

Patented Oct. 6, 1885.

Fig. 1.

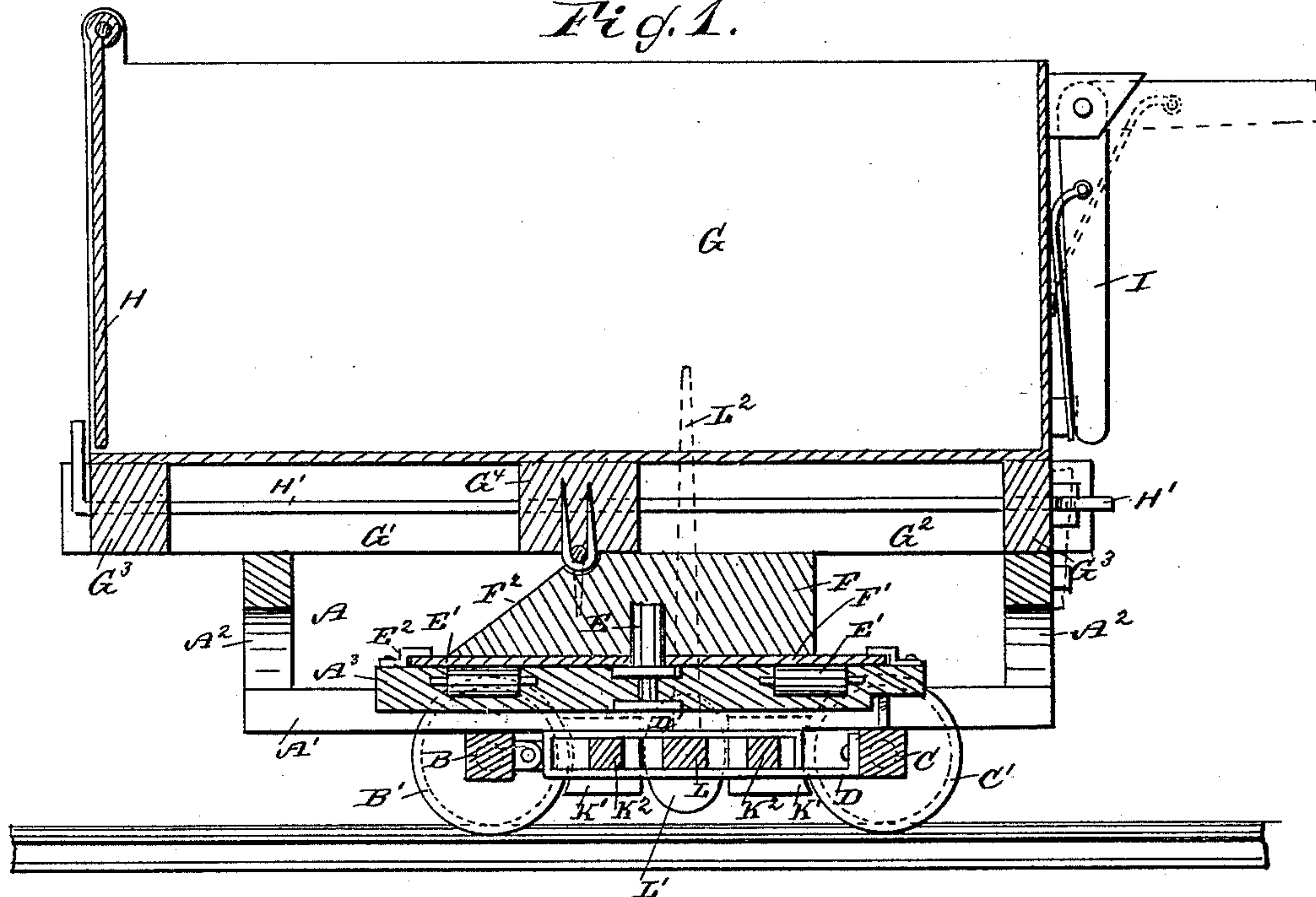
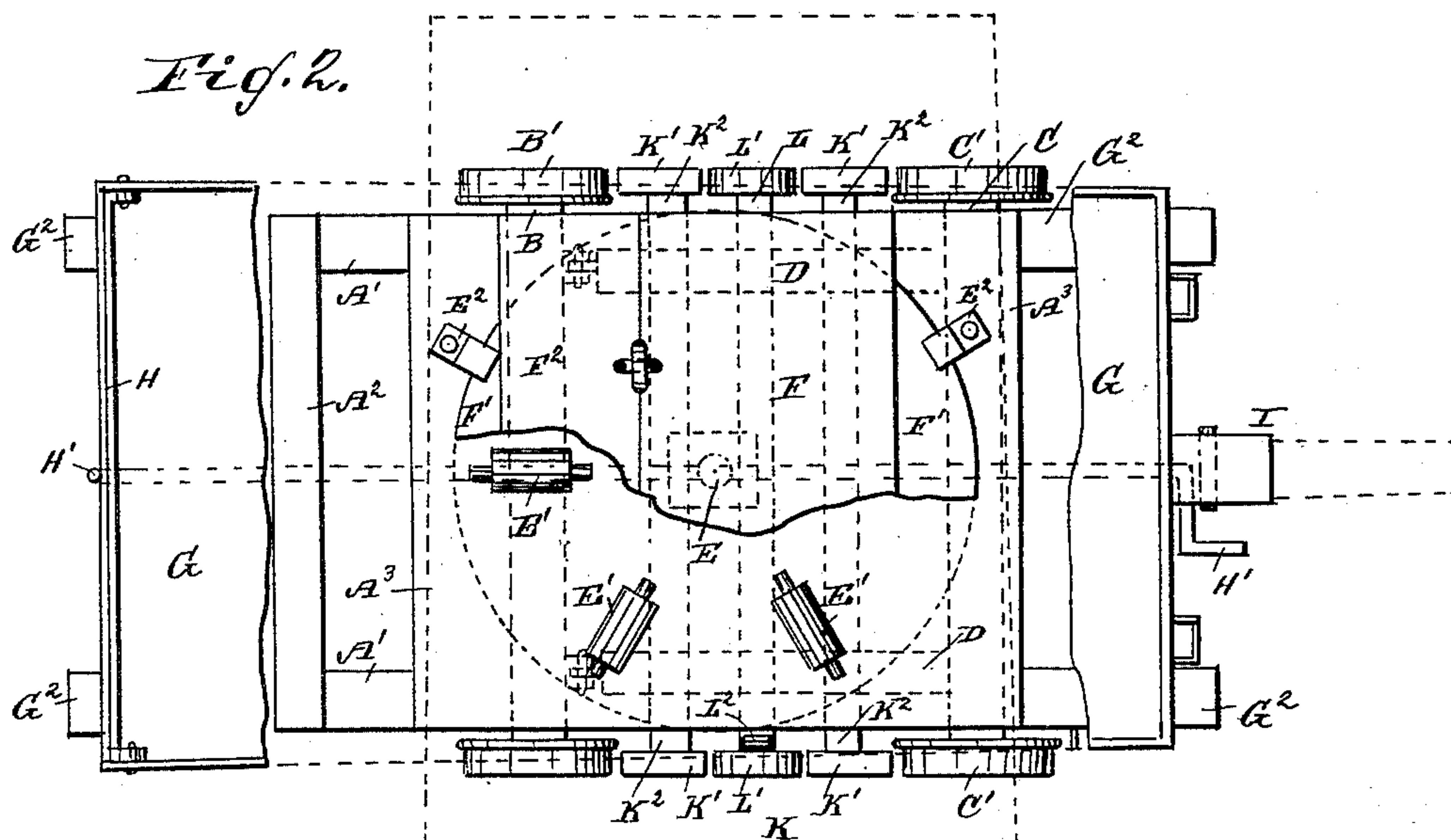


Fig. 2.



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DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 327,769, dated October 6, 1885.

Application filed July 31, 1885. Serial No. 173,156. (No model.)

To all whom it may concern:

Be it known that we, STEPHEN WALLACE COOK and HENRY SUMMERS, of Bozeman, in the county of Gallatin, Territory of Montana, have invented a new and Improved Dumping-Car, of which the following is a full, clear, and exact description.

The object of our invention is to provide a new and improved dumping-car which unloads sidewise and endwise, and is constructed in such a manner that the car and load cannot be thrown off the track when running on an uneven surface.

The invention consists of a car-body hinged to an inclined bed-plate turning on a pivot secured to the car-truck, and resting on friction-rollers embedded in the truck-frame, of a truck, of which the rear wheels are mounted on a frame pivotally attached to the front axle, and of a brake, hereinafter more fully described.

The invention also consists of various parts and details, hereinafter more fully set forth and described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal vertical section of our improvement, and Fig. 2 is a plan view of the same with parts broken out.

The truck-frame A consists of the side beams A', the end cross-beams A², and the truck-bed A³, secured to the side beams A'.

To the under side of the side beams A' is secured the axle B, on which are mounted the front wheels, B'. The rear wheels, C', are mounted on the axle C, which is hinged to the front axle, B, by means of the frame D. The side beams A' rest loosely on the rear axle, C.

The truck-bed A³ is provided with the pin E, projecting into the bed-plate F, and with the friction-rollers E', on which the under surface of the disk F' of the bed-plate F rests. The bed-plate F is provided with the incline F² and the disk F', which latter projects a short distance beyond the bed-plate F, and is held in place by the keepers E², secured to the truck-bed A³.

The car-body G is a trifle wider on its front

end than on the rear, to facilitate the unloading when dumping the car. The car-body G is attached to the car-frame G', which consists of the side beams G², the end beams G³, and a center beam, G⁴. The latter is hinged to the upper edge of the incline F², being a short distance to the front from the center of the pin E. The side beams G² of the car-body G rest on the end beams A² of the truck-frame.

The car-body G is provided on its front end with a hinged door, H, which can be locked or unlocked from the rear by the bent rod H'.

A handle, I, of any suitable construction, is secured to the car-body G, either at the side or the rear, by which the car-body G can be turned on the pin E.

The car-brake K consists of the brake-shoes K', secured at the ends of the brake-beams K², which slide in guides D' on the frame D. In the center of this guide D' is journaled the cam-arm L, provided with a cam, L', on each outer end, which cams L' press the brake-shoes K' against the flanges of the wheels B' and C', when the lever L², attached to the cam-arm L, is pressed forward or backward.

The car-frame G' is locked to the truck-frame A at the rear end in any suitable manner.

The operation is as follows: The load in the car-body G is dumped sidewise by unlocking the car-frame G' from the truck-frame A, and by unfastening the hinged door H by turning the rod H' downward and then swinging the car-body G at right angles by means of the handle I. As soon as the car-frame G' has cleared the end beams A² of the truck-frame A it will tip over onto the incline F², on account of the center beam, G⁴, being hinged to the bed-plate F. The latter turns easily on the pin E as a center, and the friction-rollers E' assist in the free movement of the bed-plate F and the car-body G. The load can be dumped endwise by lifting the rear end of the car upward, using the front axle, B, as the pivotal center. The rear wheels, C', remain on the track on account of the hinged frame D.

By removing the entire car-body G, frame G', and bed-plate F from the truck-bed A³ the latter can then be used as a timber-car.

The rear wheels, C', of the truck-frame A be-

ing hinged to the front axles, B, (the truck-frame A simply resting on the rear axle, C,) allows the car-wheels to remain on the track on an unequal surface, saving the car and its load from being thrown from the track.

The brake is applied by pressing the lever L² downward, which causes the cam L' to move the brake-shoes K' against the flanges of the wheels B' and C'.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. In a dumping-car, the truck-frame A, the axles B and C, the wheels B' and C', the hinged frame D, the friction-rollers E', and the pin E, in combination with the bed-plate F, having an incline, F², the disk F', the car-frame G', and the car-body G, substantially as shown and described.

2. In a dumping-car, the truck-frame A, consisting of the side beams A', the end cross-beams A², and the bed-plate A³, the pin E, the friction-rollers E', and the keepers E², in combination with the car bed-plate F, having an incline, F², the disk F', the car-frame G', hinged to the bed-plate F, the car-body G, and the handle I, substantially as shown and described.

3. In a dumping-car, the truck-frame A, consisting of the side beams A', the end cross-beams A², and the bed-plate A³, in combination with the axles B, attached to the side beams A'. wheels B', the hinged frame D, the axle C, and the wheels C', substantially as shown and described.

4. In a dumping-car, the truck-frame A, the axles B and C, the wheels B' and C', and the hinged frame D, in combination with the guide D', the brake-shoes K', the bars K², the cams L', the bars L, and the lever L², substantially as shown and described.

5. In a dumping-car, the truck-frame A, the pin E, the friction-rollers E', and the keepers E², in combination with the bed-plate F, having an incline, F², the disk F', the car-frame G', consisting of the side beams G², the end cross-beams G³, and the center beam, G⁴, hinged to the bed-plate F, the car-body G, the hinged door H, and the locking-rod H', substantially as shown and described.

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