

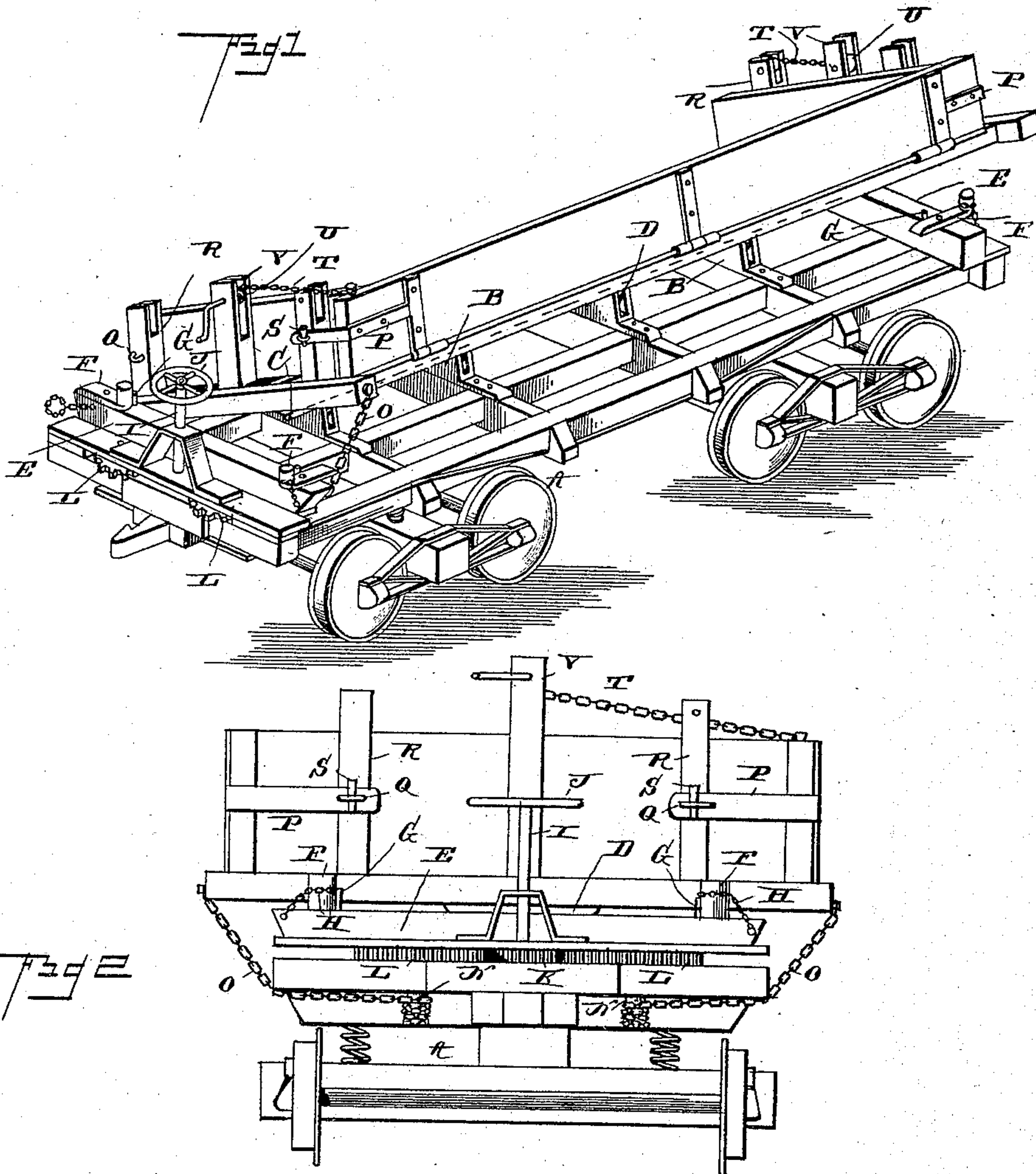
(No Model.)

2 Sheets—Sheet 1.

W. J. BOSTAIN.
DUMPING CAR.

No. 416,894.

Patented Dec. 10, 1889.



Witnesses

John Emrie
R. J. Marshall

Inventor

William J. Bostain

By his Attorneys,

C. A. Snow & Co.

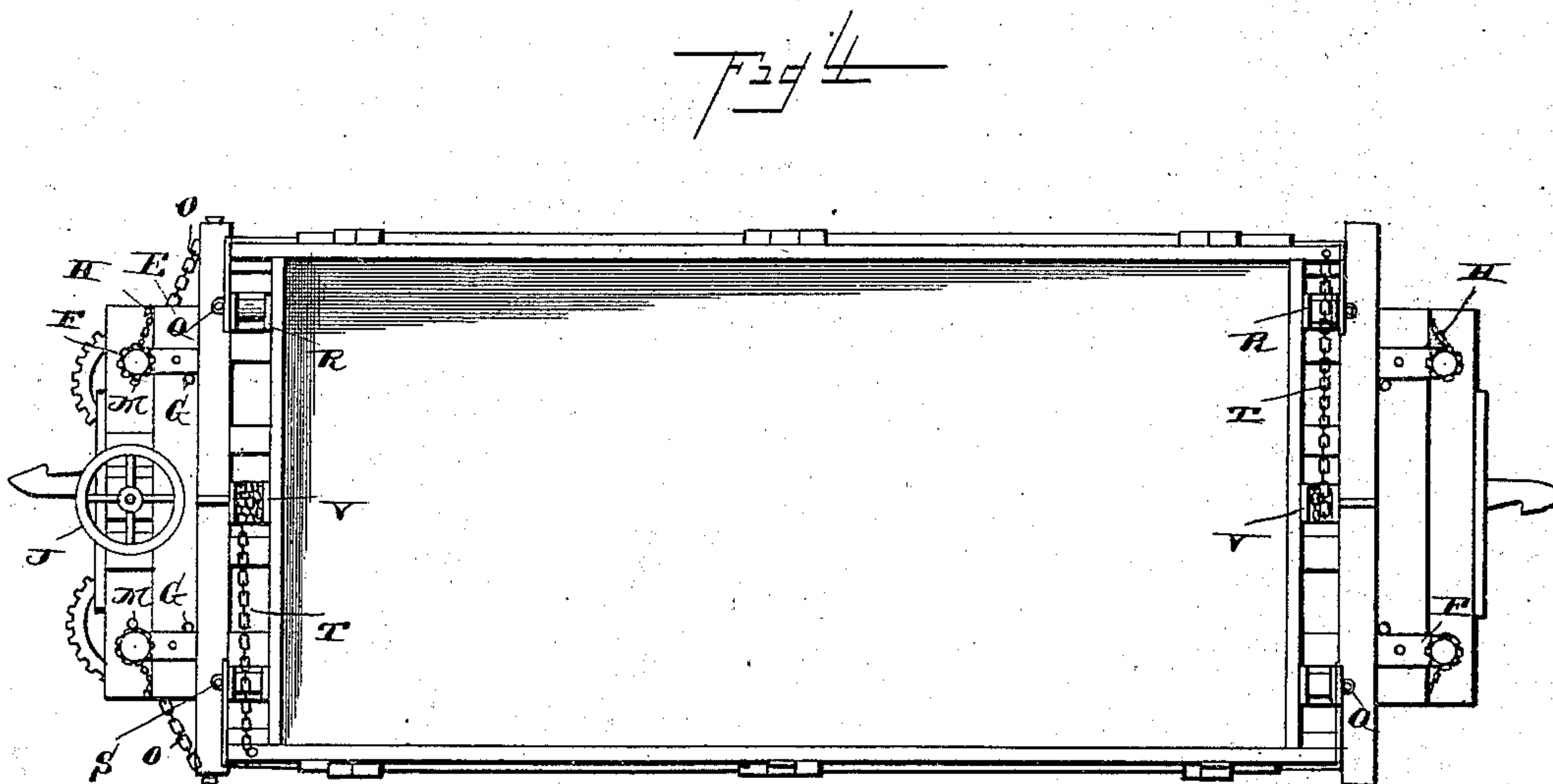
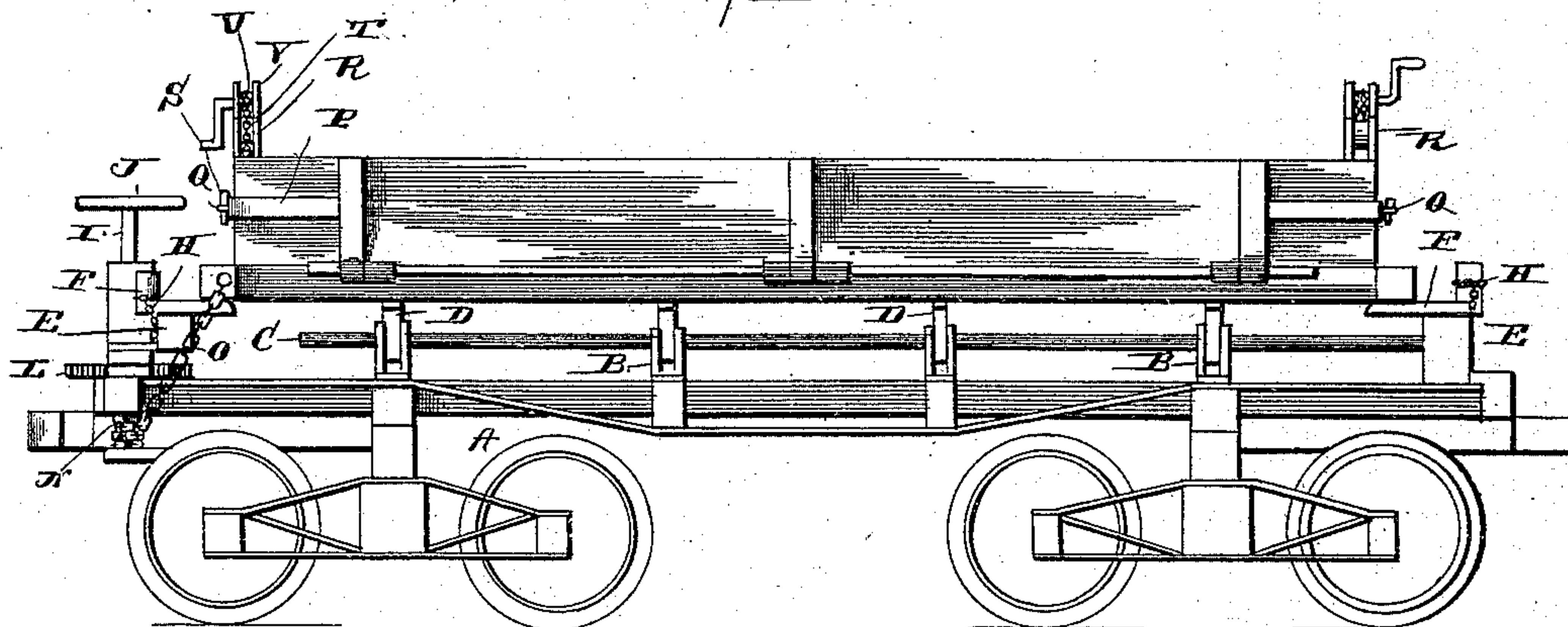
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UNITED STATES PATENT OFFICE.

WILLIAM J. BOSTAIN, OF COLE CITY, GEORGIA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 416,894, dated December 10, 1889.

Application filed August 23, 1889. Serial No. 321,736. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. BOSTAIN, a citizen of the United States, residing at Cole City, in the county of Dade and State of Georgia, have invented a new and useful Dumping-Car, of which the following is a specification.

My invention relates to improvements in dumping-cars; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view showing the car tipped to one side to dump the contents. Fig. 2 is an end elevation of the car, showing it lowered. Fig. 3 is a side view. Fig. 4 is a plan view.

In carrying out my invention I employ a car-truck A, of the usual or any preferred construction, and on the upper side of the said truck, along the central longitudinal line of the same, I provide a series of brackets B, through which a longitudinal rod C passes, to pivotally secure thereto the castings or brackets D, depending from the bottom of the car body or box. At the ends of the truck, on the upper side of the same, I provide the cross-bars E, on which I pivot the buttons F, which are adapted to engage under the body of the car to prevent the tipping of the same when moving along the track. These buttons are limited in their movement in one direction by the vertical pins G and in the opposite direction by the chains H, which are secured to the buttons and the cross-bars. At the end of the truck I provide the vertical operating-shaft I, which is provided with a hand-wheel J at its upper end and at its lower end with a pinion K, which meshes with the gear-wheels L, secured to the upper ends of the vertical shafts M M, journaled in the frame-work of the truck. These shafts M have drums N secured on their lower ends, and chains O are secured to and adapted to wind upon the said drums and extend from the same to the end of the car-body, to which they are secured. These chains are wound on the drums in reverse directions, so that as one chain is wound the other is unwound, and the car is thereby prevented from dumping too suddenly.

The sides of the car are connected to the bottom of the same by suitable hinges, and are provided at their ends with the angle-

plates P, which extend around the ends of the body and engage over staples Q, projecting from standards R, and are held in engagement with the said staples by the pins S, inserted through the same, as clearly shown. The sides of the car-body are raised after the contents of the car have been dumped by means of a cable or chain T, secured to the side and passing around a windlass U, mounted in a standard V on this body, as clearly shown.

In practice, when the car is being loaded, the buttons are projected under the bottom of the body, so as to prevent any undue tipping of the same, and the car is then loaded in the usual manner. When the car has been fully loaded, it is drawn to the dumping-place in the usual manner, and the buttons are then turned so as to allow the body to tip to one side, and the vertical operating-shaft is then rotated so as to cause the body to turn on the rod C, as will be readily understood, and thereby dump the contents. It will not always be necessary to release the sides of the body; but when it is so desired to release them it is only necessary to remove the pins S from the staples Q, as will be readily understood.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that I have provided a dumping-car which can be readily tipped to one side or the other to dump the contents, and which, when being moved from place to place, will be held steadily and firmly.

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

1. The combination of the truck, the body mounted thereon and adapted to tip to one side, and the horizontally-swinging buttons pivotally mounted on the ends of the truck and adapted to engage under the end of the body, as set forth.

2. The combination of the truck, the body mounted thereon, the buttons pivoted on the truck and adapted to engage under the body, the vertical pins on the truck adapted to limit the movement of the buttons in one direction, and the chains secured to the buttons and the truck, as set forth.

3. The combination of the truck, the body mounted thereon, the operating-shaft mount-

ed vertically in the truck, the shafts M on
opposite sides of the operating-shaft, the gear-
wheels on said shafts M, the pinion on the op-
erating-shaft meshing with said gear-wheels,
5 the drums on the shafts M, and the chains
extending between the drums and the body,
as specified.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
presence of two witnesses.

WILLIAM J. BOSTAIN.

Witnesses:

WM. CAGLE,
A. M. DAVIS.