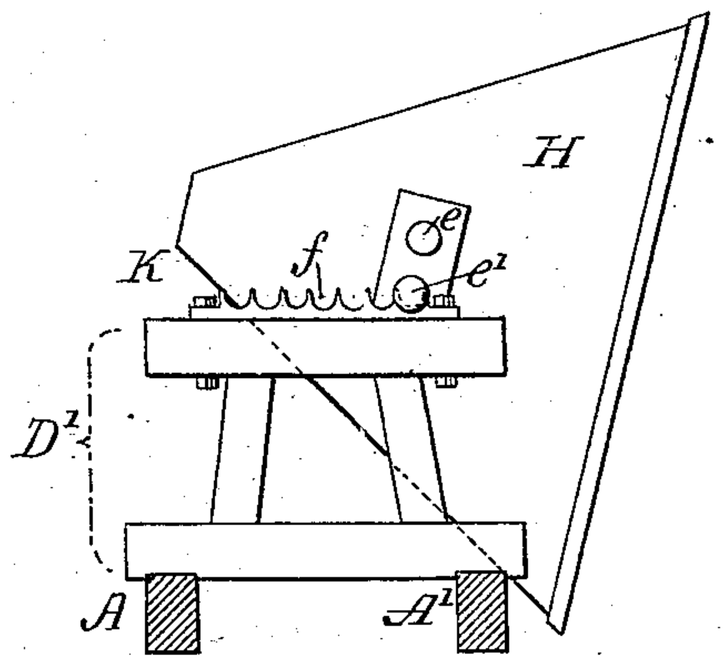
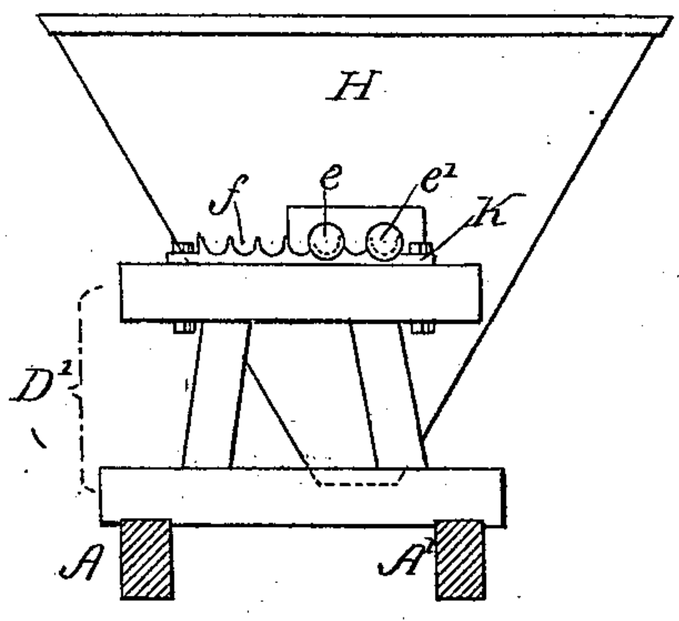


FIG. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

NATHAN W. CONDICT, JR., OF JERSEY CITY, NEW JERSEY.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 275,357, dated April 10, 1883.

Application filed November 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, NATHAN W. CONDICT, Jr., a citizen of the United States, and a resident of Jersey City, New Jersey, have invented certain Improvements in Dumping-Cars, of which the following is a specification.

The object of my invention is to so construct a dumping-car that the body, which is provided with two journals at each end, can be so adjusted as to be tilted to more or less abrupt angles for the free discharge of the load.

In the accompanying drawings, Figure 1 is a side view of the improved car or truck with tilting body; Fig. 2, an end view, and Figs. 3 and 4 views illustrating my invention.

The frame-work of the car consists, in the present instance, of the opposite sills or longitudinal beams A A′, the central beam, B, and the two transverse frames D D′, which serve to connect the three longitudinal beams together, and the construction of which will be readily understood without explanation. Simple bearings *a a* are secured to the under side of the beams A A′ for the axles E E, to which are secured the usual flanged wheels. It is not essential that this frame-work of the car or truck should be adhered to in carrying out my invention; but it is preferred on the score of economy and simplicity, especially when the truck is to be used on narrow-gage plantation-railroads, for which it is mainly intended. A frame-work, however, made wholly or in part of iron may be substituted for the wooden frame described.

The body H of the car is of triangular form, each end of the body being provided with two journals or trunnions, *e e′*, adapted to bearings on the frames D D′, the main object of the two journals being to steady the body when it is in an upright position. There are a number of bearings, *f*, (seven in the present instance,) for each pair of trunnions, these bearings consisting of concave recesses in a plate, K, one of which is secured to the top of each of the frames D D′. Under ordinary circumstances the two journals on each end of the body will occupy the bearings shown in Fig. 2, so that there will be one journal on each side of a central line, 1 2. The car, however, has sometimes to be loaded with materials which are not easily discharged without tilting the body to a more abrupt angle than the trunnions arranged as in Fig. 1 will permit, in which case I so alter the position of the trunnions that they will be in bearings nearer to that side of the car where the body has to be tilted, as shown in Fig. 3. The said body can thus be made to assume the position shown in Fig. 4, where it is in part supported by the longitudinal beam A′. Each plate K has in the present instance seven bearings or recesses for the two trunnions, but there may be a less number of bearings—five, for instance—or a greater number, if desired, but always more than two. For further security, the body of the car may be locked to the frame by any suitable fastenings while a train of cars is in motion.

The car above described is for side tilting; but by arranging the frames D D′ longitudinally the body can be made end tilting.

I claim as my invention—

The combination, in a car or truck, of a tilting body having at each end two trunnions with a car-frame having at each end more bearings than there are trunnions on the body, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

NATHAN W. CONDICT, JR.

Witnesses:

JOHN GRIFFIN, Jr.,

FRANCIS J. MCGOWEN.