No. 666,589. Patented Jan. 22, 1901.

R. D. ALLEN.

DUMPING CAR.

(Application filed June 13, 1900.)

(No Model.)

Fig. 1.

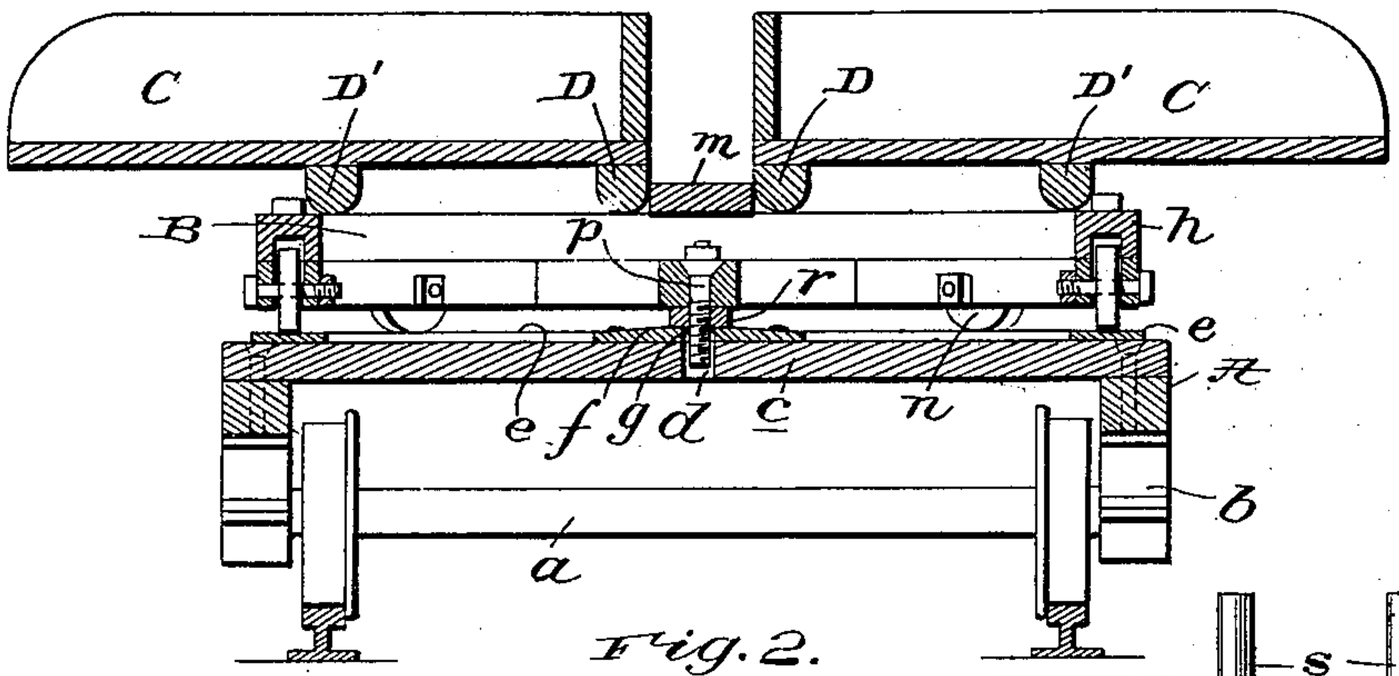


Fig. 2.

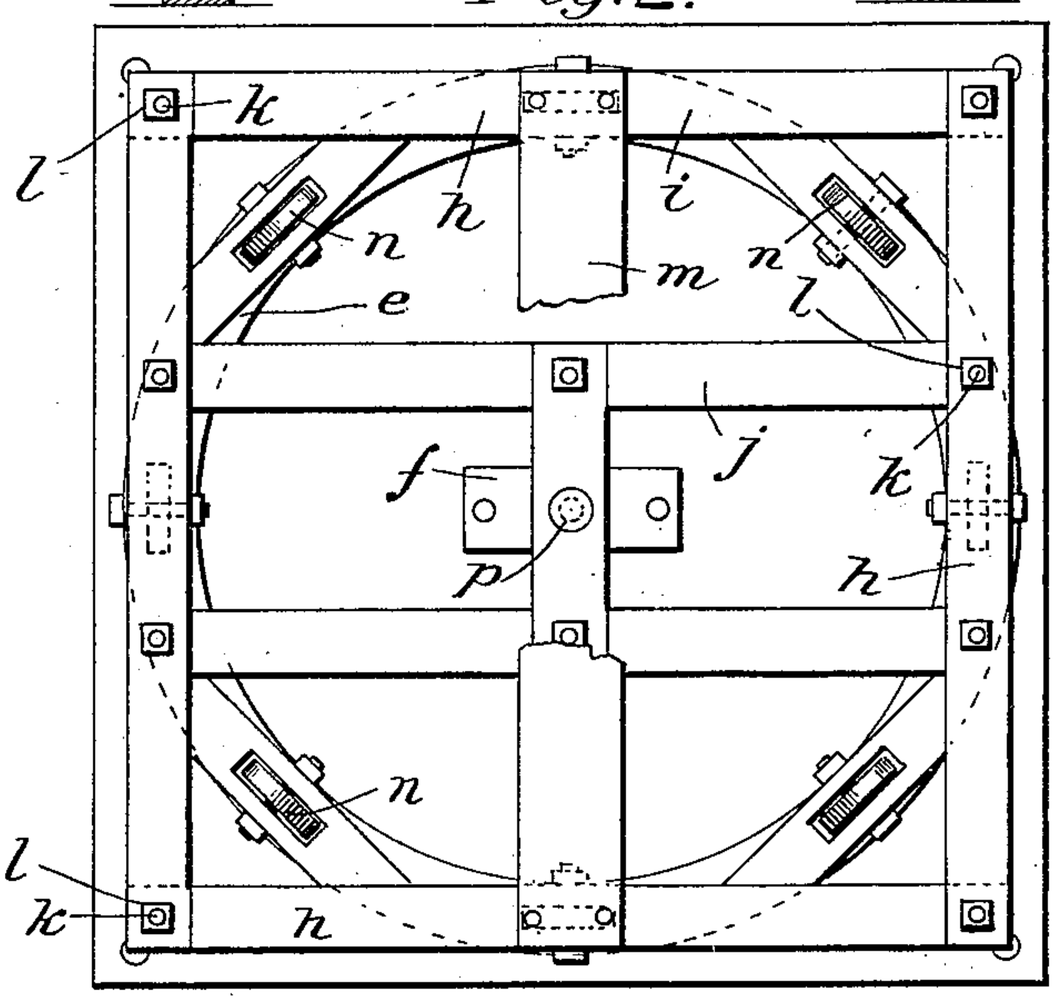


Fig. 4.

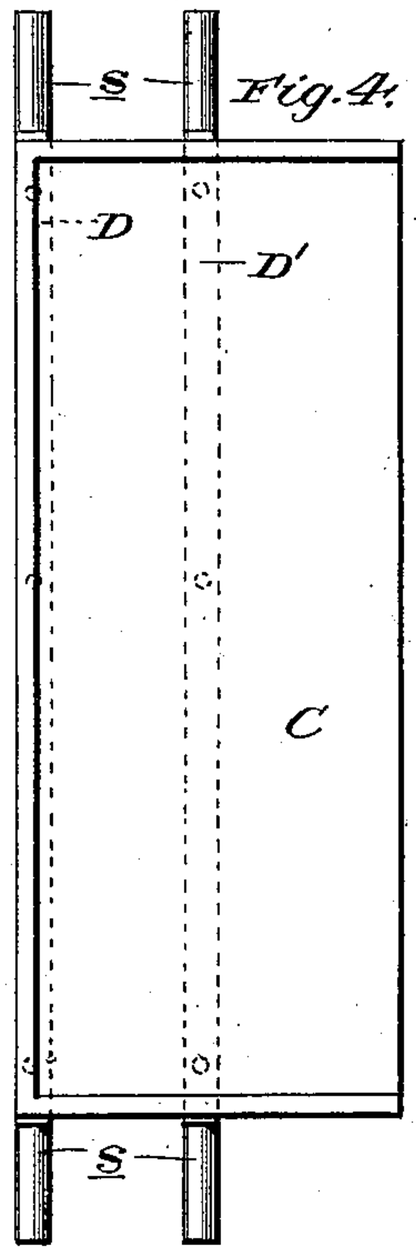
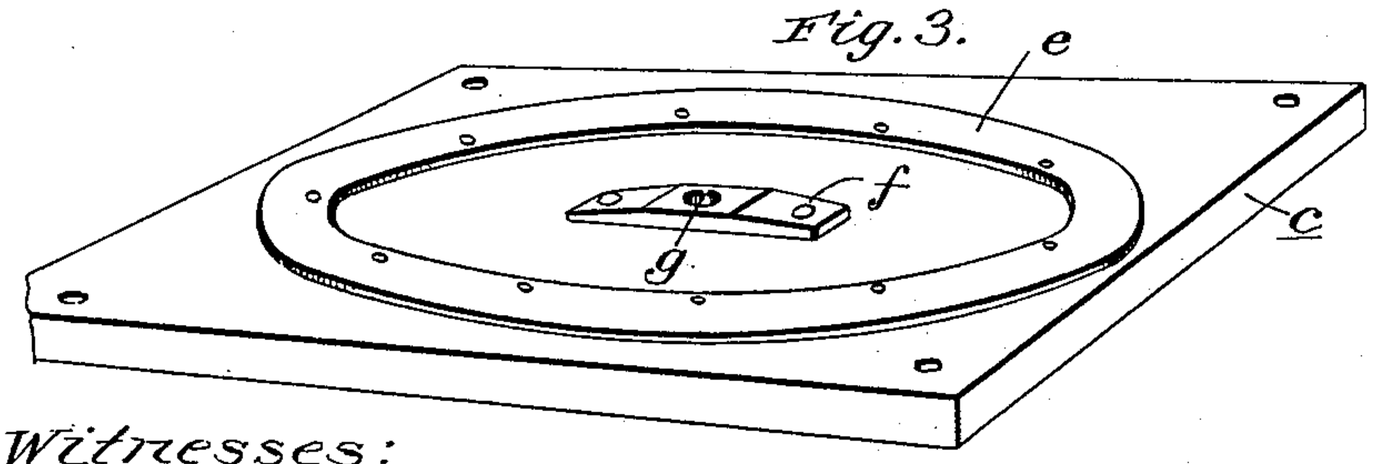


Fig. 3.



Witnesses:
C. H. Pauder
R. C. Healy

Inventor
R. D. Allen.
By James J. Shuhy
Attorney

UNITED STATES PATENT OFFICE.

ROBERT D. ALLEN, OF MACDONALD, WEST VIRGINIA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 666,589, dated January 22, 1901.

Application filed June 13, 1900. Serial No. 20,202. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. ALLEN, a citizen of the United States, residing at Macdonald, in the county of Fayette and State of West Virginia, have invented new and useful Improvements in Dumping-Cars, of which the following is a specification.

My invention relates to improvements in that class of dumping-cars which are designed more particularly for the use of section-hands on railroads, and comprises a wheeled body, a rotatable platform thereon, and trays carried by the platform and adapted to be tilted, so as to discharge their contents at either side of the car.

It consists in a certain novel construction the utility and advantages of which will be fully understood from the following description and claims when taken in conjunction with the annexed drawings, in which—

Figure 1 is a transverse section of my improved car. Fig. 2 is a plan view of the same with the dumping-trays removed. Fig. 3 is a perspective view of the top of the body. Fig. 4 is a plan view, on a reduced scale, of one of the trays.

In the said drawings similar letters designate corresponding parts in all of the views, referring to which—

A is the body of my improved car, B the rotatable platform thereon, and C C the dumping-trays arranged on and carried by the platform.

As best shown in Fig. 1, the body A is mounted on axles *a*, journaled in bearings *b* at its under side, and comprises a flat top *c*, provided with a central aperture *d* and also with a circular track *e* and an apertured wear-plate *f*, the aperture *g* of the latter being coincident with the aperture *d*, as shown.

The rotatable platform B is preferably in the form of a frame, the side bars *h* of which are connected to the end bars *i* and the intermediate cross-bars *j* by bolts *k*, secured in position by nuts *l*, which project above the bars *h*, and hence are enabled to serve as stops for the trays, presently described. The said platform is provided with a longitudinal central board *m*, upon which an attendant may stand, if desired, and is also provided with antifriction-wheels *n*, designed to bear and travel on the track *e*, and a central depending bolt *p*. This bolt is provided below the platform with a nut *r*, arranged to bear on the wear-plate *f*, and it extends down through the aperture *g* in the wear-plate and into the aperture *d* in body A, and hence is enabled to hold the platform against casual lateral displacement without interfering with the rotation thereof. Said bolt, however, is not connected to the body, and therefore does not interfere with the ready removal of the platform from the body, which is necessary in some instances, as will be presently explained.

The trays C are preferably of the shape shown and are provided on their under sides with longitudinal bars D D′, which extend beyond their ends, as indicated by *s*, and are therefore adapted to be used as handles. The bars D′ are arranged at about the middle of the width of the trays and are adapted to bear on the platform at the inner sides of the stops formed by the nuts *l* and serve as fulcrums to facilitate tilting of the trays.

By virtue of the provision of the rotatable platform and the tilting trays it will be observed that my improved car may be expeditiously dumped at either side of or upon the track. It will also be observed that by virtue of the longitudinal central spacing device or board *m* and the stops or nuts *k* the trays C, which are simply placed on the platform and are not connected together or to the platform, are securely held against lateral movement or displacement when the car is in motion on a rough track and also when the platform is rotated.

As before stated, the platform B is not connected in any manner to the body A, and the trays C are simply placed on the platform. By virtue of this the section-hands are enabled to very quickly remove the car from the track in the event of a train running suddenly upon them, for it will be observed that they can first remove the trays, then the platform, and finally the wheeled body. These parts may be separately handled very quickly, and hence it follows that the car may be removed from the track much more expeditiously than if it were handled as a whole.

Notwithstanding the utility and advan-

tages of my improved car as set forth in the foregoing, it will be observed that my improved dumping-car is very simple in construction, and therefore inexpensive and very easy to keep in repair.

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

1. A dumping-car comprising a wheeled body, a rotatable platform mounted on said body, and having a longitudinal central spacing device on its upper side, and also having stops on said upper side at points adjacent to its side edges, and the trays having the longitudinal bars D, D′, connected to their under sides and extended beyond their ends so as to form handles; the said trays being arranged on the rotatable platform with their bars D at opposite sides of the longitudinal central spacing device of said platform, and their bars D′ at the inner sides of the stops thereof, substantially as specified.

2. The dumping-car described comprising the wheeled body having a flat top provided with a central aperture and also with a circular track and a central, apertured wear-plate, the removable, rotatable platform having antifriction-wheels arranged to bear on the circular track, and the central bolt extending through the wear-plate and into the aperture in the top of the body, and also having the longitudinal central board on its upper side, the stops on said upper side adjacent to its side edges, and the trays having the longitudinal bars D, D′ connected to their under sides and extended beyond their ends so as to serve as handles; the said trays being arranged on the platform with their bars D at opposite sides of the longitudinal central board of said platform, and their bars D′ at the inner sides of the stops thereof, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ROBERT D. ALLEN.

Witnesses:
JAS. W. SMILEY,
FRED. H. DUNKER, Jr.