

No. 670,171.

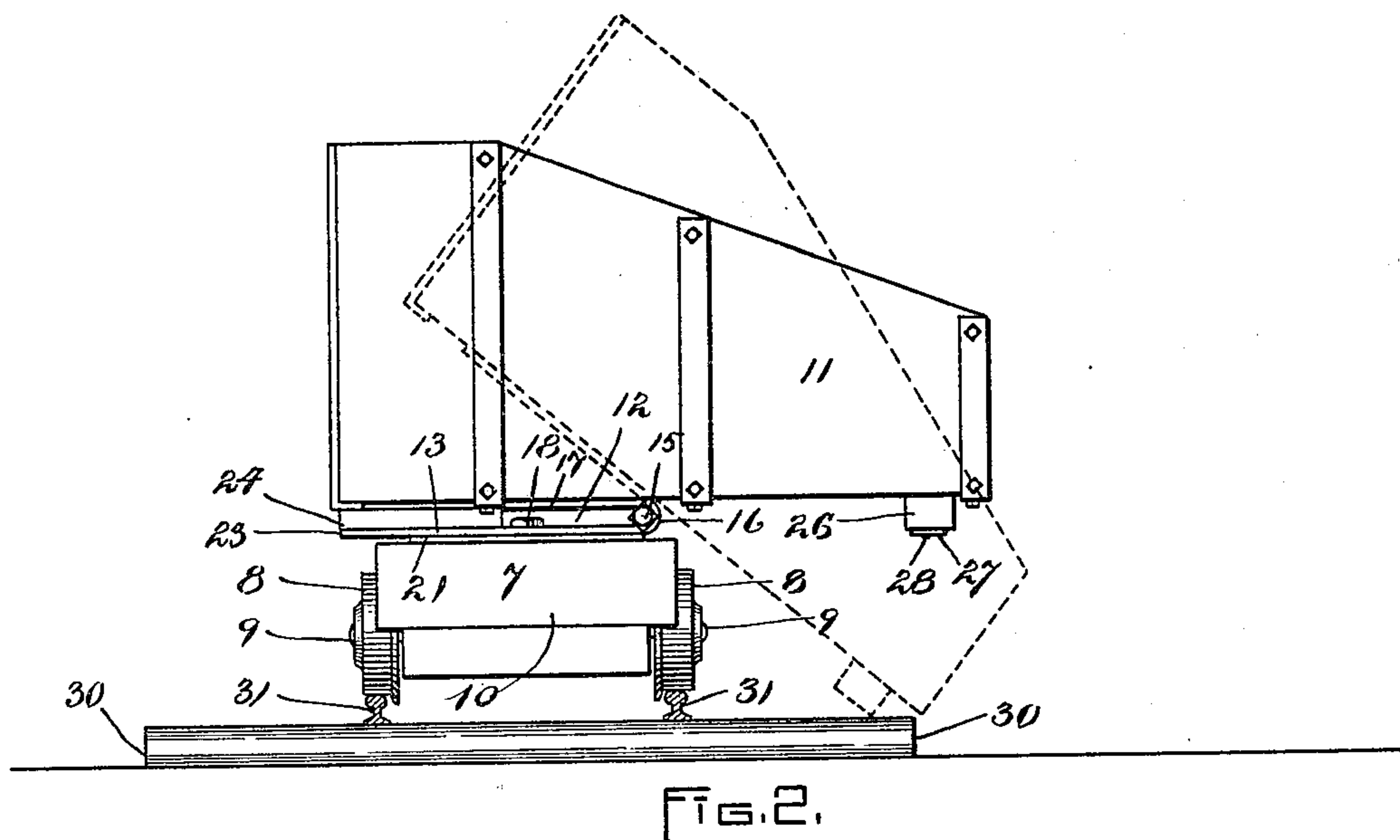
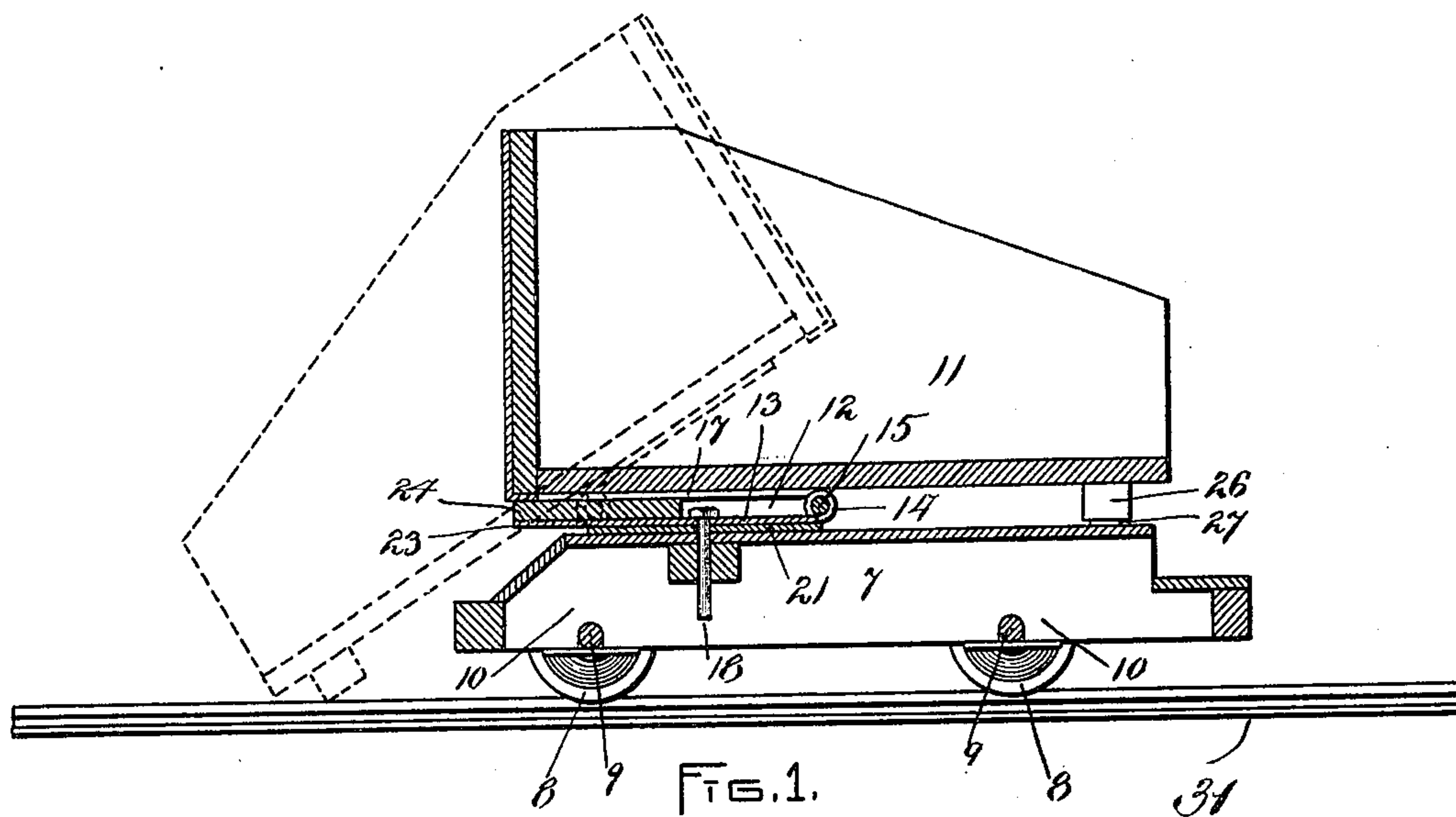
Patented Mar. 19, 1901.

C. BARRETT.  
DUMPING CAR.

(Application filed Nov. 14, 1900.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:

Louis A. Jones.

Sydney O. Taft.

INVENTOR:

Charles Barrett

by his Attorney Charles V. Gooding.

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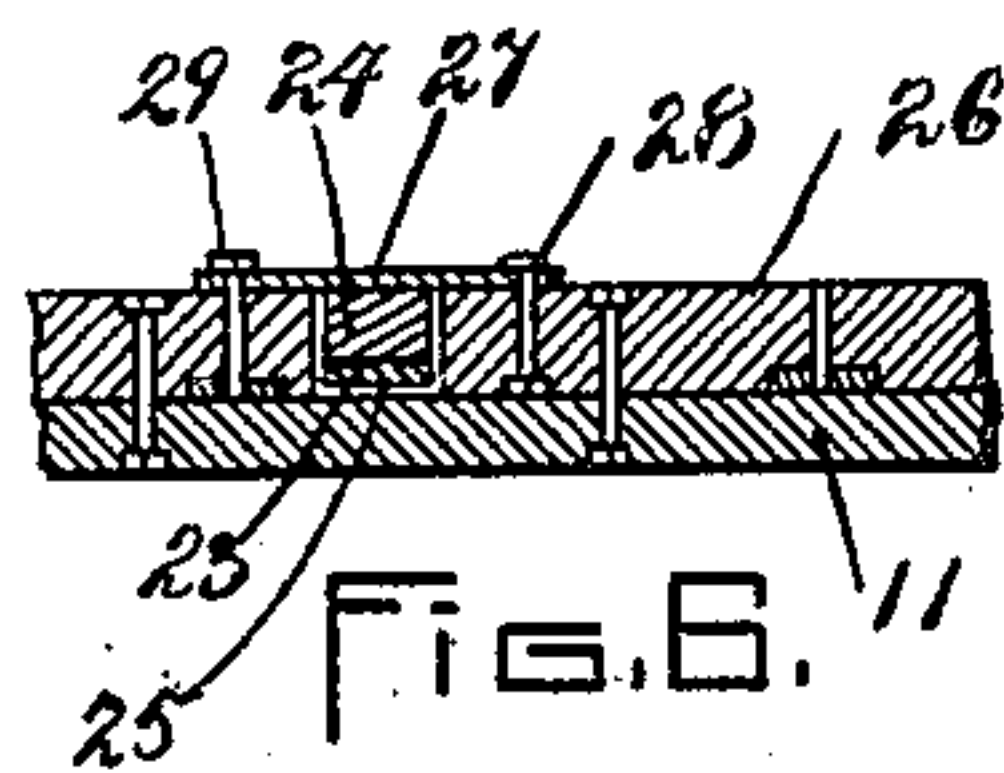
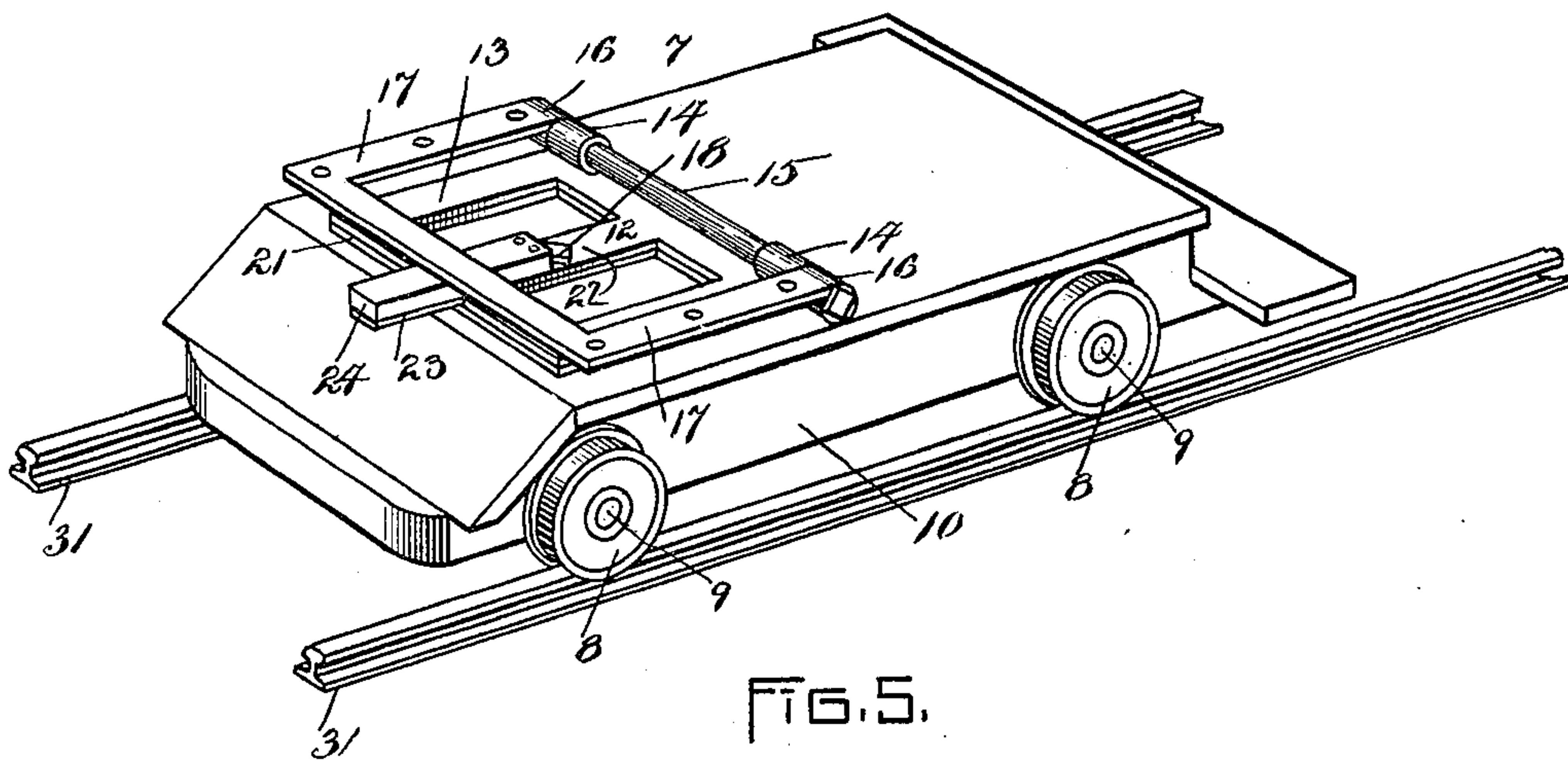
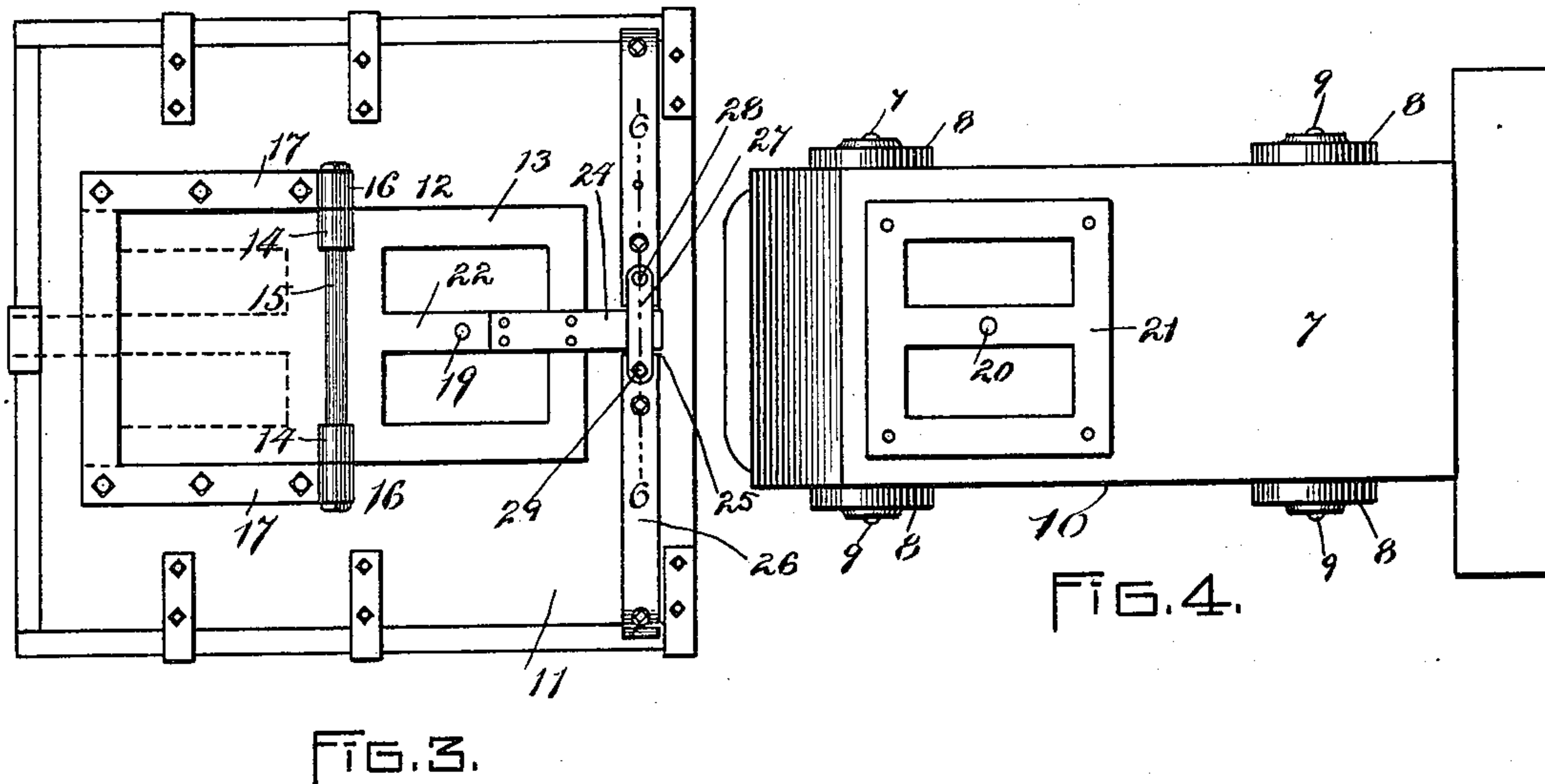
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WITNESSES:  
Louis A. Jones  
Vernon C. Taft.

INVENTOR:  
Charles Barrett.  
by his Attorney Charles S. Gooding.



# UNITED STATES PATENT OFFICE.

CHARLES BARRETT, OF SOMERVILLE, MASSACHUSETTS.

## DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 670,171, dated March 19, 1901.

Application filed November 14, 1900. Serial No. 36,479. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES BARRETT, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Dumping-Cars, of which the following is a specification.

The object of this invention is to produce a cheaply-constructed and durable "dumping-car" for use in mines, in the construction of railroad-embankments, and in any work where it is necessary to transport material—such as gravel, ore, and the like—from one point to another, and so constructed as to be easily dumped from one end and from either side, and, further, to bring the body as near to the ground as possible, so that material may be shoveled thereinto by hand with ease.

An objection to rotary dumping-cars as to loading by hand-shoveling has always been the height of the floor of the body from the ground. My invention aims to materially reduce this height through the application of hinge-plates to a shaft which supports the body of the car and furnishes the pivot upon which the body may be dumped from one end and from either side and also rotated into position at any angle desired for convenience in loading by hand.

The invention consists in the combination and arrangement of parts set forth in the following specification and particularly pointed out in the claims thereof.

Referring to the drawings, Figure 1 is a longitudinal sectional elevation of my improved dumping-car, the same being shown also in dotted lines in the position assumed thereby when the material is dumped from the end of the truck. Fig. 2 is an end elevation viewed from the left of Fig. 1 with the body of the car in position for the material to be dumped from one side of the truck, said body being shown also in dotted lines in the position assumed thereby when the material is dumped from the side of the truck. Fig. 3 is an underneath plan of the car-body, showing the swivel hinge-plate attached thereto in position for shipping. Fig. 4 is a plan view of the truck with the center-plate attached thereto. Fig. 5 is a perspective view of the car-body with the center-plate attached thereto and the swivel hinge-plate

thereon. Fig. 6 is a detail section taken on line 6 6, Fig. 3.

Like numerals refer to like parts throughout the several views of the drawings.

In the drawings, 11 is the body of the car, and 7 the truck.

8 8 are the truck-wheels, and 9 9 the shafts to which said wheels are fast. The shafts 9 9 turn in bearings of any suitable construction fast to the truck-frame 10. The car-body 11 has a hinge-plate 12 fast to the underside thereof. Said hinge-plate consists of a rectangular frame 13, having ears 14 14 thereon. A shaft 15 passes through the ears 14 14, also through ears 16 16, formed upon the frame 17, fast to the under side of the body of the car. The plates 13 and 17 each constitute one leaf of the hinge-plate 12. A transom-bolt 18 passes through a hole 19 in the frame or leaf 13 and through a hole 20 in the center-plate 21, said center-plate being fast to the top of the truck-frame 10. The center-bar 22 of the leaf 13 is extended beyond said leaf to form a tongue 23. To the tongue 23 is secured a bearing-plate 24. When it is desired to ship the truck from one place to another, the leaf 13 is turned upon the shaft 15 to the position shown in Fig. 3, and the tongue 23 enters a recess or notch 25 in the cross-bar 26 and is secured therein by a swing-plate 27. The swing-plate 27 is pivoted at 28 to the cross-bar 26 and is held in position by a pin 29.

In Fig. 1 the car-body 11 is shown in its normal position in full lines. When it is desired to dump the contents of the car from the end of the truck, the body 11 is rotated one hundred and eighty degrees in a horizontal plane around the transom-bolt 18 as a center, the hinge-plate 12 rotating with the car-body, and said car-body can then be easily tipped upon the shaft 15 as a pivot to the position shown in dotted lines, Fig. 1. It will be understood that when the car-body is rotated as described the center of gravity will lie in a vertical plane at the right of the pivotal shaft 15, (dotted lines, Fig. 1,) so that said car-body will not tip until sufficient force is applied thereto to tilt the same upon the shaft 15.

In Fig. 2 I have illustrated the car-body in full lines as rotated to a position at right



angles to the position shown in Fig. 1, and in dotted lines said car-body is shown tipped upon the pivotal shaft 15, and it will be noted that in this latter position the outer end of the body of the car will strike against the ties 30, which support the rails 31, or in case the ties are not long enough to engage the outer end of the car-body an extension to said ties can be provided.

It will be seen and understood that in Fig. 1 the under side of the car-body, at the left-hand side thereof, rests upon the bearing-plate 24. It will also be seen that the construction of the swivel hinge-plate 12 reduces the distance between the under side of the car-body and the upper side of the truck-frame to a minimum, and thus lowers the car-body, so that it will be easy to shovel the material therein by hand. It will therefore be understood that when the car-body is tipped to the position shown in Figs. 1 and 2 (dotted lines) in order to dump the contents thereof there will be no tendency to tip the truck bodily upon the wheels, even though the tailboard is not removed previous to tipping the body, as aforesaid. This desirable result is attained by the construction and arrangement hereinbefore set forth—namely, by reducing the distance between the bottom of the car-body and the truck-frame to a minimum by pivoting the leaf 13 directly to the transom-bolt through the hole 19 in the center-bar 22 of said leaf 13, so that when the car-body is tipped, as shown in said Figs. 1 and

2, (dotted lines,) the outer end of the car-body will strike against the rails or ties, as the case may be, and that this result is attained without lengthening said car-body beyond the proportions in ordinary use.

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

1. A dumping-car comprising a car-body, a truck-frame, a transom-bolt, and a hinge-plate 12, one leaf 17 of said car hinge-plate rigidly fastened to the under side of said car-body the other leaf 13 thereof having a center-bar 22 with a hole 19 therein to receive said transom-bolt, and a tongue 23 with a bearing-plate 24 fast thereto.

2. A dumping-car, comprising a car-body, a truck-frame, a transom-bolt, a hinge-plate 12, one leaf 17 of said hinge-plate rigidly fastened to the under side of said car-body, the other leaf 13 having a hole 19 therein to receive said transom-bolt, and a tongue 23 with a bearing-plate 24 fast thereto, and means to secure said leaf 13 to the under side of said car-body when said hinge-plate is open and disconnected from said truck-frame.

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

CHARLES BARRETT.

Witnesses:

CHARLES S. GOODING,  
SYDNEY E. TAFT.