(No Model.)

L. E. TRUESDELL.

DUMP CAR.

No. 368,863. Patented Aug. 23, 1887.

Fig. 1

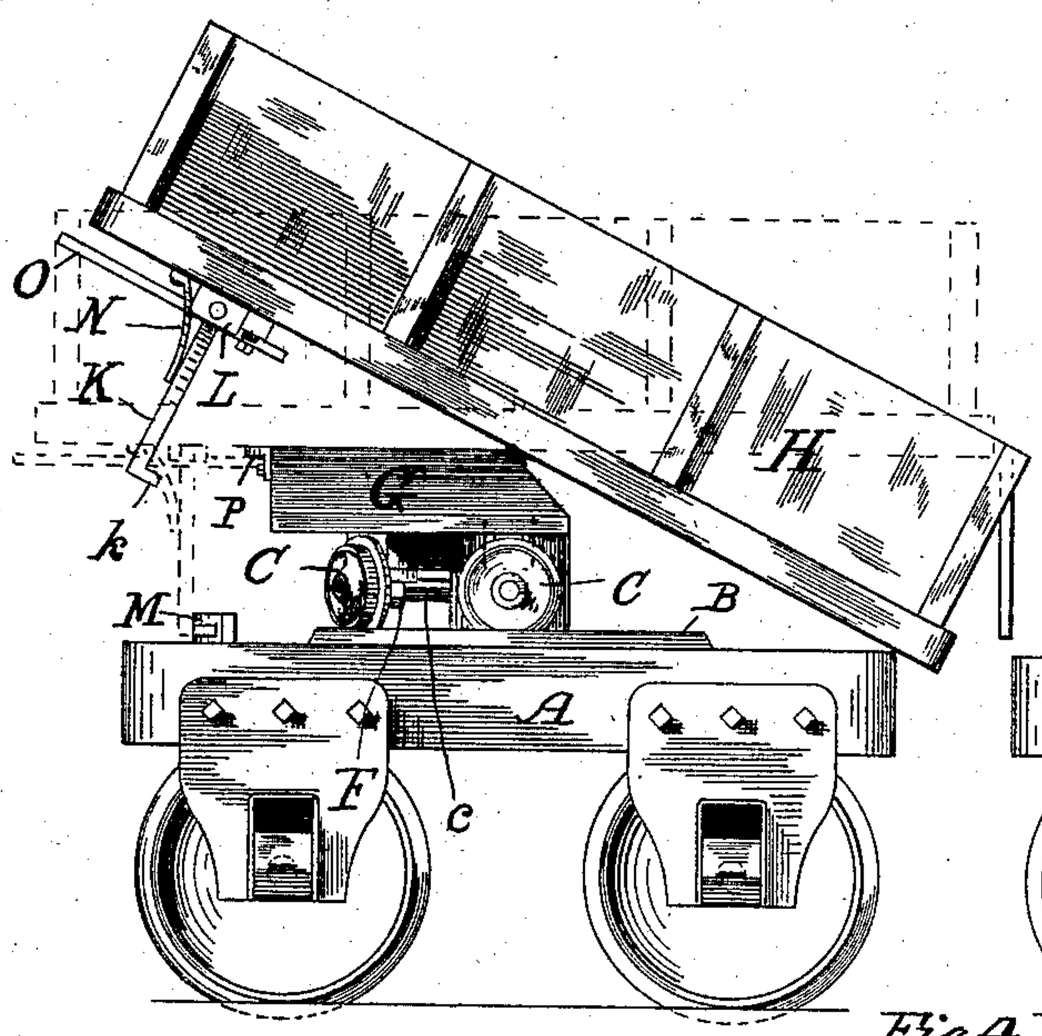


Fig. 2

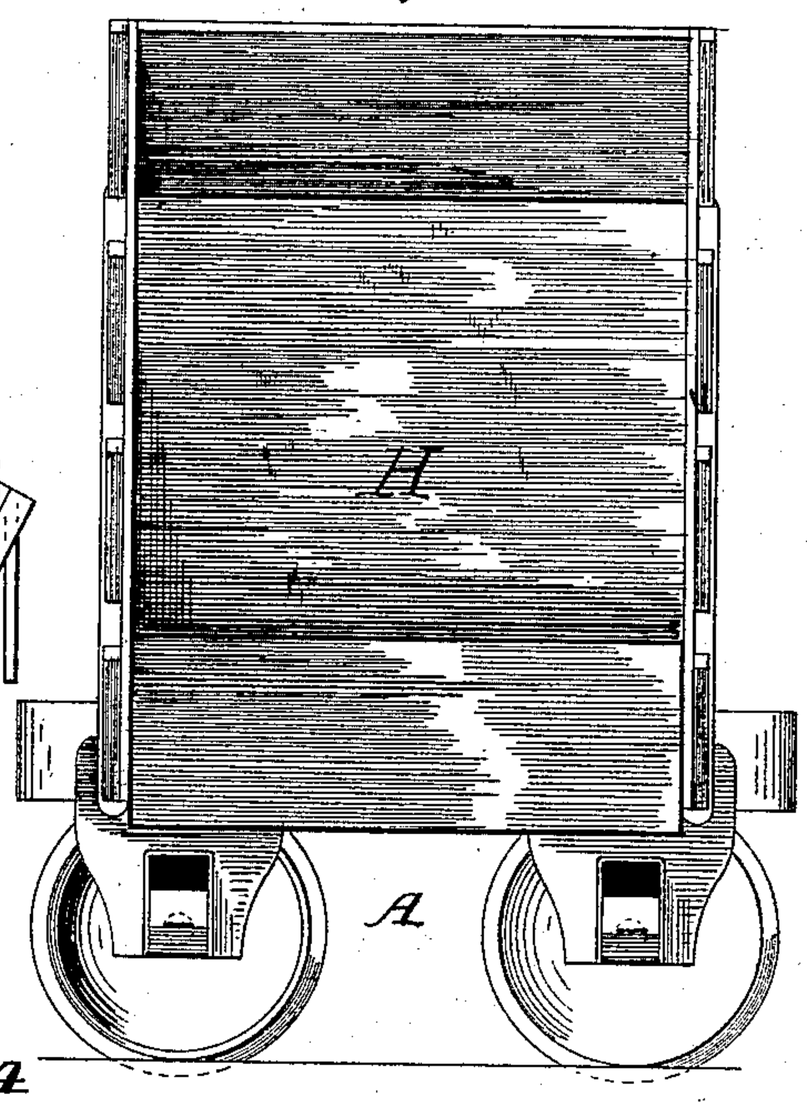


Fig. 3

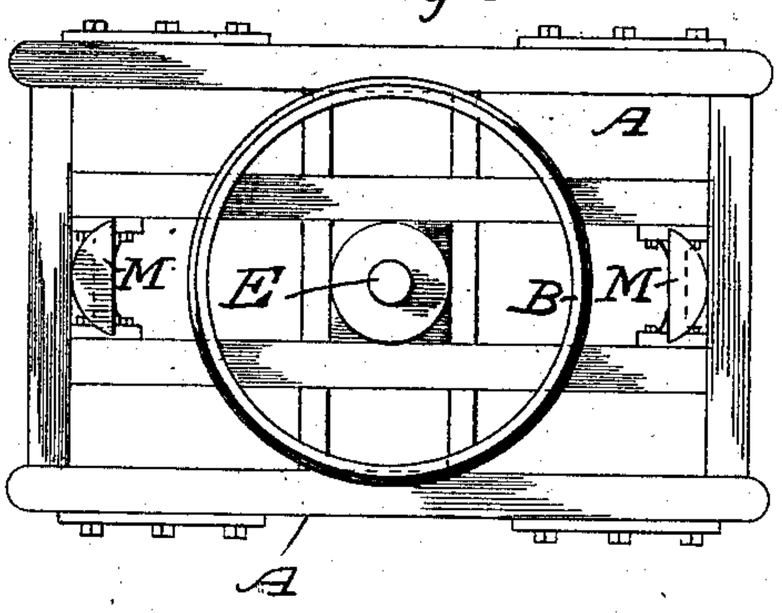


Fig. 4

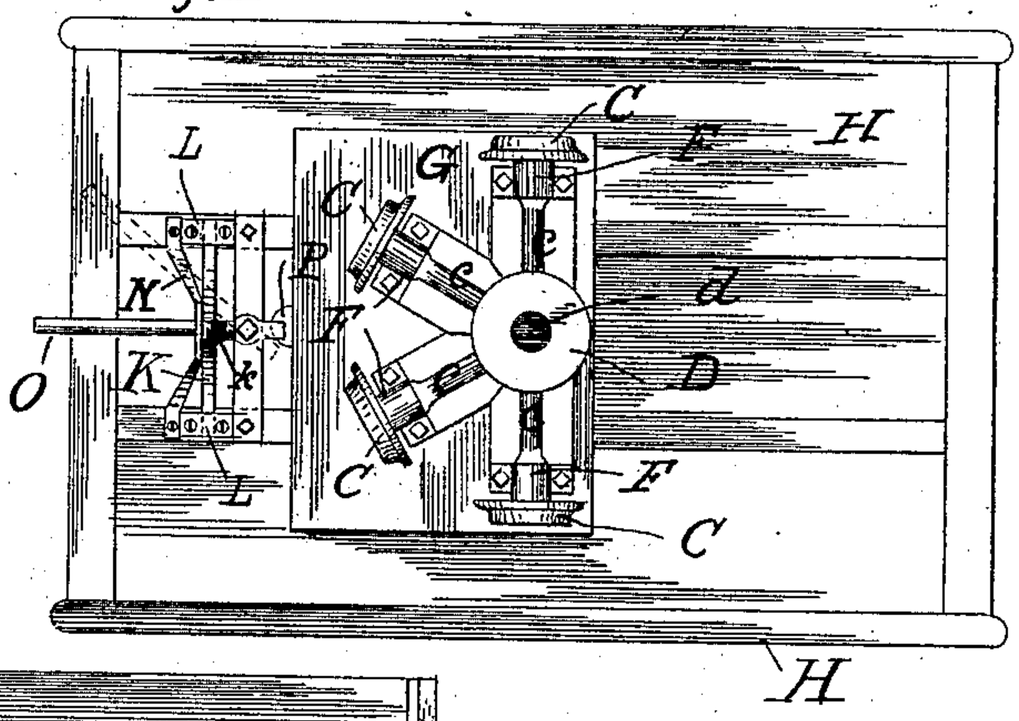
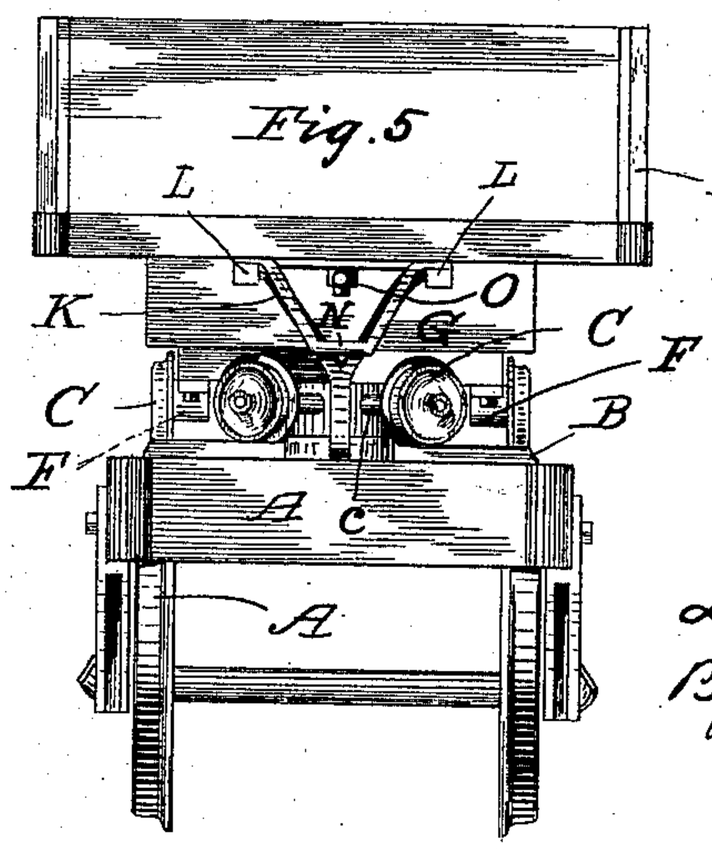


Fig. 5



Witnesses.

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UNITED STATES PATENT OFFICE.

LUCIUS E. TRUESDELL, OF BRISTOL, NEW HAMPSHIRE.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 368,863, dated August 23, 1887.

Application filed September 3, 1886. Serial No. 212,652. (No model.)

To all whom it may concern:

Be it known that I, LUCIUS E. TRUESDELL, a citizen of the United States, residing at Bristol, in the county of Grafton and State of New Hampshire, have invented certain new and useful Improvements in Dump-Cars, of which the following is a specification.

The object of this invention is to provide a dump-car with simple and efficient mechanism for discharging its load at the end of the car or at either side of the track.

My invention relates, principally, to an improved turn-table, to improved means for automatically latching the body in a horizontal position, and, finally, to an improved tool-receptacle, all of which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 shows a side elevation of my improved dumping-car, having the body in full lines in a position to dump its load and in dotted lines in a horizontal position. Fig. 2 shows my improved car as when in a position to dump its load at one side of the track. Fig. 3 is a plan view of the truck. Fig. 4 is an inverted plan view of the car-body. Fig. 5 represents an end elevation of the car complete.

Corresponding reference-letters indicate like parts throughout the various views.

A is the car-truck, and B a circular track, upon which are placed three or more medium-sized wheels, C, having flanges, as do the ordinary car-wheels, and axles radiating from a central hub, D, which has a vertical socket, *d*, for receiving the king-pin E, secured to the truck A. Each of the wheels C is provided with an underpendent axle, *c*, as they enter but a few inches into the hub D. These axles near the wheels, may be journaled down, so as to fit suitable bearings, F, and thus prevent said axles from any longitudinal movement. Two of these axles *c* enter the hub D exactly opposite to each other. These must run from side to side of the car-body, or transversely therewith. Then, if more than three of the wheels C in all are used, their axles must enter the hub at equal distances apart, and on one side only, between the two axles which are opposite to each other—as for instance, in Fig. 4, where four wheels C are shown, their axles being sixty degrees apart. This enables the car-body to be hinged at a point but a few inches to one side of the longitudinal center, which, it is readily seen, is of great advantage in a car of this construction.

The hub D and bearings F are bolted or otherwise secured to a box, G, which may be utilized for storing spades, bars, &c. The car-body H is hinged to one of the upright sides of this box G at such a point as will bring its longitudinal center directly over the two wheels and axles C *c*, which are opposite to each other. Thus the car-body is enabled to dump, as seen in Fig. 1. The falling end of said car-body H is provided with a hinged door, I, hung at its top to the end posts, J, and some means of fastening said door must be provided, such as the bolts *i*. The rising end of the car-body is provided with an automatic latching device consisting of the latch K, pivoted at its upper end to the sills of the car-body, as at L, Fig. 4, and having its lower end bent at a right angle, *k*, the block M, bolted to the truck-frame, provided with an orifice, with which the part *k* of the latch K is adapted to engage, and a spring, N, which is bolted to the car-sills in such manner as to exert a force against the said latch and hold it to its work.

In order to avoid any liability of the accidental dumping of a load while turning the car-body so as to dump to one side of the track, the fastening device consisting of the lever O and the ear P is provided, which, when placed as shown by full lines, Fig. 4, will secure the car-body down upon tool-box G, and when the lever is in the position shown by dotted lines, same figure, the car may be dumped.

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

1. The combination, with the car-body, of three or more flanged wheels arranged in a semicircle, and provided with axles mounted radially in a central hub and other bearings located near the said wheels and supporting said car-body, a truck having upon its top a circular track adapted to carry said flanged wheels, and a suitable latching device for retaining said car-body horizontal, all con-

structed and operating substantially as and for the purpose described.

2. The combination, with a dump car having a tool-box interposed between its body and truck, of an automatic latching device, substantially as described, for locking said body to said truck, and an additional or safety latch consisting of a lug secured to said tool-box and a lever pivoted to and adapted to swing horizontally under said body and engage said lug, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

LUCIUS E. TRUESDELL.

Witnesses:
J. B. THURSTON,
EDGAR H. WOODMAN.