(No Model.) 3 Sheets—Sheet 1.

P. EVERITT & W. C. PAGE.

DUMPING CAR.

No. 405,700. Patented June 25, 1889.

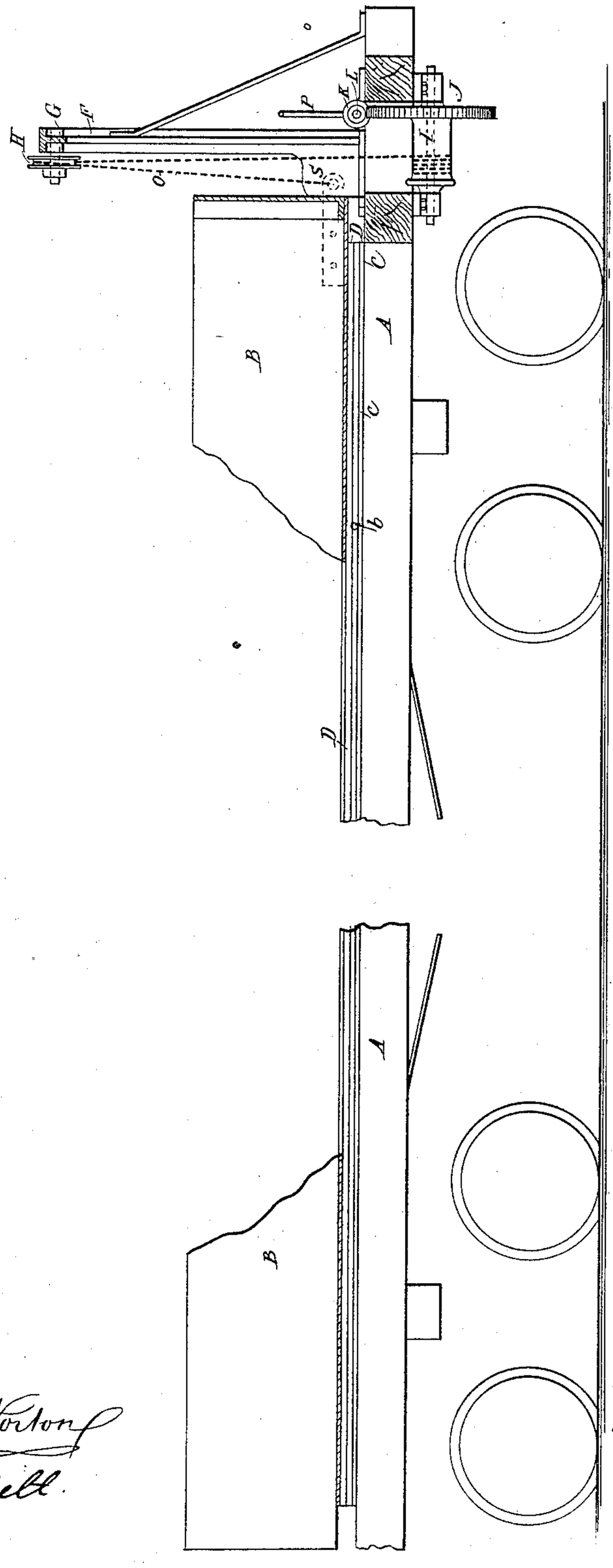

Fig. 1.

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their Attys.

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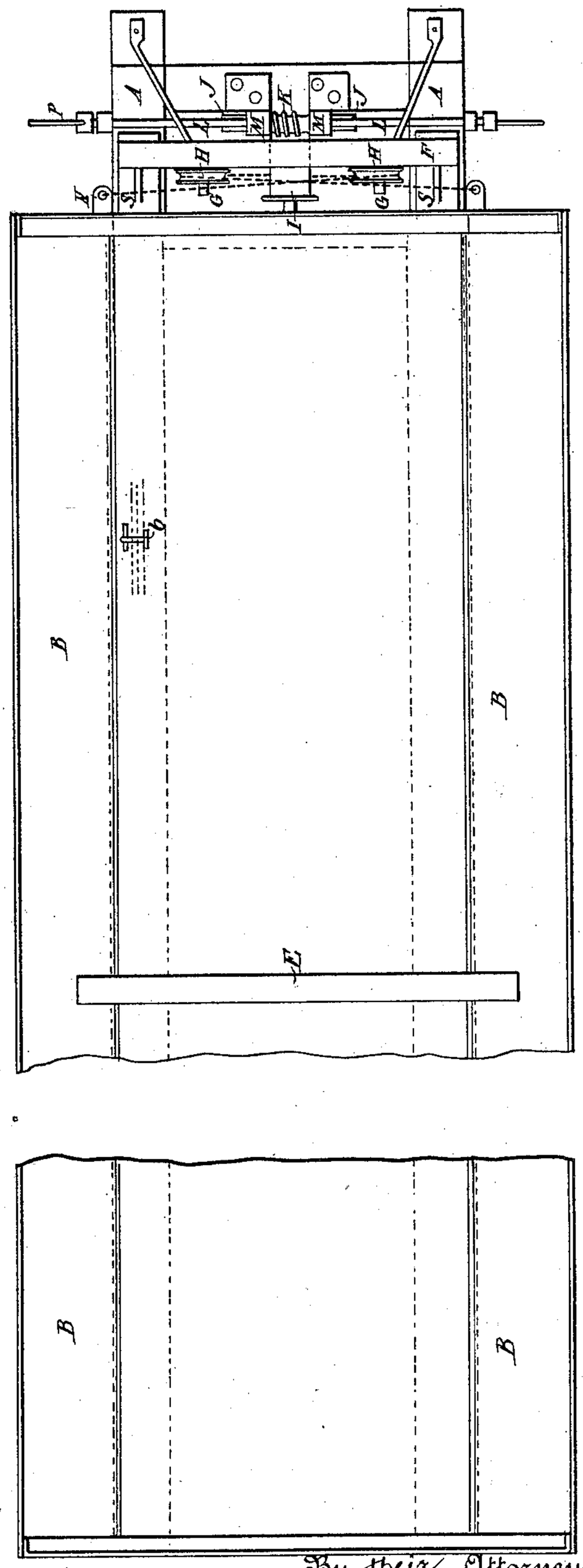

Fig. 2.

Witnesses

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DUMPING CAR.

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Fig. 3.

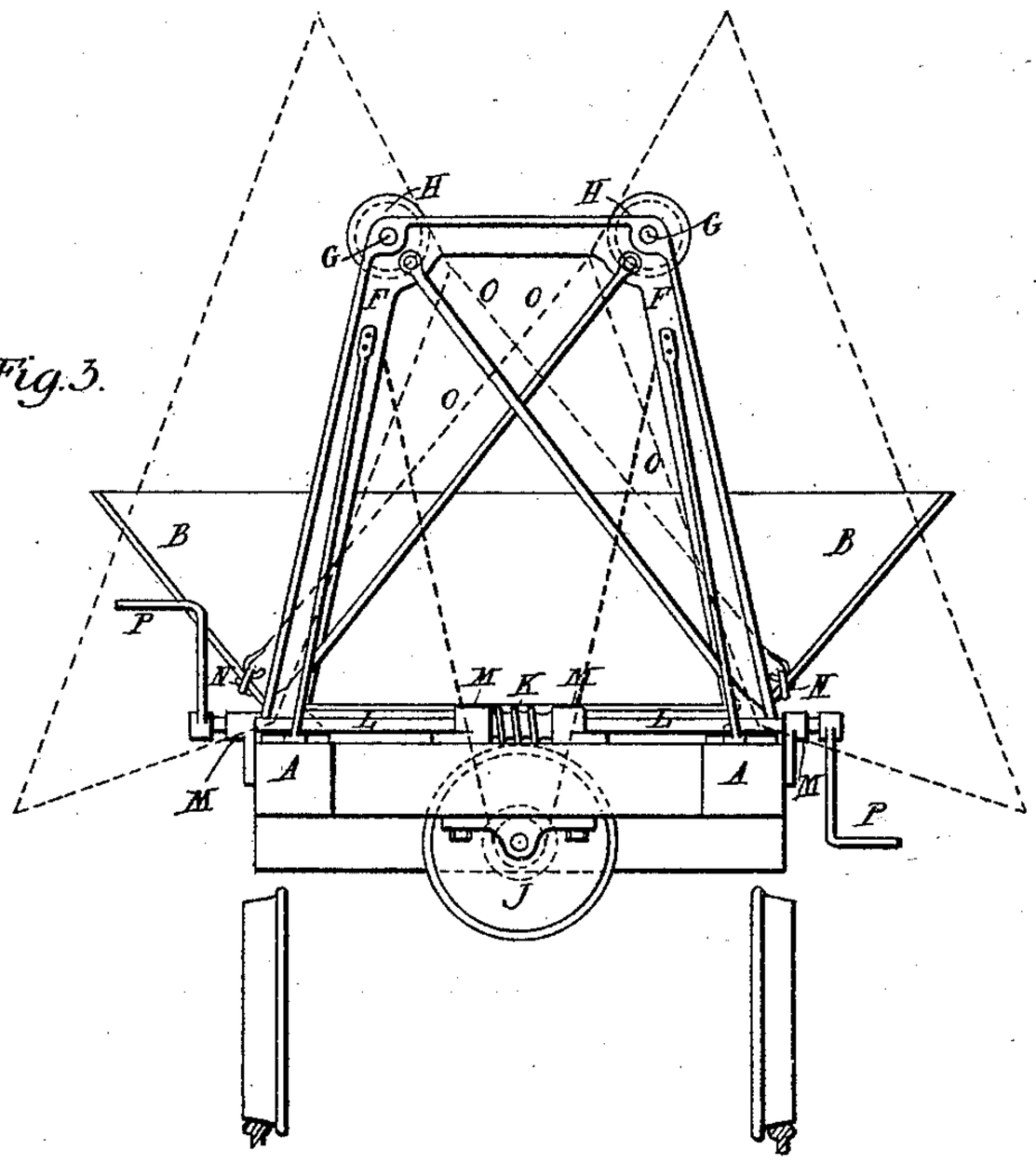
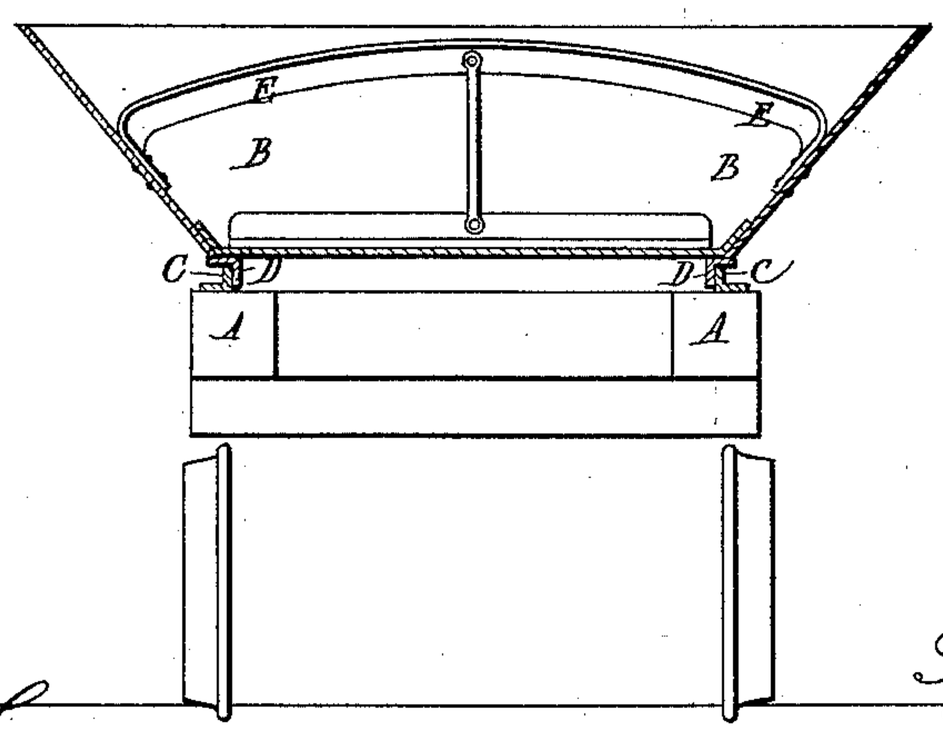


Fig. 4.



Witnesses
Will't. Norton
Alvin Belt.

Inventors
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and William C. Page
By their Attorneys
John J. Halsted & Son

UNITED STATES PATENT OFFICE.

PERCIVAL EVERITT AND WILLIAM C. PAGE, OF NEW YORK, N. Y.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 405,700, dated June 25, 1889.

Application filed March 28, 1889. Serial No. 305,137. (No model.)

To all whom it may concern:

Be it known that we, PERCIVAL EVERITT, a subject of the Queen of Great Britain, and a citizen of London, England, residing in New York, in the county and State of New York, and WILLIAM C. PAGE, a citizen of New York, in the county and State of New York, have invented new and useful Improvements in Dumping-Cars, of which the following is a specification.

The object of our invention is to provide a car which will facilitate the unloading of all kinds of material, and will also serve the purpose of an ordinary car of any capacity, and is so constructed that its contents can be discharged at will on either side, and at the same time keeping the center of gravity of the car, when in its normal state, as low as usual.

In order to enable our invention to be understood reference is had to the accompanying drawings.

Figure 1 represents an elevation of a full-sized double-bogie freight-car, with one of its ends partly in section, with our invention applied to the same. Fig. 2 is a plan view of such a car. Fig. 3 is an end view, and Fig. 4 represents the body of the car in section.

A A, Fig. 1, represent the framing of an ordinary freight-car mounted on two bogie-carriages, as shown, built of any suitable material and of sufficient strength to support the body or trough B B. Upon the top of the main framing A are fitted two strips of iron, preferably angle-iron, as shown at C C, Fig. 4, and which are carried to within a few inches of the end of the trough. Upon these two strips rest two other strips of iron, which also may be made preferably of angle-iron, as shown at D D, Fig. 4, and which are riveted to the bottom of the iron trough B B. This trough is constructed of iron plates riveted together and strengthened by two or more cross-pieces, as shown at E E, and it is entirely separate from the main frame A, not being connected thereto in any way except by such means as may be used to keep the trough firmly on its end during transit—for instance, by hooking it to the main frame, or, as shown in the drawings, by bolts or pins *b b* through the angle-iron strips. When these bolts or hooks are removed, the trough is then free to be tilted upon either of the angle-irons C C, which take the place of pivots or hinges.

Upon the main frame A, at each end of the car, are mounted the standards F F, the main frame extending in practice beyond the end of the trough at each end of the car for that purpose; but, to avoid repetition, we illustrate one end only. Each standard carries two studs G G, upon which are mounted the guide-pulleys H H. Supported underneath the main frame by bearings is the drum I, having the gear-wheel J, which gears into the worm-wheel K, carried on the shaft L, which runs in suitable bearings M M. This shaft carries on either end crank-handles P P, which can be made removable and can be operated by one or more men. Upon the side of the trough B B, at any suitable place, but preferably at N N, are fastened the chains O O. These chains are carried over the pulleys H H, as shown, and connected to the drum I.

The action of the car is as follows: When it is required to dump the contents thereof, the bolts or pins *b*, or other fastenings, &c., having been removed on both sides, the trough is then entirely independent of the main frame, and rests purely upon the angle-irons C C. Upon the application of manual power to the crank-handles P P the worm-wheel K is caused to revolve, thereby driving the gear-wheel J and also the winding-drum I. The chains are carried around the drum in opposite directions, and each chain is wound around the drum several times before being secured thereto, thereby allowing one chain to unwind while the other one is being wound around the drum; or, to obviate the slack of the paying-out chain, the gear-wheel may be fitted on either side with ratchets, one ratchet driving the hauling and the other ratchet remaining neutral. Either side of the trough can be raised by turning the crank-handle in either direction. When force is exerted on either chain, that side of the trough to which this chain is attached is raised up, while the opposite side bears on the angle-iron C, at the same time turning on it in the same way as if it were hinged or pivoted. The chain is wound up until the desired angle of the trough is reached, and the

material then falls out. The dotted lines show the trough raised to nearly its full extent on either side, which is considered a sufficient angle for all practical purposes.

To insure the trough always returning to its correct position and to prevent any longitudinal movement thereof the standards F F are provided on either side with projections S S, which are so inclined as to guide the trough back into its correct position should it by any chance get shifted endwise, and they also serve to hold the trough longitudinally when in transit.

Having, therefore, fully described the nature of our invention, what we desire to claim is—

1. A frame of a car provided with pivotal bearings at each of its sides or edges, combined with a trough having corresponding side bearings, substantially as set forth, and with means for tipping the tray.

2. A car or carriage body suitable for conveying merchandise—such as hay, straw, coals, granite, manure, or the like—supported on pivotal bearings at both its sides and adapted to be actuated from either side and to be raised at either side at option from a frame connected to the main frame of the car, and whereby the load may be discharged on either side, as desired, substantially as shown and described.

3. In combination with worm-wheel K, gear-wheel J, and drum I, the chains O O, connected to the trough B, having the pivots C C, as described.

In testimony that we claim the foregoing as our invention we have signed our names, in presence of two witnesses, this 27th day of February, 1889.

PERCIVAL EVERITT.
WILLIAM C. PAGE.

Witnesses:
TYRRELL COOKE,
JOHN A. JAMISON, Jr.