(No Model.)

W. J. MARCH.

DUMPING CAR.

No. 312,282. Patented Feb. 17, 1885.

Fig. 1.

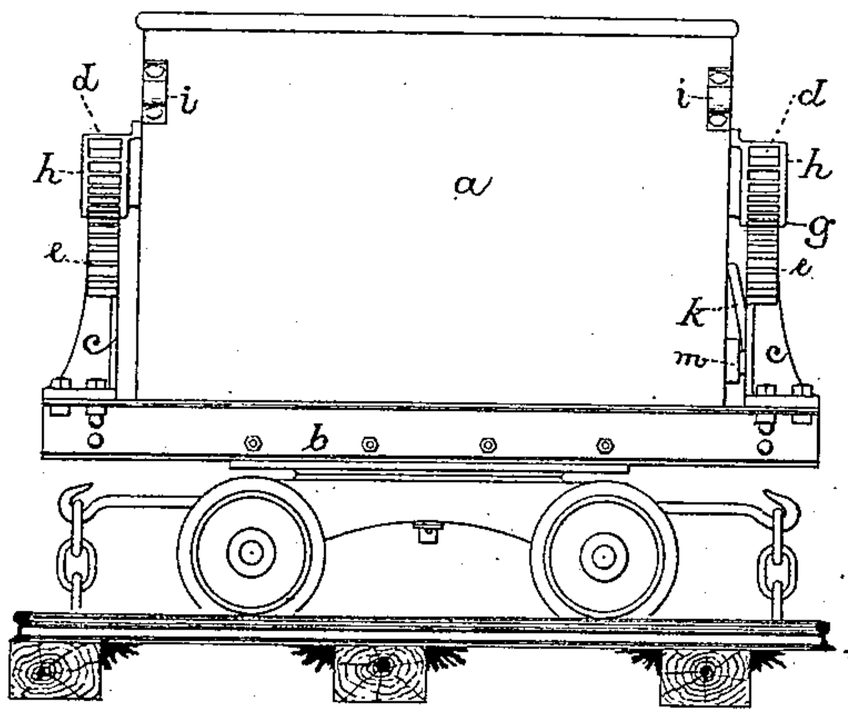


Fig. 2.

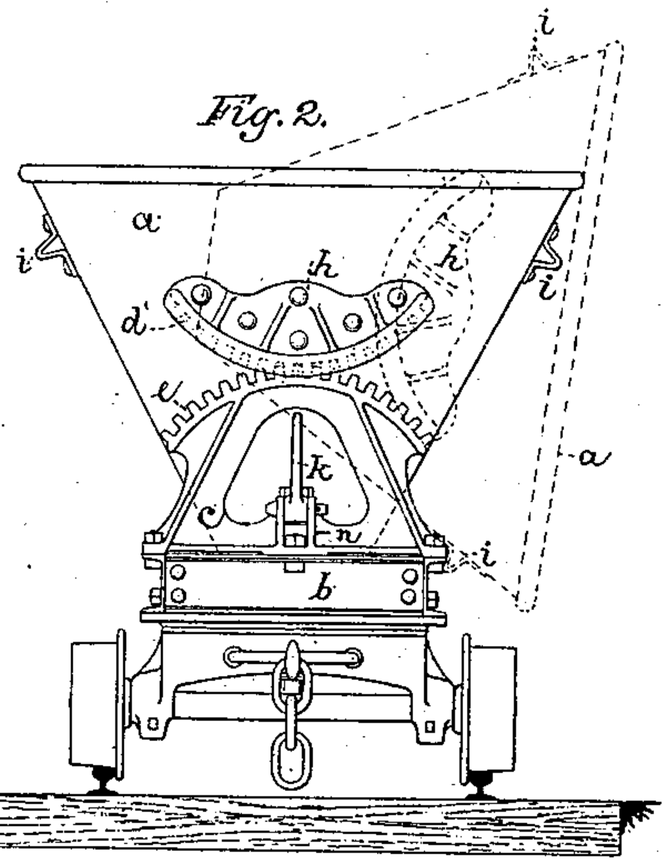


Fig. 3.

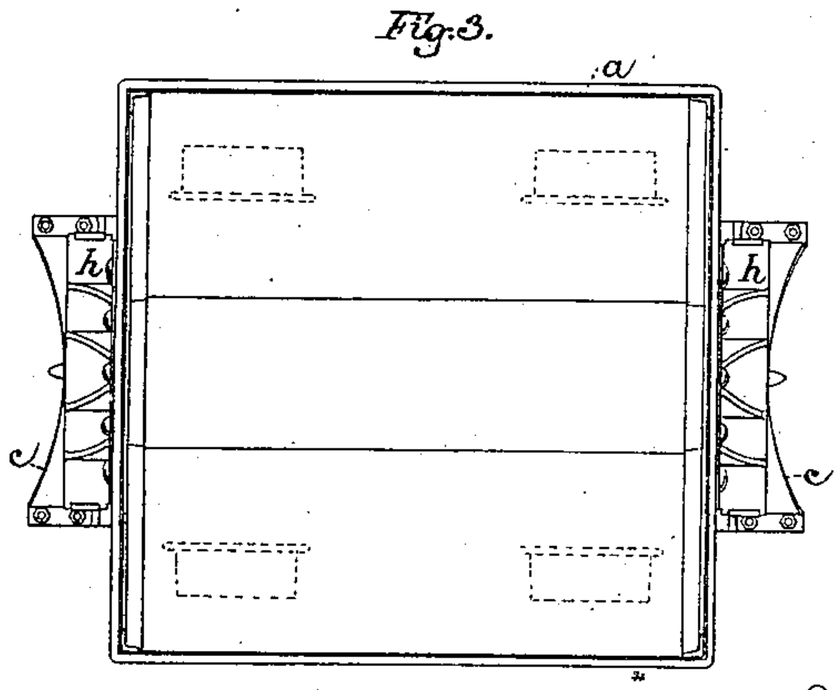


Fig. 4.

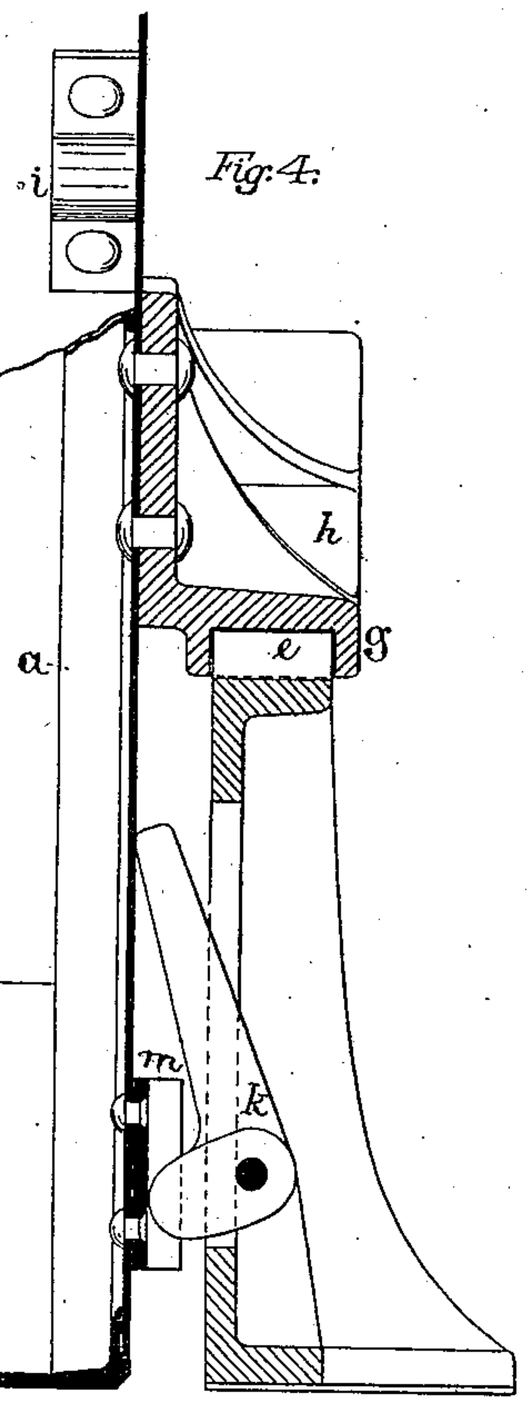
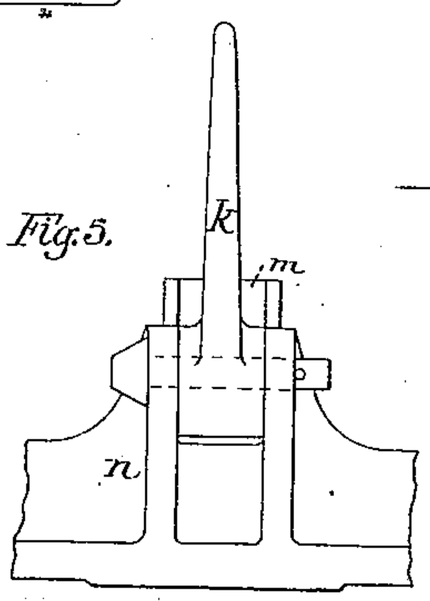


Fig. 5.



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DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 312,282, dated February 17, 1885.

Application filed September 8, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. MARCH, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which—

Figure 1 represents a side elevation, Fig. 2 an end elevation, and Fig. 3 a plan view, of a wagon embodying my improvements. Figs. 4 and 5 are detached and enlarged views of a locking attachment for retaining the body in its upright position.

Similar letters of reference indicate corresponding parts in the several figures.

My invention relates to dumping wagons or cars used in constructing and ballasting railroads, excavating and filling in, for carrying ores, &c.; and it consists in certain improvements in the operative parts, which will be hereinafter particularly referred to, and wherein simplicity, strength, durability, and cost are especially considered, and whereby the body may be gradually and thoroughly tipped in discharging its contents and returned and secured to its upright position.

In order that others may understand and use my invention, I will first proceed to describe the same in its details of construction, and subsequently to point out in the claims its novel features.

In the drawings, *a* represents the body; *b*, the wagon or car platform; *c*, standards secured to the platform for supporting the body *a*. The standards *c* are located adjacent to the opposite ends of the body *a*, and bolted through their base-flanges to the projecting top plate of the platform of the car, as shown in Fig. 1. The top or bearing surface of the standards are made in the form of a segment of a circle, and provided with spur-teeth *e*, that engage with teeth *d* upon a corresponding segment fixture, *h*, bolted to the body *a*. The fixture *h* is constructed with depending side flanges, *g*, that inclose the teeth of the standard *c* and operate as a guide to maintain the parts in line engagement, as shown in Figs. 1, 2, and 4. The standards *c* and fixtures *h* may be made of cast metal, either in plate or skeleton form, and, if desired, provided with diverging strengthening-ribs, as shown. To one or both ends of the body *a* a stop fixture, *m*, is centrally secured near the bottom. This stop is composed of a plate of metal with side flanges bent at a right angle and bolted immediately to the body *a*.

k represents a cam-lever pivoted to a bracket, *n*, that is centrally bolted to the platform *b*, in line with the stop *m*, and at such distance therefrom as to allow its cam portion to enter between its flanges when the lever is placed in the position shown in Fig. 4, which locks and retains the body *a* in its upright position. In the reverse position of the lever *k* the cam portion is thrown out of engagement with the flanges of the stop *m*, which permits the body *a* to be tipped to either side, as desired, in discharging its contents, the preponderance of the load being above its line of bearing, facilitating the operation. The body *a* may be tipped to either side of the platform *b* to a position indicated by the dotted lines, Fig. 2, when its movement will be arrested by the engagement of the stop *i* with the projecting flange of the platform *b*.

Heretofore in this class of devices the framework for holding and directing the body in the operation of tipping has been rigidly connected with the platform of the car and provided with recesses that engage with projecting studs or trunnions secured to the body at separated points in its movements. Such construction and arrangement of the respective parts is not only more expensive to make and apply than the alternative device employed in my invention, but is required to sustain the transferred weight at each separated fixture or point of support, while in my device the weight is carried and supported by a continuous bearing constructed in a single piece, of greater strength of attachment, and less costly to manufacture or liable to displacement.

Having thus fully described my invention, I claim—

1. A wagon or car platform having fixed

standards for supporting a tilting body, said standards being constructed with bearing-surfaces in the form of a segment of a circle, elevated above a portion of the load and provided with spur-teeth, in combination with a body having bearing plates or fixtures of corresponding form secured to the ends of said body, as described, whereby a continuous and secure bearing is obtained, that strengthens the adjacent parts and allows an extended tilting movement of the body, substantially as described.

2. In a dumping wagon or car having a tilting body, a locking attachment for securing the body in its upright position, consisting of a pivoted cam-lever and stop-plate, constructed and arranged to operate substantially as described.

WILLIAM J. MARCH.

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