(No Model.)

F. COTE.

DUMPING CAR.

No. 377,424. Patented Feb. 7, 1888.

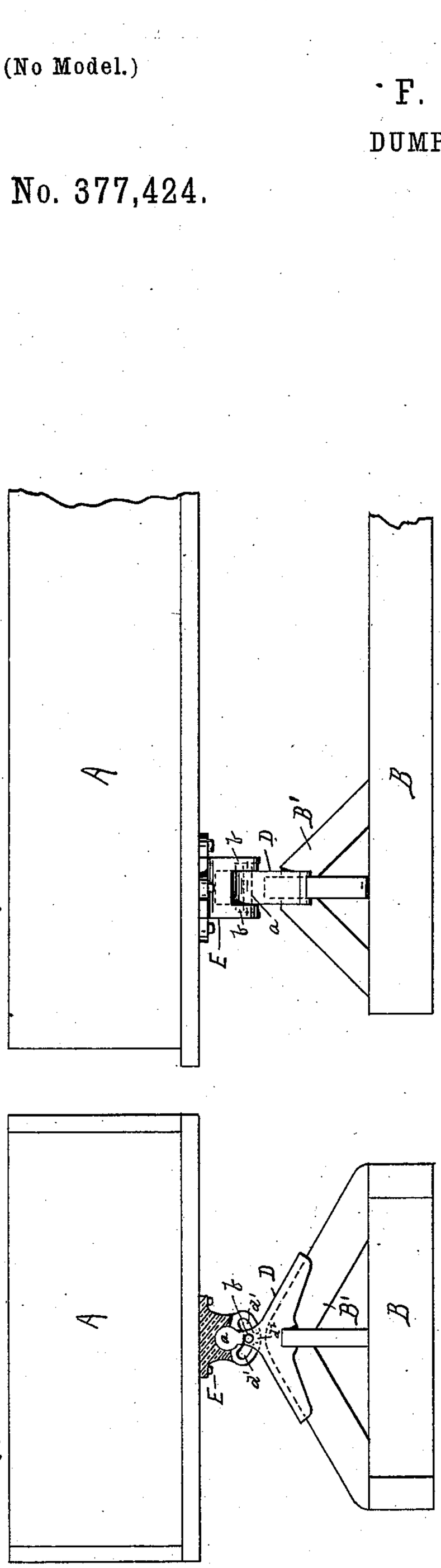

FIG. 1.

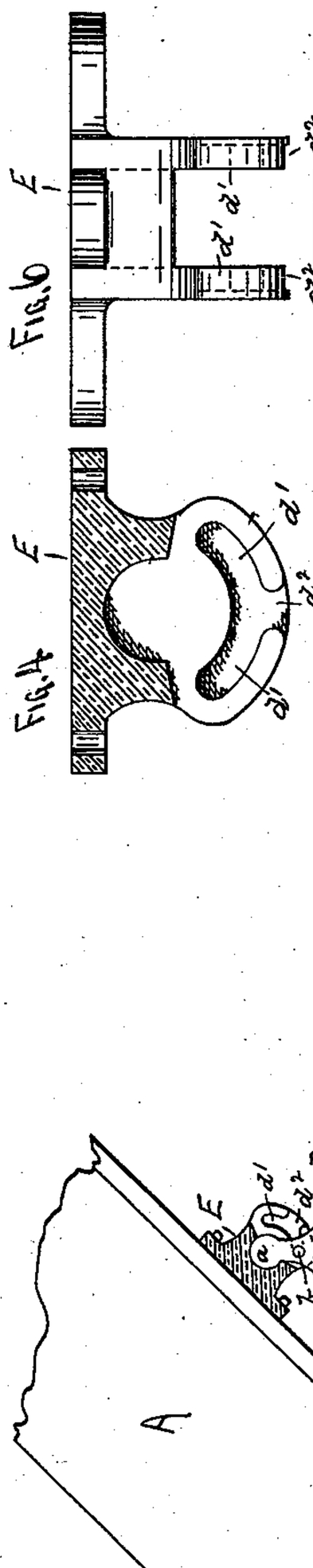

FIG. 4.

FIG. 6.

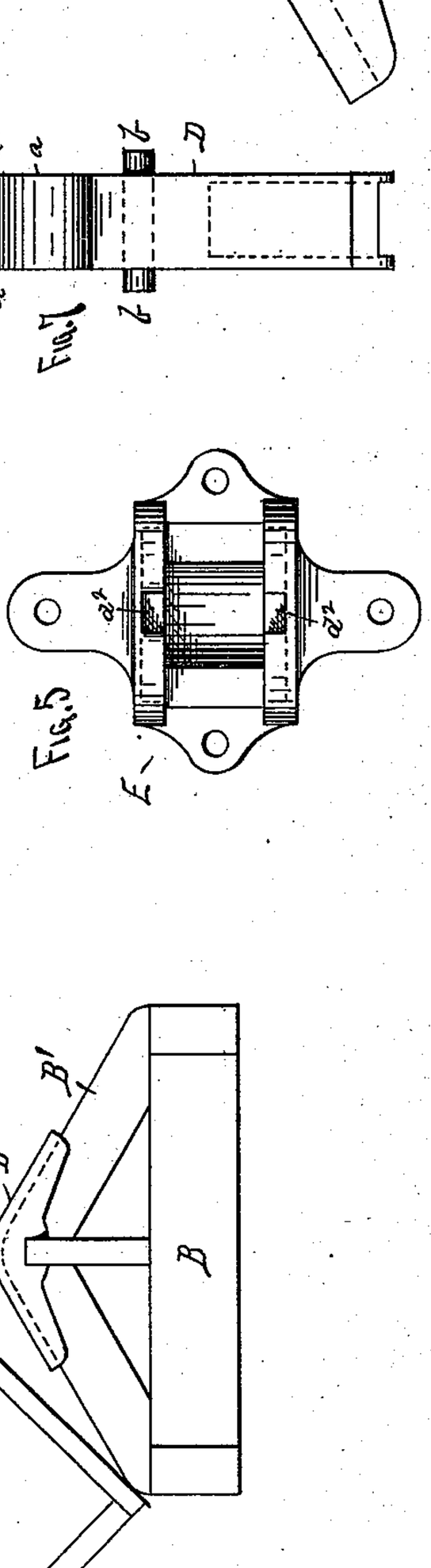

FIG. 5.

FIG. 7.

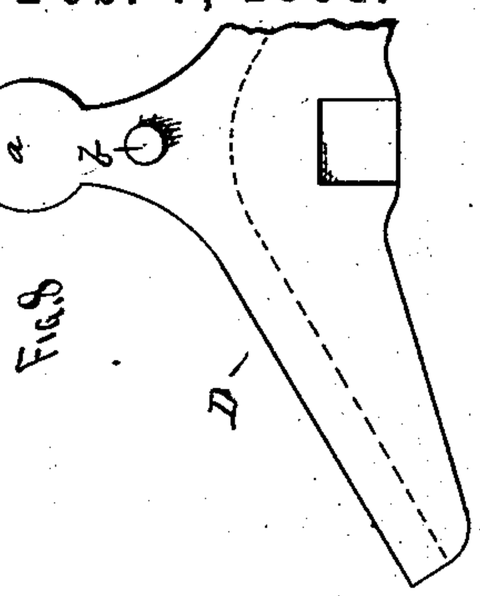

FIG. 8.

FIG. 3.

WITNESSES.
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UNITED STATES PATENT OFFICE.

FRED COTE, OF MINNEAPOLIS, MINNESOTA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 377,424, dated February 7, 1888.

Application filed June 18, 1887. Serial No. 241,734. (No model.)

To all whom it may concern:

Be it known that I, FRED COTE, a subject of the Queen of Great Britain and Ireland, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Dump-Cars, of which the following is a specification.

This invention relates to the dump-cars employed by contractors and others in removing earth from place to place; and it consists in the manner of forming the connection between the frame or truck and the earth-carrying box, whereby the box is prevented from being thrown from the trucks by the tilting of the box in discharging the load, as hereinafter shown and described, and specifically pointed out in the claims.

In the drawings, Figure 1 is a cross-sectional view of the dump-box and a portion of the truck-frame, and Fig. 2 is a side view of the same. Fig. 3 is a view similar to Fig. 1, showing the position of the parts when the dump-box is tilted to one side in discharging its load. Figs. 4, 5, 6, 7, and 8 are enlarged details of the parts forming the coupling between the dump-box and the truck-frame.

A represents the dump-box, which is made in the ordinary manner, and B represents the truck-frame, supported upon the wheels by which the car is adapted to be moved from place to place on the tracks in the ordinary manner. The wheels and tracks are not shown, as they are so well known and form no port of the present invention. Near each end of the truck-frame B are placed angular frames B′, supporting brackets D, upon which the dump-box is mounted. These brackets are formed to enclasp the apex of the frames B, and are each provided with a circular head, *a*, and projecting pins *b*, and the bottom of the dump-box is provided with a socket, E, adapted to rest upon the bracket D, as shown, with its interior fitting the circular head *a*. The socket E is formed to fit the head *a* closely, so that the dump-box is free to roll upon the bracket as a center.

Inside the socket E are curved grooves *d′*, into which the pins *b* fit, as shown. Each of the grooves *d′* is formed with an opening, d^2, at its center, so that when the dump-box with the socket attached is set down over the bracket with the dump-box in a horizontal position the pins *b* will enter the openings d^2 and allow the socket to pass down into their seats, as in Figs. 1, 2, and 3; but when the dump-box is tilted over to one side in discharging its load the grooves *d′* will move along the pins *b* and cause the opening d^2 to pass beyond the pins, and thus effectually prevent the dump-box from being lifted upward from off the brackets.

By this simple device the dump-box is effectually "locked" to the brackets when the car is being discharged of its load, while at the same time the two parts are easily disconnected when required; but they will never become disconnected when being dumped, which is the result sought to be attained.

Many severe accidents and much annoyance have often resulted from the dump-box being disconnected from the trucks when the box is suddenly tilted over, as in Fig. 3; but with my simple construction the two parts cannot by any means become disconnected when the box is tilted.

Having thus described my invention, what I claim as new is—

In a dump-car, the combination of the dump-box A, provided with the sockets E, having grooves *d′*, with openings d^2, truck-frames B, having brackets D, with circular heads *a*, adapted to fit said sockets, and with pins *b*, adapted to enter said grooves, whereby said box and truck-frame are separable only when said dump-box is in a horizontal position, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FRED COTE.

Witnesses:
C. N. WOODWARD,
H. S. WEBSTER.