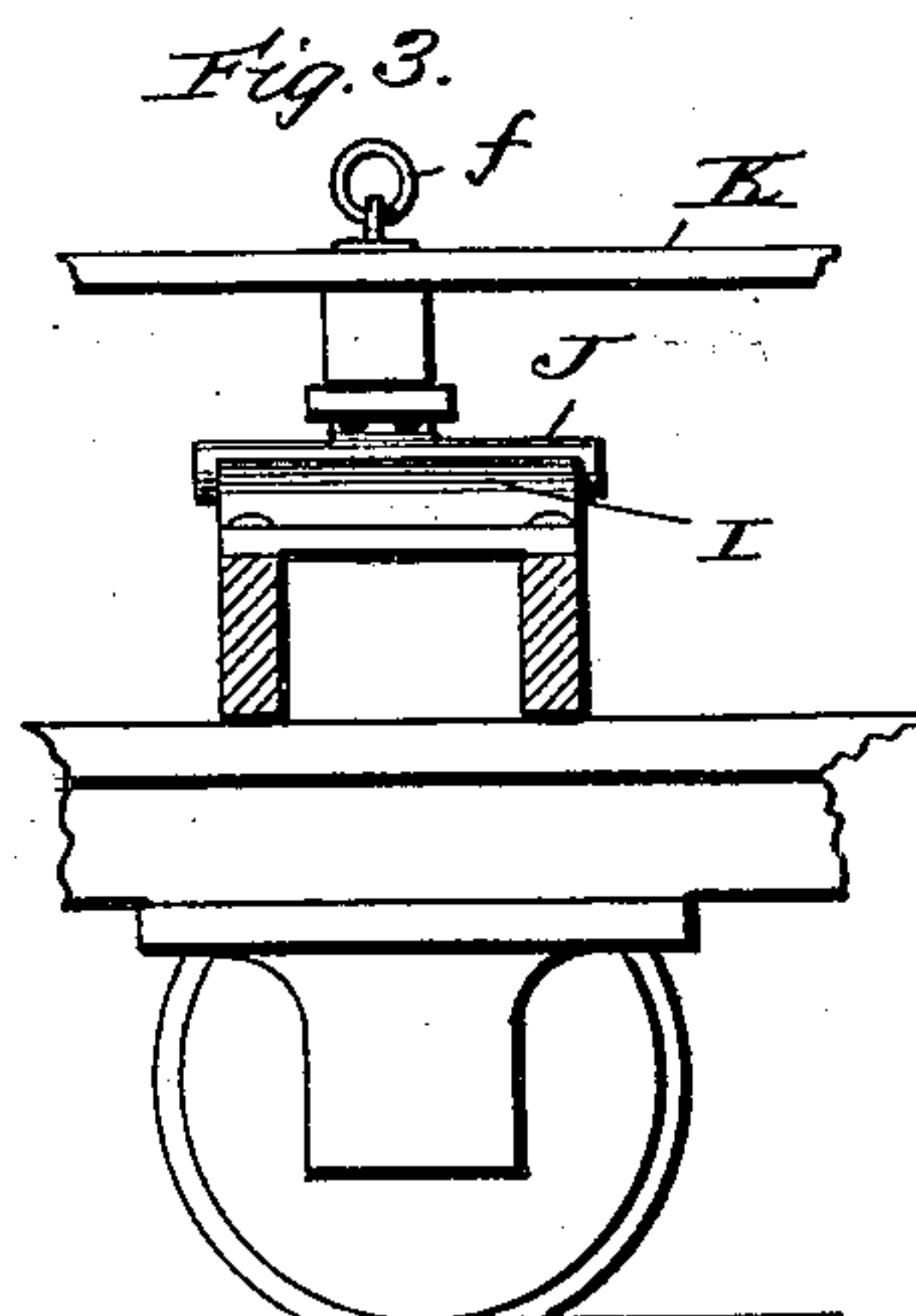
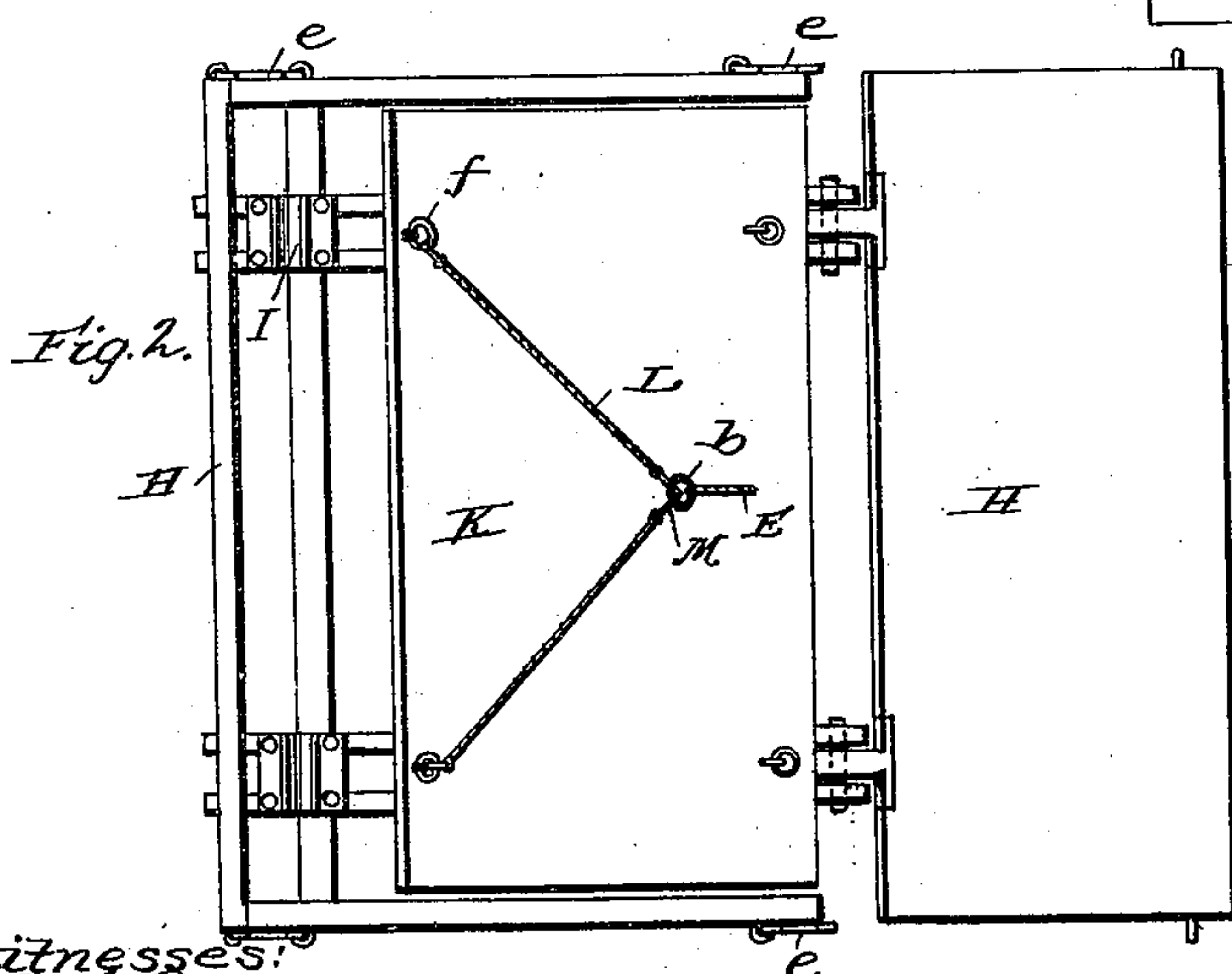
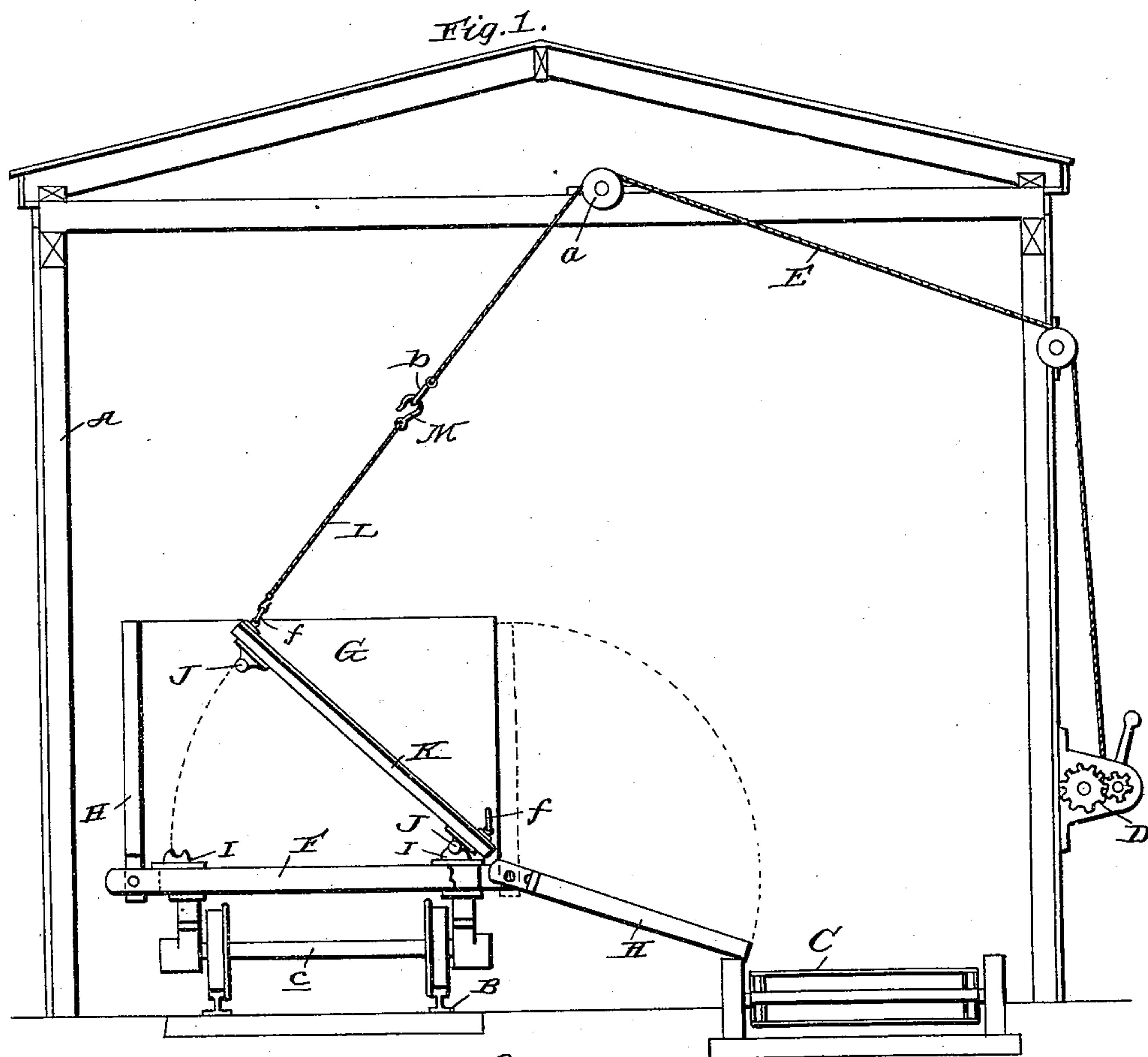


(No Model.)

W. W. SUTCLIFFE & W. R. COLLINS.
DUMPING CAR.

No. 547,095.

Patented Oct. 1, 1895.



Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM WILSON SUTCLIFFE, OF NEW ORLEANS, AND WILLIAM RICHARDSON COLLINS, OF FRANKLIN, LOUISIANA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 547,095, dated October 1, 1895.

Application filed July 15, 1895. Serial No. 556,058. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM WILSON SUTCLIFFE, residing at New Orleans, in the parish of Orleans, and WILLIAM RICHARDSON COLLINS, residing at Franklin, in the parish of St. Mary, State of Louisiana, citizens of the United States, have invented certain new and useful Improvements in Dumping-Cars; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to improvements in dumping-cars; and it has for its general object to provide a car designed more especially for transporting sugar-cane and the like, embodying such a construction that it is adapted to quickly discharge its load at either of its sides.

Other objects and advantages of the invention will be fully understood from the following description and claims when taken in connection with the annexed drawings, in which—

Figure 1 is an elevation of our improved car with one of the end walls removed, the same being illustrated beneath the shed of a sugar-mill. Fig. 2 is a top plan view of the car with one of the side walls lowered to form an inclined chute; and Fig. 3 is a detail elevation, partly in section, illustrating one of the trunnions of the car-bottom and the bearing therefor.

Referring by letter to said drawings, A indicates the shed of a sugar-mill, in which are arranged the ordinary track-rails B and cane-carrier C.

D indicates a suitable windlass. E indicates a cable, which is wound on the windlass and takes over sheaves, as *a*, and is provided at one end with a ring, as *b*, and F indicates the main frame of our improved dumping-car, which is preferably of a general rectangular form and of any suitable construction and is suitably supported on wheel-axles *c*, as shown. This main frame F serves for the connection of the fixed end walls G, and also for the connection of the side walls H, which latter are connected in a hinged manner by any suitable means and are designed, when

the car is to be dumped, to be lowered to an inclined position, as shown in Fig. 1, so as to serve as chutes to convey the cane away from the car. Said side walls H are designed to be detachably connected with the end walls G by hooks *e* or any other suitable means which will permit of the side walls being quickly disconnected and lowered to the position shown in Fig. 1 when desired.

Arranged upon the main frame F, preferably at points adjacent to the corners thereof, are bearings I, which are designed to receive the four (more or less) trunnions J, connected to the movable car-bottom K, so as to permit of either longitudinal edge of the bottom being raised when desired. The said bottom K has ropes L detachably connected to it adjacent to one longitudinal edge, and these ropes are provided with hooks M, which when the car is to be dumped are hooked into the ring *b* of the cable E, as shown in Fig. 1.

In using our improved car upon a sugar-plantation the cane is loaded on the car in any suitable manner, and the car is then moved to the shed of the sugar-mill, where the track ordinarily runs alongside of a carrier, as shown. The side wall H of the car nearest to the carrier C is then lowered, so as to form an inclined chute, and the ropes L are connected with the cable E. The cable E is then wound upon the windlass or drum D and the bottom K raised to the inclined position illustrated, when the load of cane will slide off the bottom onto the lowered side wall and from thence to the carrier C, which is adapted to convey it to the mill in the ordinary manner. After the load is discharged the bottom K is lowered by reversing the direction of rotation of the windlass D, the ropes L are disconnected from the cable E, and the side wall H is raised and secured in position, when the car is ready to be carried away for another load. It will be seen from the foregoing that all that is necessary to discharge the car of its load is to release and lower the side wall H on the side that it is desired to deliver the cane, connect the ropes L at one side of the car with the cable E, and wind said cable on the windlass D, and it will also be appreciated that this may be accomplished in a very

short space of time by a single attendant, which is an important advantage, as the handling of the cane is quite an item of expense in the sugar industry.

5 We have shown the ropes L as detachably connected to rings *f*, adjacent to one longitudinal edge of the car-bottom, so that when desired said ropes may be detached and connected to the rings *f*, adjacent to the opposite
10 longitudinal edge of the bottom, when it is necessary to raise said edge instead of the other; but it is obvious that when desired a set of ropes may be provided for each edge of the bottom. It is also obvious that the bot-
15 tom K may be raised by any suitable means, and we therefore do not desire to be understood as confining ourselves to the ropes, as L, for such purpose.

While our improved car is designed more
20 especially for transporting cane, and is also adapted to transfer the cane directly to the carrier of a sugar-mill, we would have it understood that it is adapted to transport wood, coal, &c., and is capable of discharging the
25 same in the expeditious manner described.

We have in some respects specifically described the construction and relative arrangement of the parts of our improved car in order to impart a full, clear, and exact understanding of the same; but we do not desire
30 to be understood as confining ourselves to such construction and arrangement, as such changes or modifications may be made in practice as fairly fall within the scope of the invention. We also do not desire to be under-
35 stood as confining ourselves to the use of trunnions on the under side of the bottom K to engage bearings on the main frame F, as said bottom K may be mounted in any suit-

able manner that will admit of its being raised 40 to an inclined position, when desired.

Having described our invention, what we claim is—

1. A dumping car comprising a main frame having a bearing adjacent to one edge, a wall 45 connected in a hinged manner with such edge of the main frame so as to permit of its being lowered to an inclined position, and a movable bottom or floor having a trunnion adjacent to one edge bearing in the bearing on 50 the main frame, substantially as specified.

2. A dumping car comprising a main frame having bearings adjacent to its opposite edges, walls connected in a hinged manner with the main frame so as to permit of their being low- 55 ered to an inclined position and a bottom or floor having trunnions adjacent to its opposite edges bearing in the bearings on the main frame, substantially as specified.

3. A dumping car comprising a main frame 60 having bearings adjacent to its opposite edges, walls connected in a hinged manner with the main frame so as to permit of their being lowered to an inclined position, a bottom or floor having trunnions adjacent to its opposite 65 edges bearing in the bearings on the main frame, and rope connected to said bottom adjacent to one edge thereof and adapted to be connected with a hoisting apparatus, substantially as specified. 70

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM WILSON SUTCLIFFE.
WILLIAM RICHARDSON COLLINS.

Witnesses:

JAS. C. BAUMANN,
GEORGE DIETRICH.