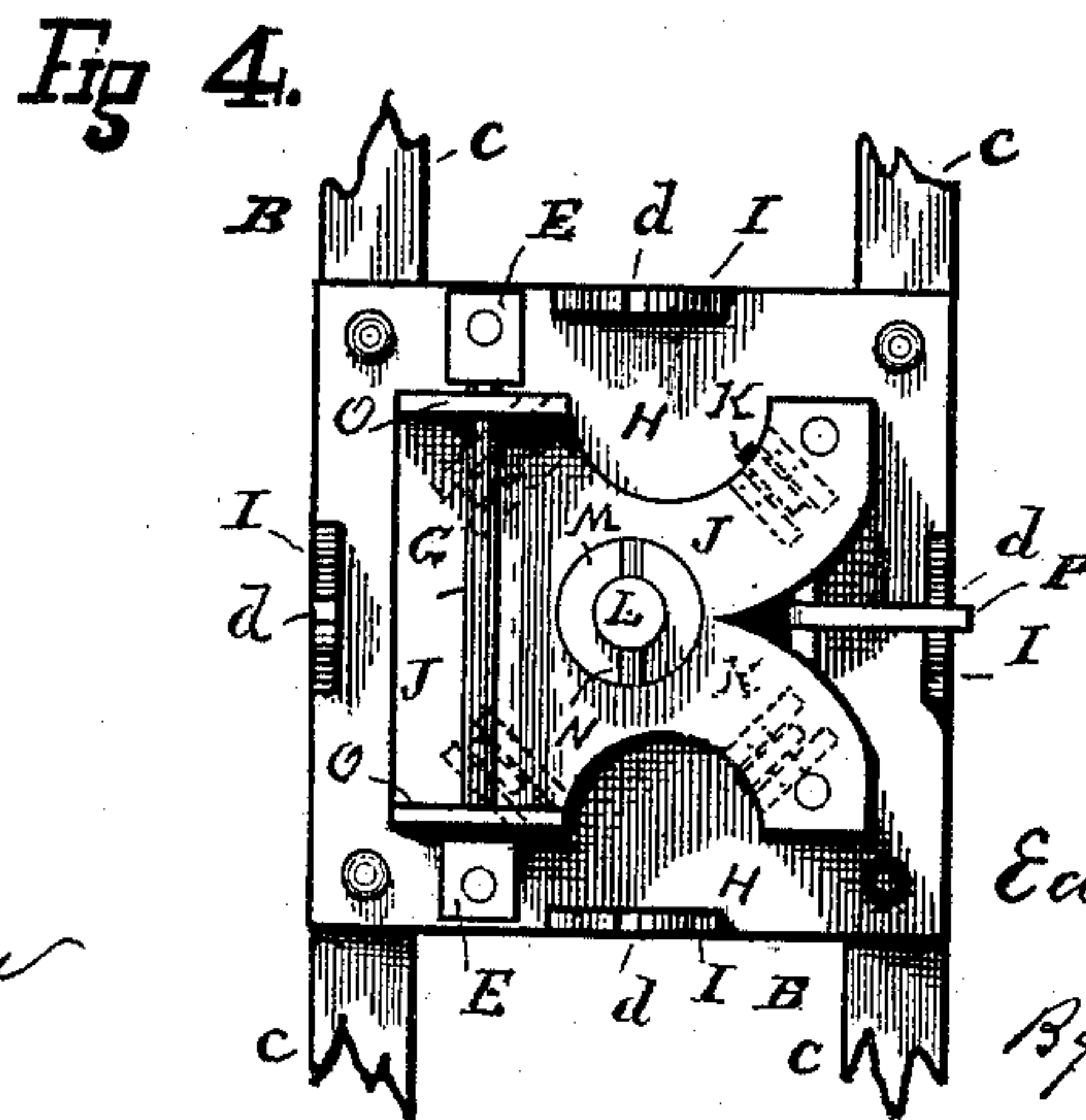
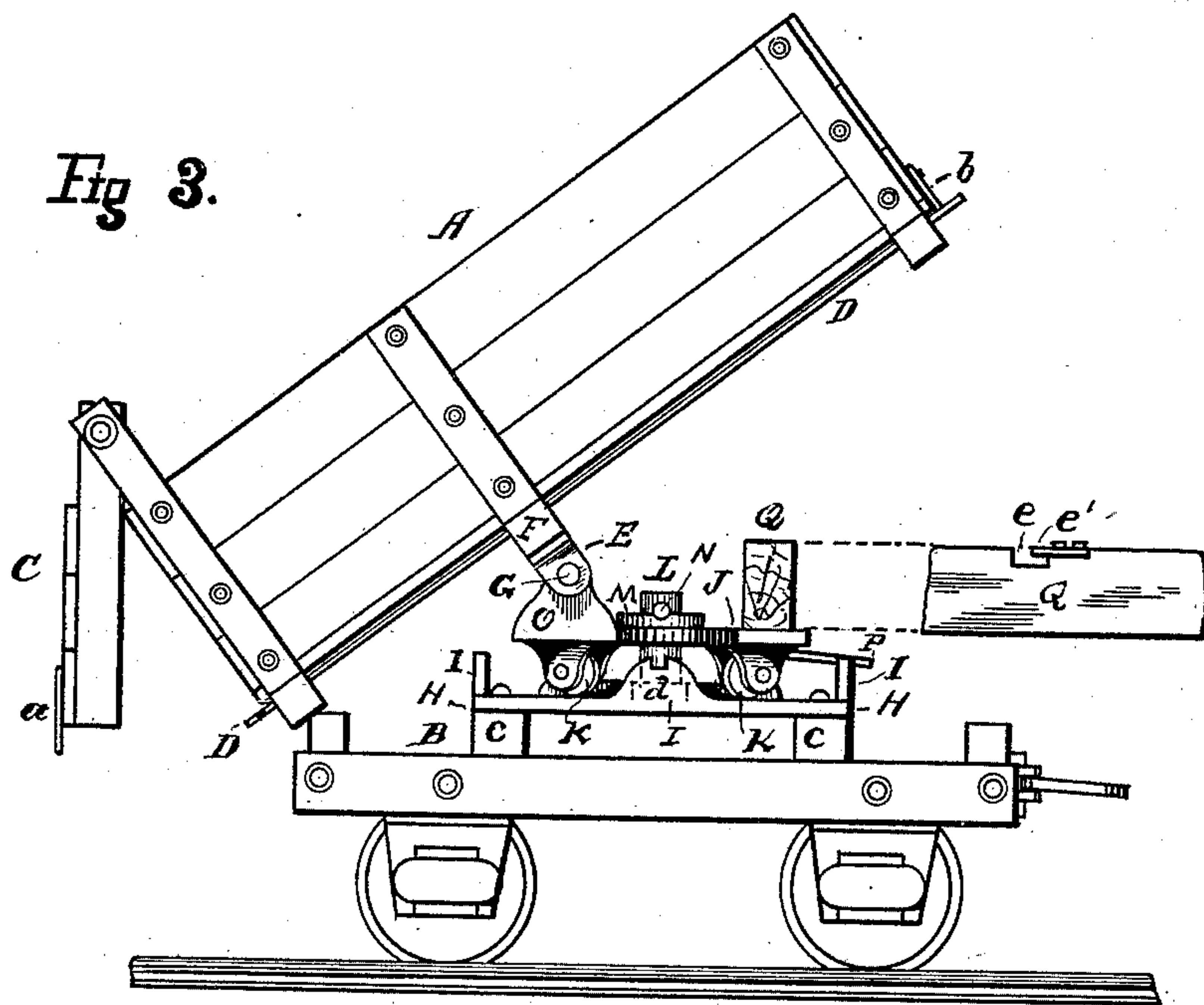
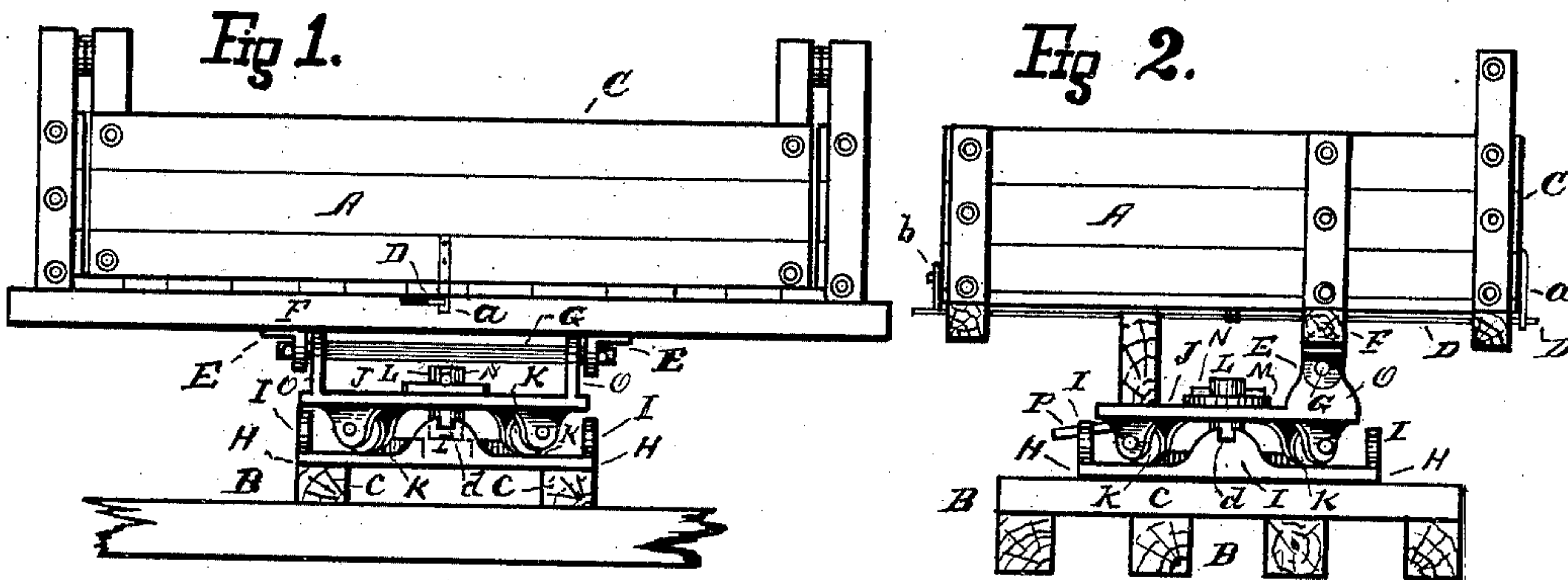


(No Model.)

E. C. SAWYER.  
DUMPING CAR.

No. 421,976.

Patented Feb. 25, 1890.



Witnesses,  
*J. M. Burrall*  
*Chas. K. Union*

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his atty.



# UNITED STATES PATENT OFFICE.

EDWARD C. SAWYER, OF WATERLOO, NEW YORK, ASSIGNOR TO CORNELIUS J. RYAN AND JOHN B. McDONALD, OF SAME PLACE.

## DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 421,976, dated February 25, 1890.

Application filed May 25, 1889. Serial No. 312,042. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD C. SAWYER, a citizen of the United States, and a resident of Waterloo, in the county of Seneca and State of New York, have invented certain new and useful Improvements in Dumping-Cars, of which the following is a specification.

The purpose of my invention is to provide improved means for connecting the box or receptacle to the truck, whereby the contents of the box may be dumped or the load deposited, either at the side of the track or endwise, with facility, as may be desired.

I have set forth the characteristic features of my invention in my several claims; but to enable others more fully to understand the same I will proceed with a particular description thereof, reference being had in so doing to the accompanying drawings, forming a part hereof, and in which—

Figure 1 represents a side elevation of so much of a dumping-car as need be shown in order to illustrate the nature of my improvements. Fig. 2 is an end elevation of the same. Fig. 3 is a side elevation representing the car in its tilted position for dumping the load at the end of the track or upon the same; and Fig. 4 is a detail enlarged, the same being a top or plan view of the means employed for connecting the box rotatively and tiltingly to the truck.

Like letters of reference indicate like parts.

A represents the box or receptacle of the car, and B the truck or truck-frame.

C is a swinging gate, from which depends a bar or tongue *a*, arranged to be engaged by a lever D, pivoted to the box A, and having a hook-shaped end to engage said bar or tongue.

*b* is a pivoted hook or catch by means of which the said lever is retained or locked temporarily in engagement with the tongue *a*. These features of construction are not new with me, and I am aware that cars of this class have heretofore had tilting boxes provided with swinging gates and with means for locking both the gate and the car temporarily, and I have not, therefore, here shown said means with particularity.

E E are depending ears or brackets securely fastened to a beam F, forming a part of the

under or lower portion of the frame of the box A.

G is a horizontal bar passing through the ears E E.

H is a plate fastened to beams or bars *c c*, forming a part of the truck-frame, and I I are upright ears or parts projecting from the said plate, and having notches *d d* therein.

J is a plate pivoted to the plate H and supported on rollers K K, bearing or riding on the plate H. This pivotal connection I accomplish, by preference, by means of a stud or post L, projecting vertically from the plate H and passing freely through the plate J, the latter being held down in place by means of a collar or washer M and a pin N.

O O are ears or vertical parts on the plate J, and the bar or rod G passes through these ears and is retained in place in any suitable way.

P is a vertically-vibrating lever or lock-bar connected to the plate J and resting in one of the notches *d d*.

Q is a beam or box-rest bolted or otherwise fastened to the plate J. *e*, Fig. 3, is a notch in the said beam, and *e'* is a bar or tongue partly overlapping said notch. The lever D passes through the notch *e* and under the tongue *e'* when the car-box is horizontally arranged, and thus holds the said box in that position. As the said lever is moved, however, to release the gate the lever passes out from under the tongue *e'*, releases the car-box, and permits the latter to be tilted for dumping the load.

It will now be perceived that the car-box is in tilting connection with a rotary carriage moving on a platform or way connected to the truck-frame, and that this rotation will be permitted by raising the lever P out of any of the notches *d d* in which it may be temporarily resting, and prevented while it is in any one of them. The car may thus be turned or swung about with facility, so as to admit of its load being dumped upon either one or the other side of the track, or at either end of the car, as may be desired. I do not, however, here intend to restrict myself to means admitting of the car being dumped in all of these four directions, as it is evident that there is much advantage in rendering it ca-



pable of being dumped in any two directions.

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

- 5 1. The combination, in a tilting dumping-car, of the fixed plate or platform H, applied to the truck-frame, the rotary plate or table J, pivoted to the said platform and provided with the rollers K K, riding or bearing on  
10 the said platform and carrying a box-rest Q, the tilting box or receptacle A, hinged to the plate J and having a swinging gate C, a gate-releasing lever operating in conjunction with a box-releasing catch or fastening, and a catch  
15 or fastening for temporarily releasing and connecting the platform H and table J, substantially as and for the purposes specified.
2. The combination, in a tilting dumping-

car, of the fixed plate or platform H, applied to the truck-frame, the rotary plate or table 20 J, pivoted to the said platform and hinged to the box or receptacle of the car, and provided with rollers K K, riding or bearing on the said platform, and also carrying a pivoted or gravitating lock-bar P in conjunction with 25 engaging parts on the platform H, and a gate and box releasing device applied to the car box or receptacle, substantially as and for the purpose specified.

Signed at Waterloo, in the county of Seneca 30 and State of New York, this 17th day of May, A. D. 1889.

EDWARD C. SAWYER.

Witnesses:

T. F. FINIGAN,  
JOHN J. FINIGAN.