

No. 684,249.

Patented Oct. 8, 1901.

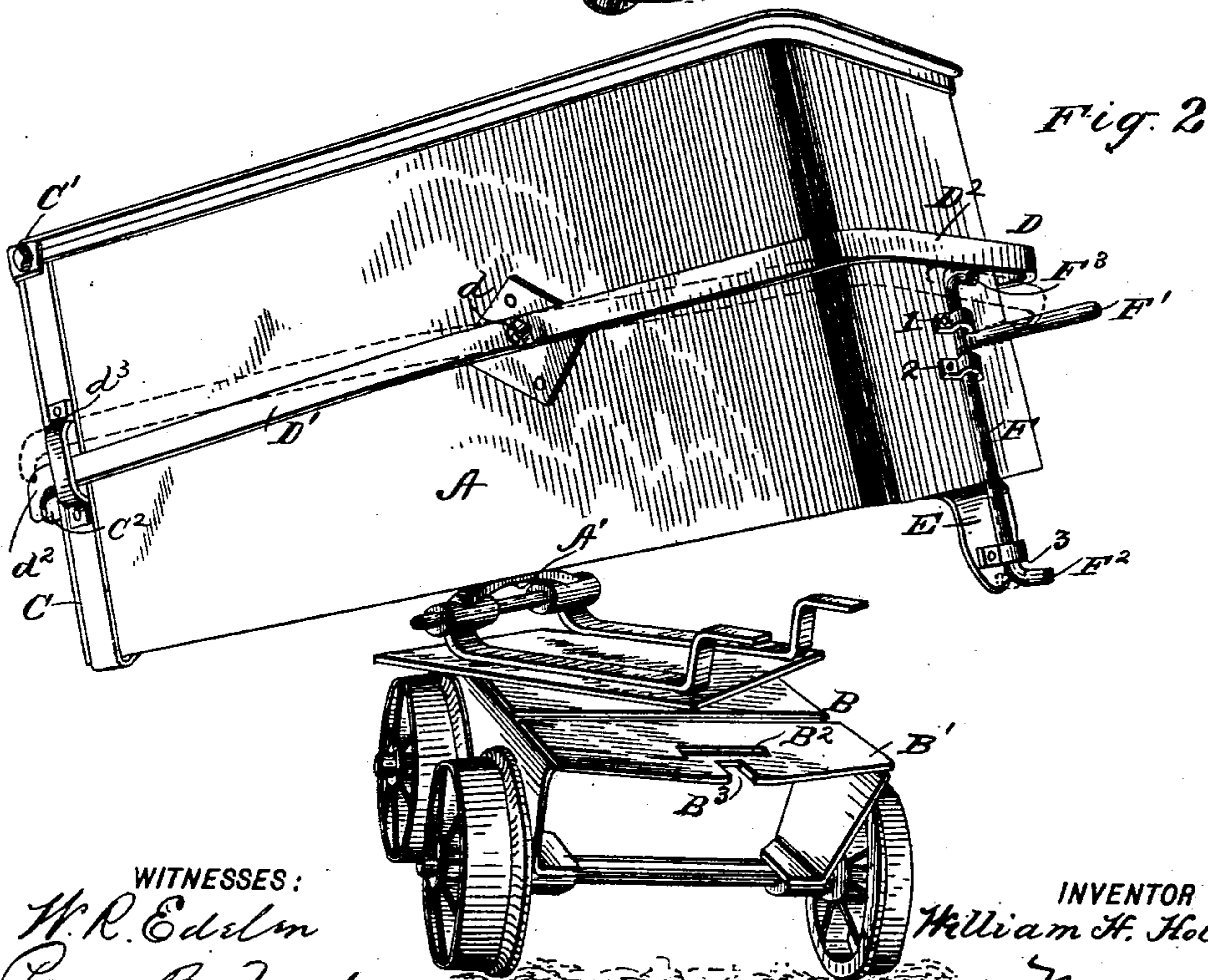
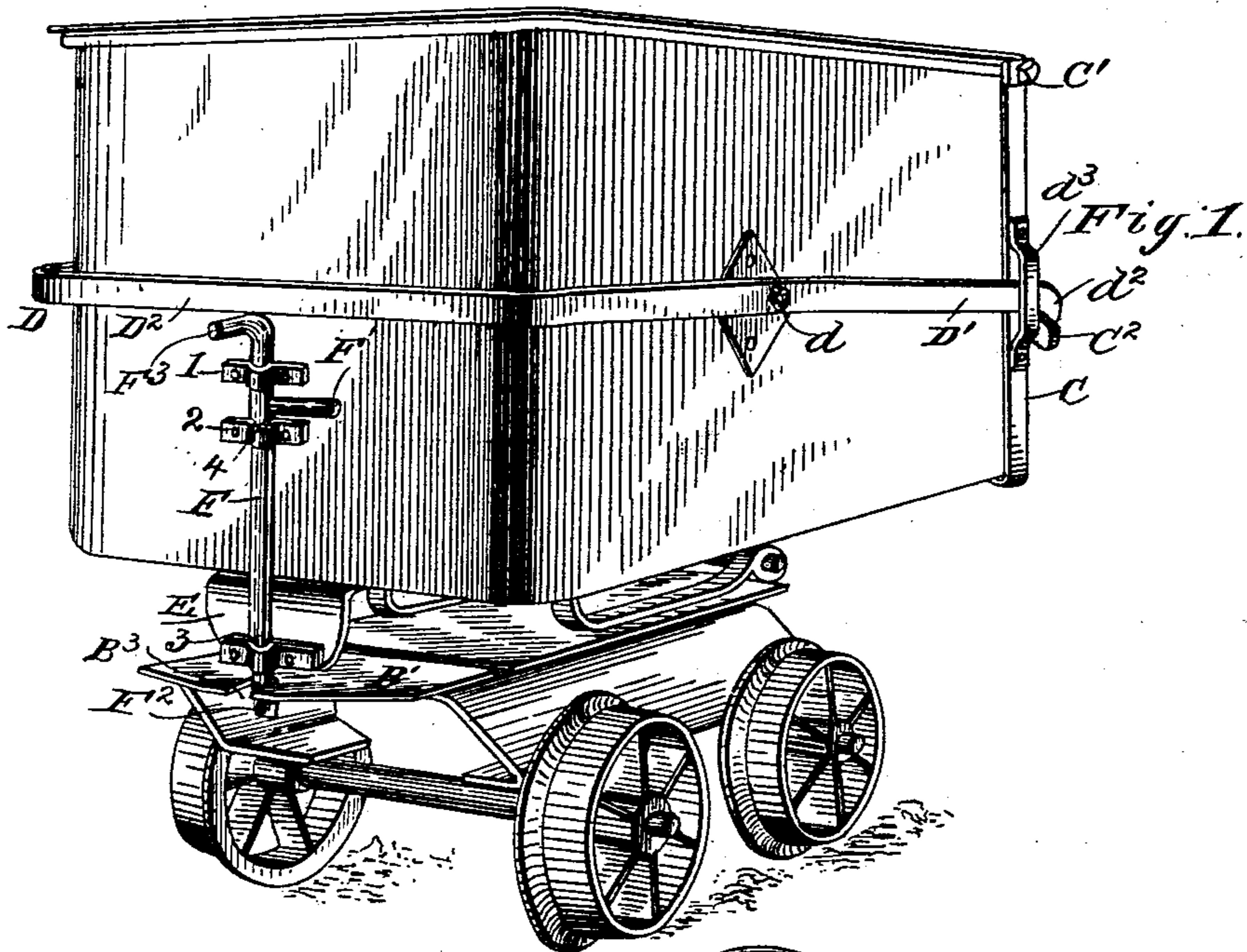
W. H. HOLMAN.

DUMPING CAR.

(Application filed July 22, 1901.)

(No Model.)

2 Sheets—Sheet 1.



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2 Sheets—Sheet 2.

Fig. 3.

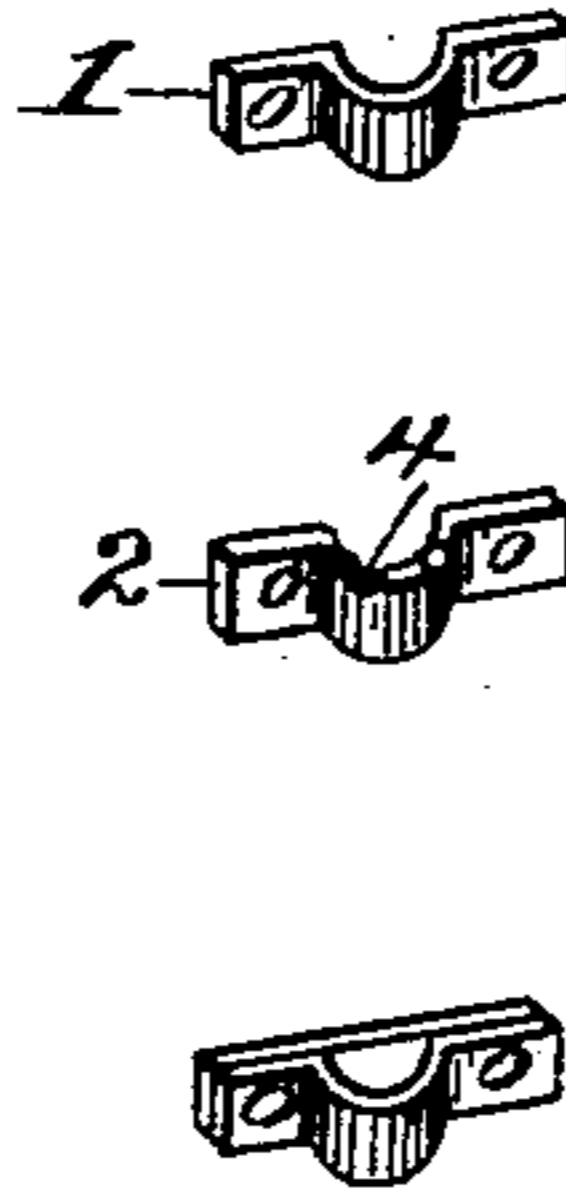
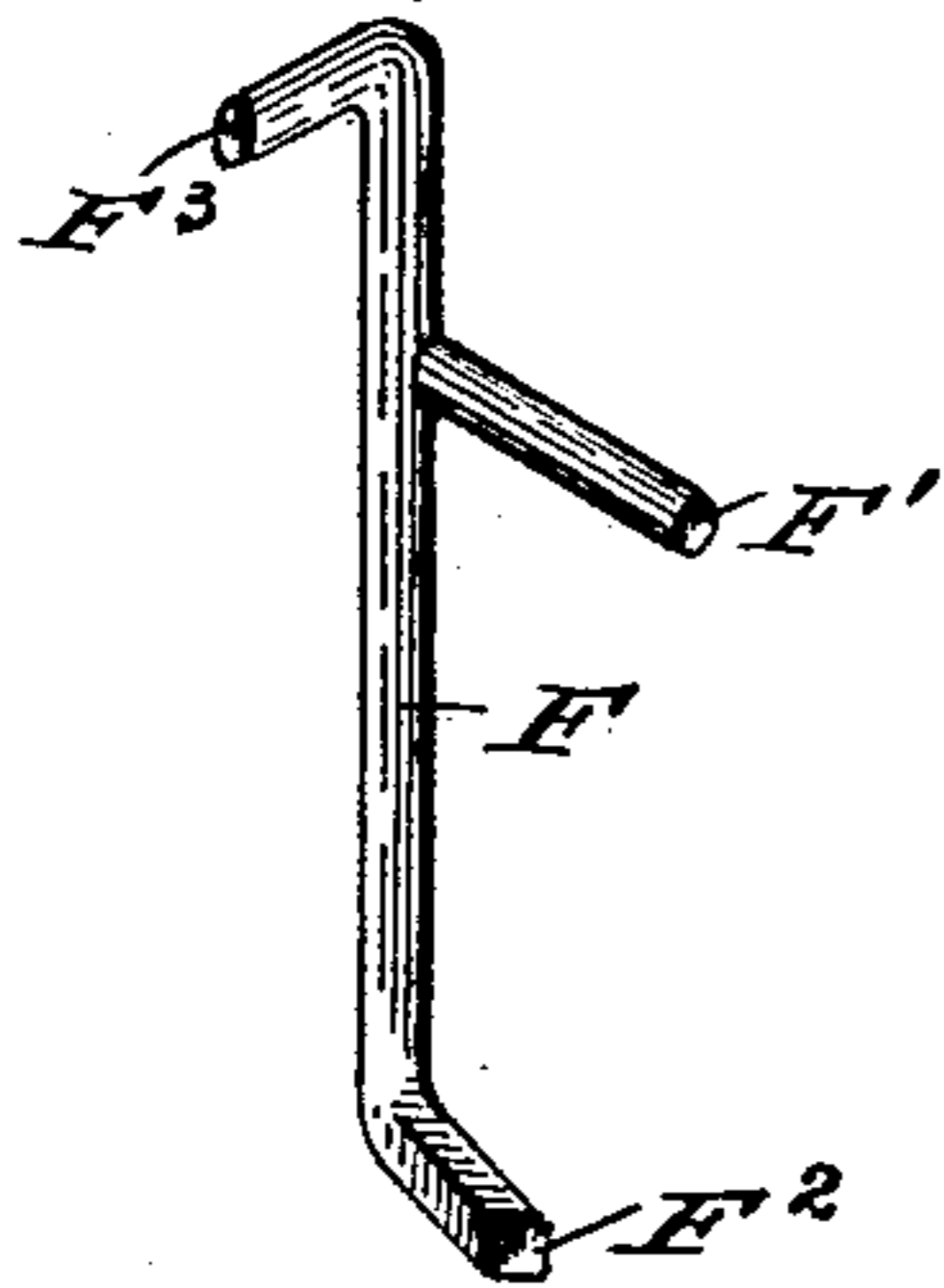


Fig. 4.

Fig. 5.

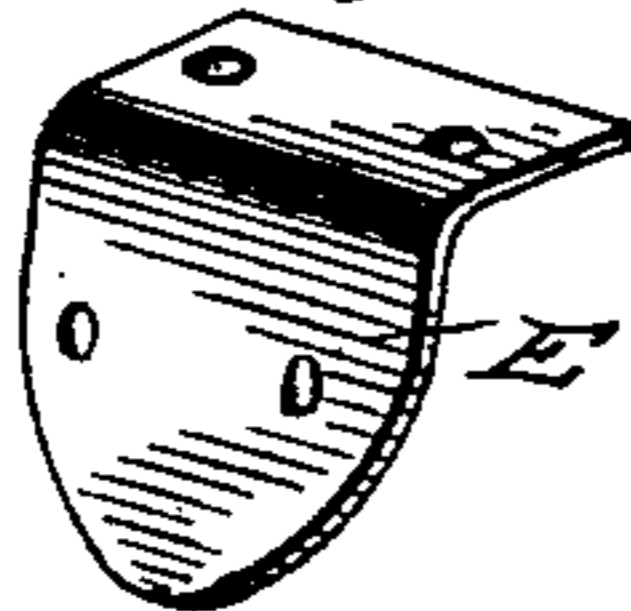


Fig. 6.

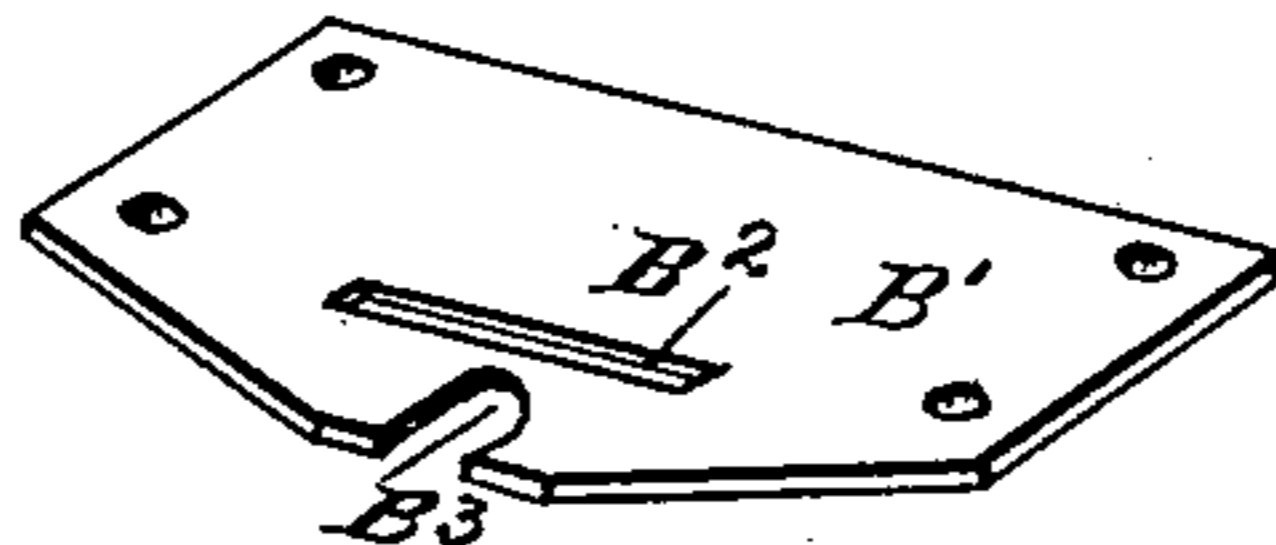
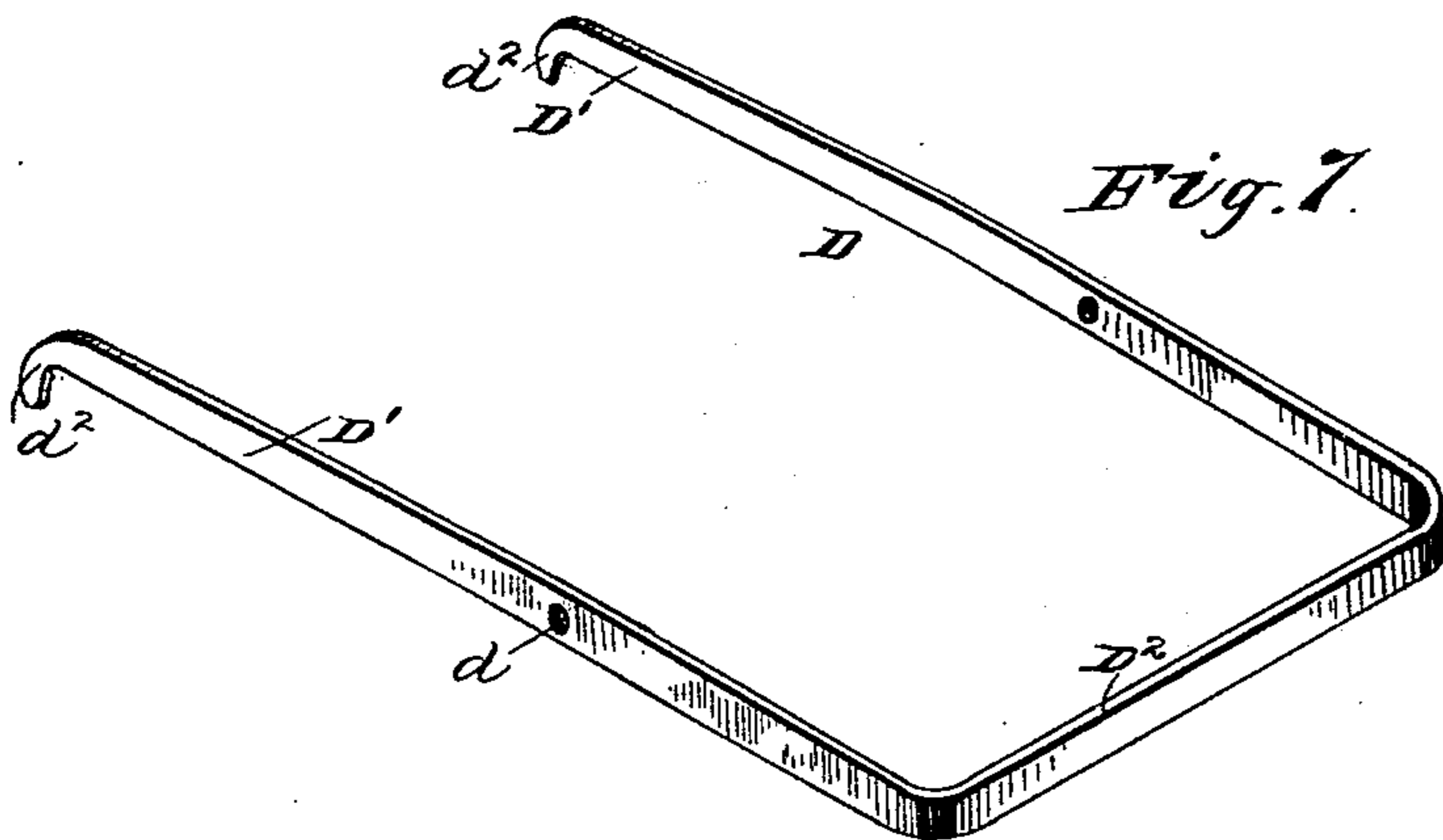


Fig. 7.



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UNITED STATES PATENT OFFICE.

WILLIAM HENRY HOLMAN, OF DURANGO, COLORADO.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 684,249, dated October 8, 1901.

Application filed July 22, 1901. Serial No. 69,262. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY HOLMAN, a citizen of the United States; residing at Durango, in the county of La Plata and State of Colorado, have made certain new and useful Improvements in Dumping-Cars, of which the following is a specification.

My invention is an improvement in dumping-cars, and has for an object to provide a novel construction for securing the car in place on the truck and for securing the door or gate of the car; and the invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of the car with the parts in position to receive the load and to transport it to any desired point; and Fig. 2 shows the car in dumping position, with the gate released, in dotted lines. Fig. 3 is a detail view of the upright shaft. Fig. 4 illustrates the bearing-brackets in detail. Fig. 5 is a detail view of the depending guide-plate attached to the front end of the car. Fig. 6 is a detail view of the truck-plate of the car, and Fig. 7 is a detail view of the latch-bail.

The body A is hinged at A' to the truck B and is provided with the end-gate C, which is hinged at C' at its upper edge, so it can swing open at its lower edge when released by the operation of the latch presently described.

The latch D is in the form of a bail, having the side bars D' and the end bar D². The side bars extend alongside the body A, are pivoted at d thereto, and have their free ends d² hooked to engage with the projections C² on the end-gate C, suitable guides d³ being provided for the side bars D' near their rear ends. The bail extends slightly in advance of the body A, with its front bar extending across the front of said body, so the bail can be rocked on the pivotal connection of its side bars with the body A to adjust its catches into and out of engagement with the end-gate.

The truck B is provided with a plate B', having a slot B² for the lower end of the guide-plate E, which is secured on and depends from the body A at the front end of the latter. This guide-plate is provided with a bearing B³ for the upright shaft F, and

brackets 1 and 2 are secured on the body A to serve as bearings for the said shaft. The shaft F is thus journaled so it can be rocked and is provided between the bearings 1 and 2 with a handle-arm F', and the bearing 2 is provided with notches 4, by which the handle-arm may be secured to hold the shaft in any desired adjustment. At its lower end the shaft F has a crank-arm F² to engage with the truck in order to hold the body in position on the truck until it is desired to dump the same. The shaft F is also provided with a crank-arm F³, which lies under the front bar D² of the bail-latch and secures such latch normally in the position shown in Fig. 1. The plate B' of the truck is preferably recessed at B³ to receive the shaft F and facilitate the adjustment of the crank-arm F² into engagement therewith. In practice the crank-arms F² and F³ are so related to each other that the arm F² will be adjusted out of engagement with the truck before the arm F³ is adjusted clear of the bail-latch. Thus in the operation of the invention the upright shaft, which may be termed the main "controlling-shaft," may be turned partially from the position shown in Fig. 1 to free the crank F² from engagement with the truck, so the body can dump, and may then be further turned to clear the bail-latch, so the latter can be operated by moving its front end downward over the crank F³, as shown in dotted lines in Fig. 2, to release the end-gate and let the latter swing open to discharge the contents of the body A. It will be noticed that the bail not only operates as a latch, but also forms a convenient handle for the car.

By my invention it will be noticed I secure a simple and effective dumping-trip and door or gate lock combined, the latch for securing the gate being so constructed as to also serve as a car-handle, and the main shaft, which also operates as a detent, being arranged for operation to release the body from the truck and to release the latch, so the latter can be adjusted out of engagement with the gate, as may be desired.

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

1. The combination substantially as herein described of the truck having a plate pro-

vided with a guide-slot, the body jointed to the truck and provided with a dumping-gate at one end, the bail-shaped latch having its side bars pivoted to the body, its free ends
 5 arranged to secure the gate and its front bar extending across the front of the body, and the upright main shaft journaled on the front end of the body and provided with crank-arms for operation in connection with the
 10 truck and the front bar of the bail-latch, and the guide-plate secured to the body and operating in the slot of the plate secured to said truck all substantially as and for the purposes set forth.

15 2. The combination of the truck, the body jointed to the truck and having a dumping-gate, a latch for securing the gate and a detent device by which to secure the body to the truck and the latch in engagement with
 20 the gate substantially as set forth.

3. The combination with the body having a dumping-gate at one end, of a bail-shaped latch having side bars pivoted to the body and arranged to secure the gate and having
 25 a front bar extending across the front of the car whereby the latch may serve as a handle for the car substantially as set forth.

4. The combination of the truck, the body jointed to the truck and having a dumping-
 30 gate, the latch pivoted to the body and arranged to secure the gate and having a bar extending across the front of the body, and the main shaft having a crank-arm for securing the body to the truck and a crank-arm
 35 for engagement with the front bar of the latch for holding the latter in position to secure the gate substantially as set forth.

5. The combination substantially as described of the truck provided with a plate
 40 having a guide-slot, the body jointed to the truck and having a guide-plate operating in the slot of the truck-plate and means inde-

pendent of the said guide devices for securing the body of the truck substantially as set forth.

6. The combination of the body provided with a dumping-gate, the bail-shaped latch having side arms pivoted to the body and arranged at their free ends to secure the gate,
 50 the end bar of the latch extending across the front of the body, and the upright shaft having a crank-arm for engagement with said bar to secure the detent in position to hold the gate substantially as set forth.

7. The combination substantially as herein
 55 described of the truck, the body jointed to the truck so it can be adjusted to dumped position and provided with the end-gate, the bail-shaped latch having its side bars pivoted to the body, its free ends arranged to secure
 60 the gate and its front bar extending across the front of the body, and the upright main shaft journaled on the front end of the body and provided with means by which it may be turned and with crank-arms one of which is
 65 arranged for adjustment to secure the body to the truck and the other in position to engage with the front bar of the bail-latch to secure the latter in position to hold the gate
 70 substantially as set forth.

8. The combination with the truck the body jointed thereto and provided with the dumping-gate and the latch for securing the gate, of the detent carried by the body and having portions for securing the body to the
 75 truck and for securing the latch in position to hold the gate and arranged for operation to successively release the body from the truck, and the latch substantially as set forth.

WILLIAM HENRY HOLMAN.

Witnesses:

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