

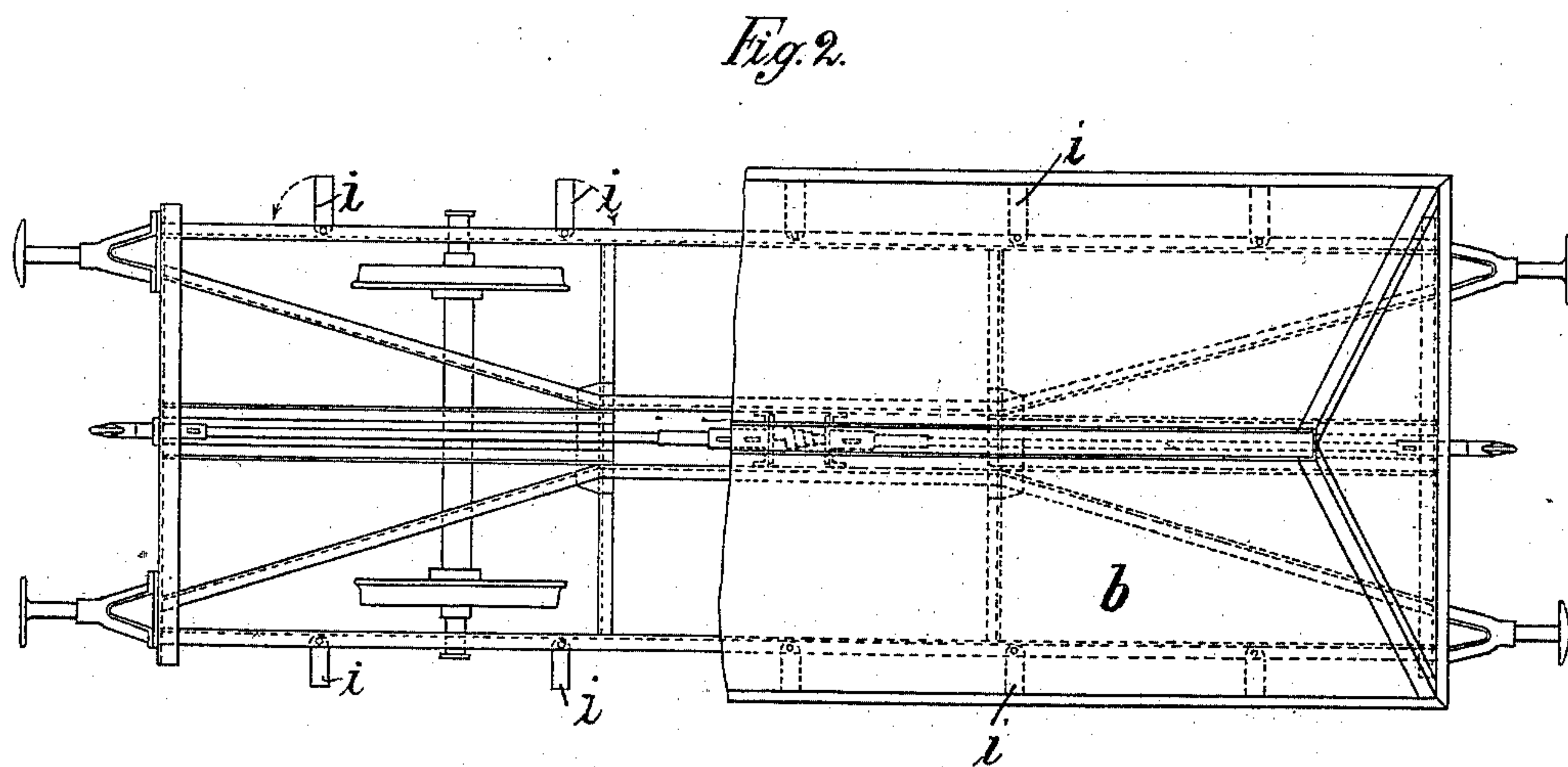
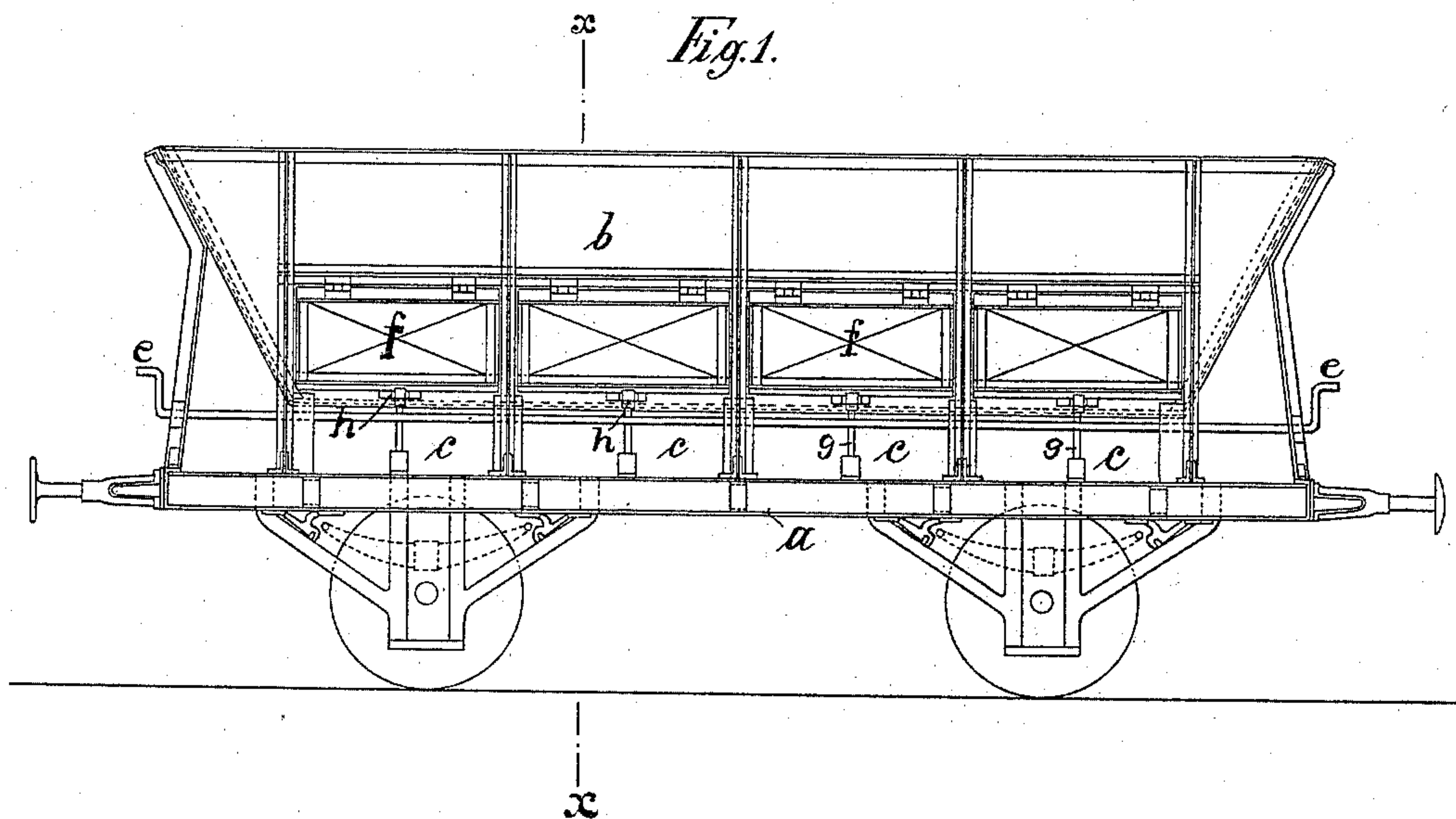
(No Model.)

2 Sheets—Sheet 1.

G. TALBOT.
RAILWAY DUMPING CAR.

No. 488,295.

Patented Dec. 20, 1892.



Witnesses:
 Jas H. Prunkert
 Wm C Evans

Inventor:
George Talbot,
by *A. Faber duRoi*,
Att'y.

(No Model.)

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Fig. 3.

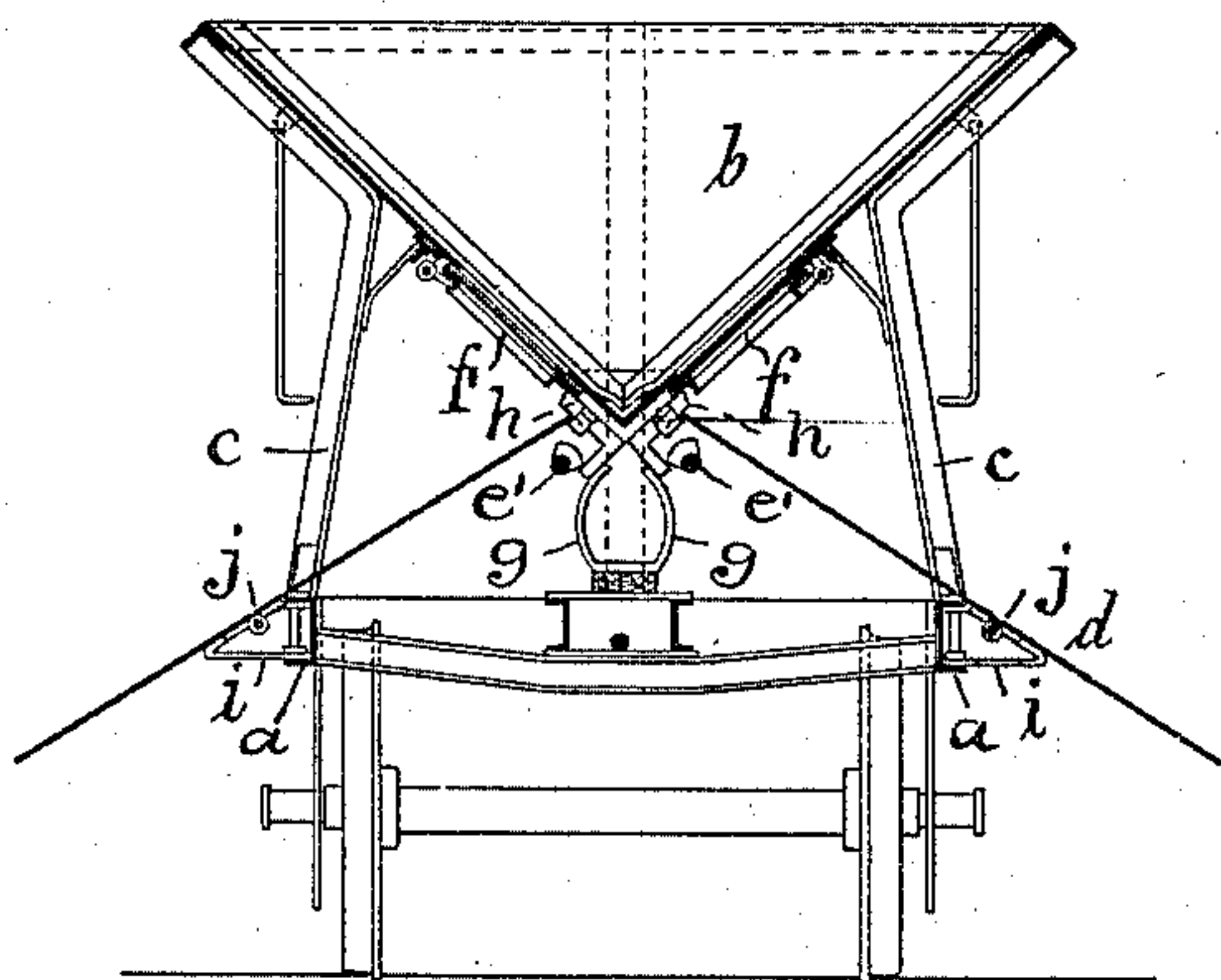
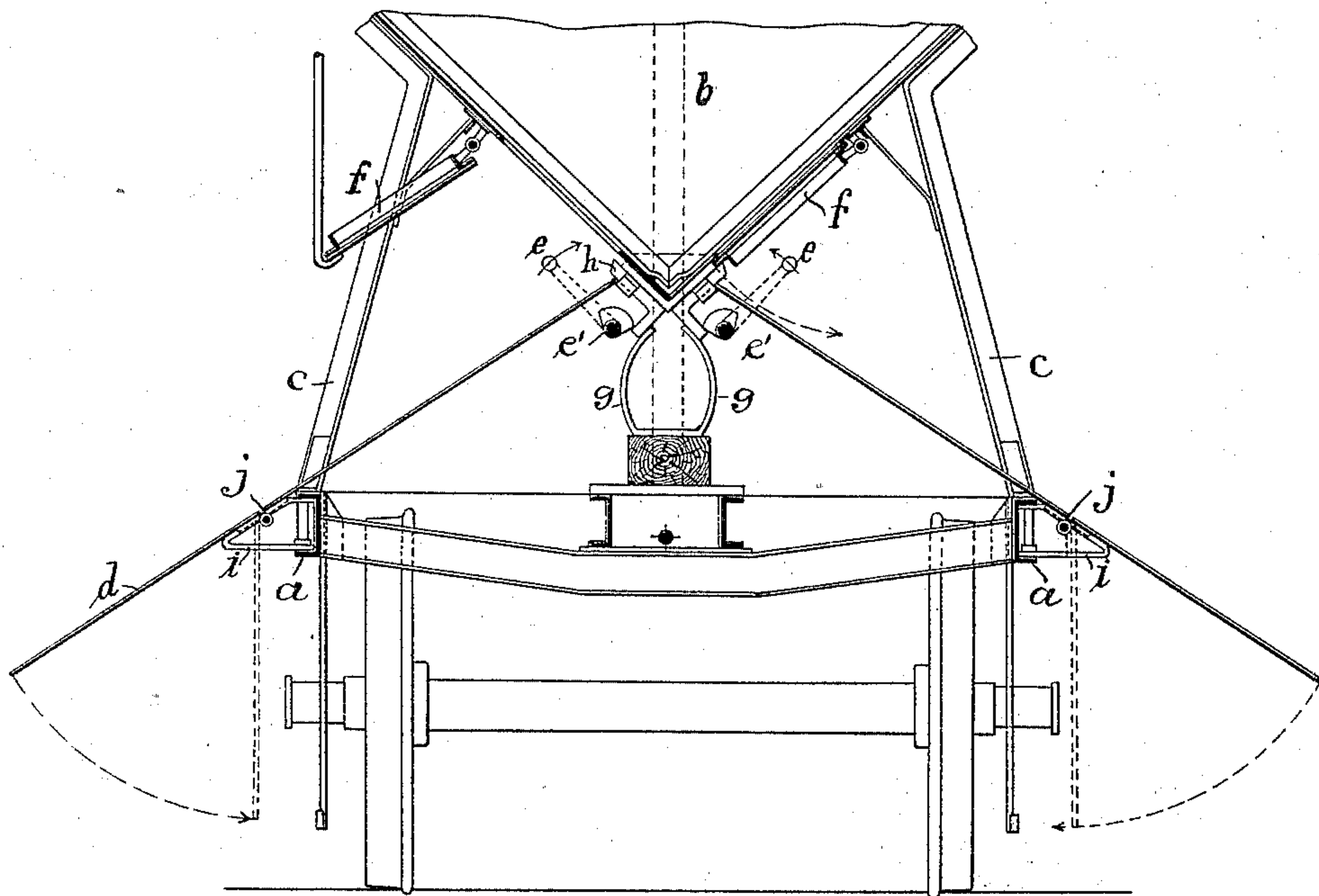


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE TALBOT, OF AIX-LA-CHAPELLE, GERMANY.

RAILWAY DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 488,295, dated December 20, 1892.

Application filed July 11, 1892. Serial No. 439,645. (No model.) Patented in Germany November 11, 1891, No. 63,132; in Belgium January 26, 1892, No. 98,090, and in Luxemburg January 26, 1892, No. 1,551.

To all whom it may concern:

Be it known that I, GEORGE TALBOT, a subject of the King of Prussia, residing at Aix-la-Chapelle, in the Kingdom of Prussia, German Empire, have invented new and useful Improvements in Railway Transport-Cars, (for which Letters Patent have been granted to me in Germany, No. 63,132, dated November 11, 1891; in Belgium, No. 98,090, dated January 26, 1892, and in Luxemburg, No. 1,551, dated January 26, 1892,) of which the following is a specification.

My invention has reference to improvements in railway cars adapted for the transportation of coal, ore, and other matter, and it has for its objects to facilitate the discharging of the contents of the car, as well as to convey the discharged material to a specific distance from the track.

With these objects in view my invention consists in certain novel features in the construction of such cars, as fully pointed out in the following specification and claims and illustrated in the accompanying drawings, in which:—

Figure 1 represents a side elevation of a car constructed according to my invention. Fig. 2 is a plan or top view, part of the car body being removed. Fig. 3 is a vertical section in the plane x, x , Fig. 1. Fig. 4 is a similar section, drawn to a larger scale than the preceding figures, and showing part of the doors open.

Similar letters indicate corresponding parts throughout the several views.

In the drawings the letter b designates the box or body of the car which is made substantially triangular in cross section and provided on each side with discharge openings closed by suitable hinged doors $f f$. The body is supported upon a suitable iron truck frame a , by intermediate columns c . Beneath the body are arranged inclined plates d , (Figs. 3 and 4) extending primarily from the discharge openings in the body to, or somewhat beyond, the edges of the truck frame; and to convey the discharged material to a further distance from the track, the plates are carried out beyond the truck frame to the required distance and the projecting parts are

longitudinally hinged as at i . While the car is in motion the hinged portions of the plates are permitted to hang vertically,—when the contents of the car are to be discharged the plates are turned upward and held by the hinged brackets i which can be turned to come beneath the hinged portions of the plates.

To lock the doors I make use of bolts h sliding in suitable guides on the car body and held across the doors by springs g . Rock shafts e' terminating in levers e at opposite ends of the car carry suitable cams engaging with the bolts, so that by turning the lever the bolts are withdrawn and the doors open. In closing the doors the bolts are forced back by contact with the doors and then snap over the latter to lock the same.

What I claim as new and desire to secure by Letters Patent is:—

1. In a transport car, the combination of a car body made substantially triangular in cross section and provided with lateral discharge openings; and plates located below the car body and sloping toward the sides of the car, for receiving the discharged material and conducting the same over the sides of the car, substantially as described.

2. In a transport car, the combination of a car body provided with lateral discharge openings and hinged plates located below the car body and extending beyond the sides of the car, substantially as described.

3. In a transport car, the combination of the truck frame, a car body made substantially triangular in cross section secured to said frame, and provided with lateral discharge doors, bolts for locking said doors, levers h for withdrawing the bolts, and hinged plates located beneath the car body and adapted to receive the material discharged from the car and to conduct the same to a distance beyond the track, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE TALBOT.

Witnesses:

JEAN HECKMANN,
LOUIS LUCE.