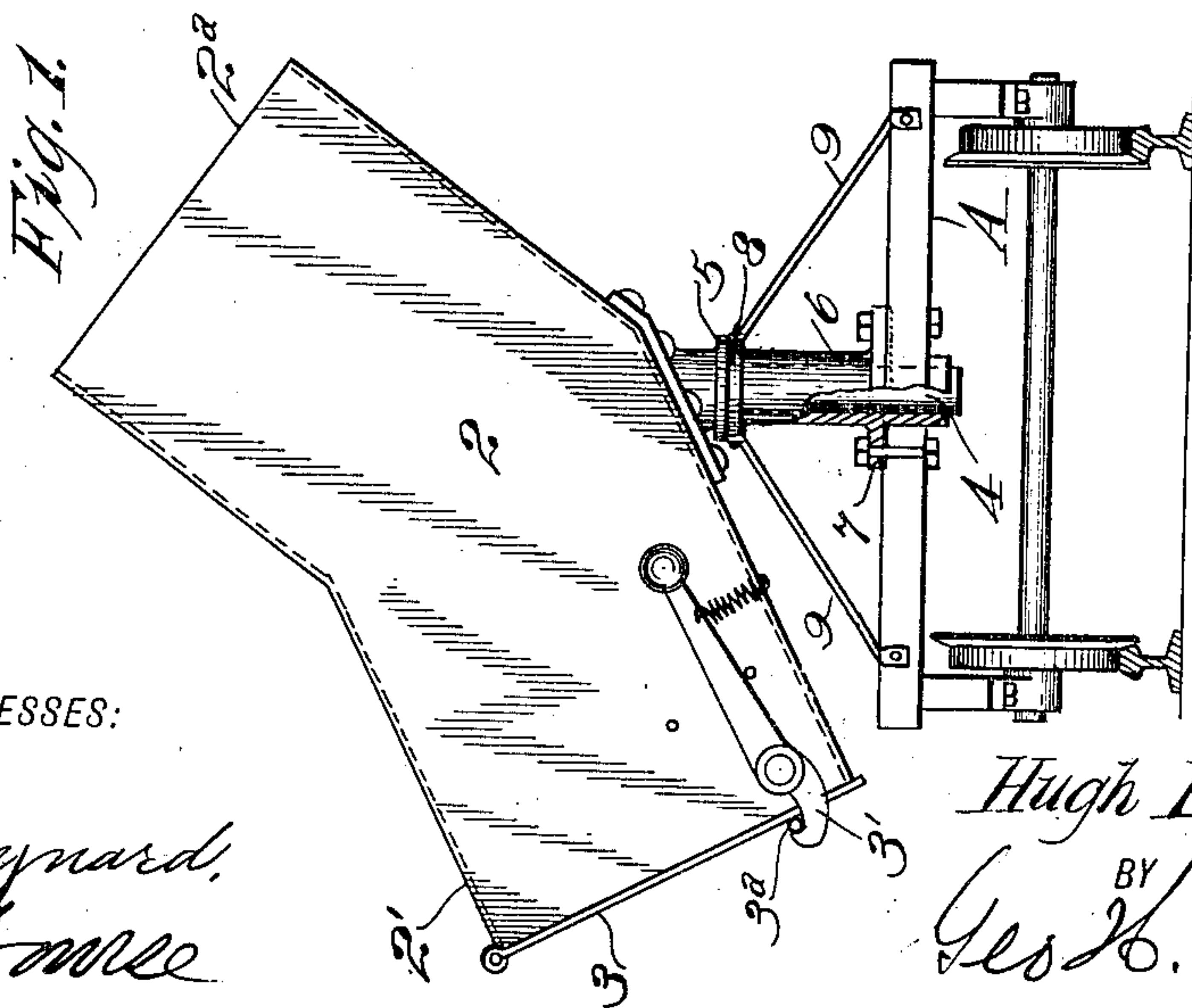
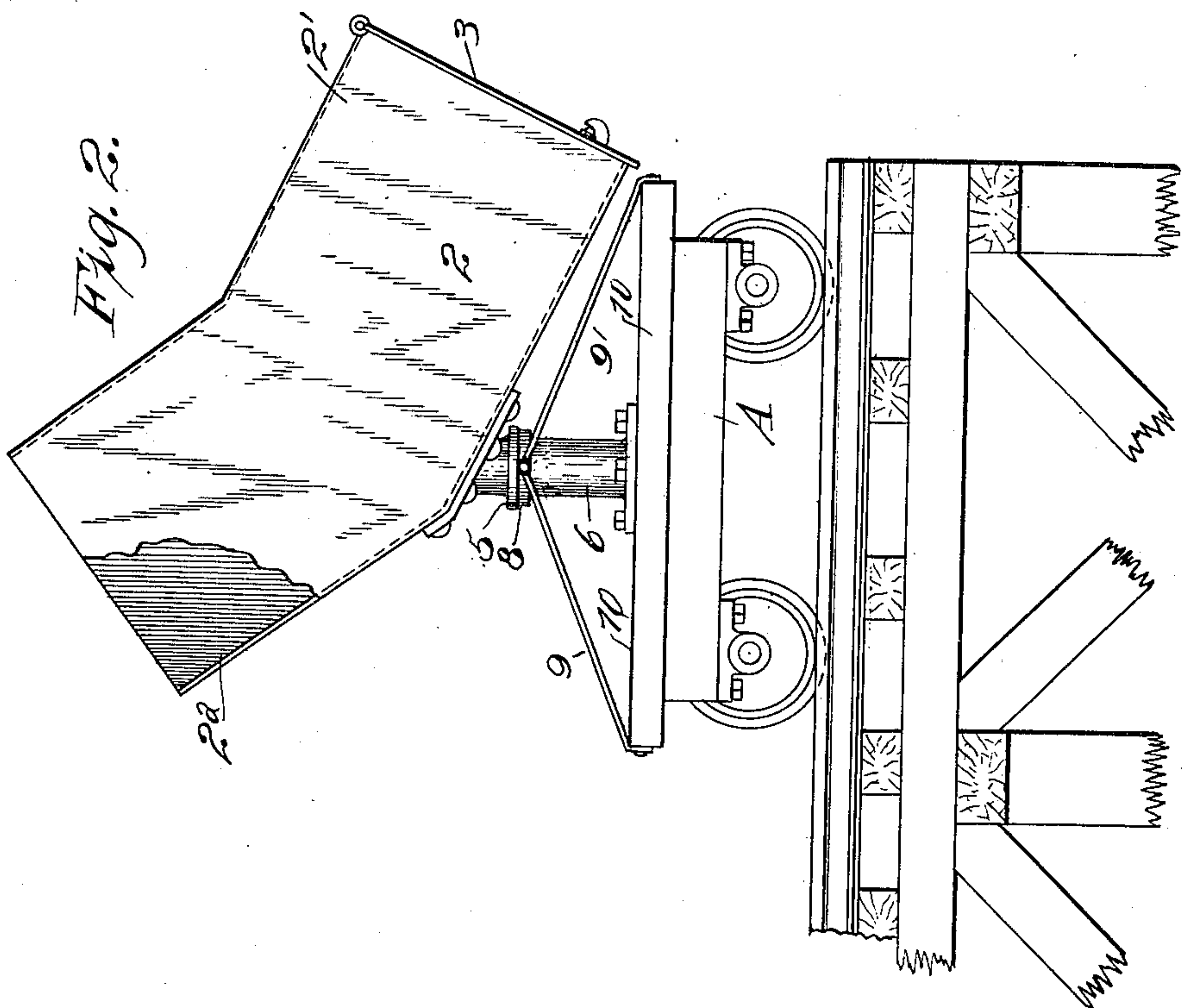


No. 837,580.

PATENTED DEC. 4, 1906.

H. E. MURPHY.
DUMP CAR.

APPLICATION FILED AUG. 1, 1906.



WITNESSES:

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HUGH EDWARD MURPHY, OF OROVILLE, CALIFORNIA.

DUMP-CAR.

No. 837,580.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed August 1, 1906. Serial No. 328,706.

To all whom it may concern:

Be it known that I, HUGH EDWARD MURPHY, a citizen of the United States, residing at Oroville, in the county of Butte and State of California, have invented new and useful Improvements in Dump-Cars, of which the following is a specification.

My invention relates to improvements in railway dump-cars. Its object is to provide a simple, strong, practical dump-car for use in railway construction and elsewhere which shall occupy less room and be more easily and economically handled than the dump-cars now in use and which will permit the dump being made with equal facility at either the side or the end of the car.

The invention consists of the parts and the construction and the combination of parts, as hereinafter more fully described and claimed, having reference to the accompanying drawings, in which—

Figure 1 shows the car in side-dumping position. Fig. 2 shows end-dumping position.

A represents a wheeled truck of suitable construction, and 2 is the box, swivelly mounted thereon in suitable fashion and is of such construction as to permit it to be turned horizontally in any direction to permit it to be loaded from any side and to be discharged from any side. The box and its manner of mounting on the truck form the essence of my invention.

The box is preferably of boiler-iron, and its size depends on the character of the work for which the particular car is intended. The box is in the form of an inclosed chute, open at top and bottom, with a removable closure 3 for the bottom, the chute being bent approximately in the middle to provide a downwardly-inclined leg or portion 2' on one side of the pivot of the chute on the truck and an upwardly-projecting leg or portion 2^a on the other side of the pivot. The box is open at the top for loading, and the portion 2' overhangs the truck sufficiently to allow discharge to be made conveniently at either the side or end of the car.

The angle included between the parts 2' 2^a of the box is in actual practice about one hundred and twenty degrees, more or less, with the upper part 2^a standing at a slight incline backward from the perpendicular for the purpose of affording proper balance.

The tail-gate 3, which is removable for dumping purposes, is of any appropriate de-

sign and is held in closed position by any suitable means. I have shown the gate as hinged at the top and held normally closed by the pivoted spring-actuated latch members 3', engageable with the keeper members 3^a on the gate.

While the box may be mounted in any suitable fashion to have the proper swivel movement, I prefer the following construction: A short vertical pivot-post 4 is secured to the under side of the box proximate to the angle. This post has an annular bearing-flange 5 near its juncture with the box. The post is turnable and supported in a suitable socket member 6, secured centrally to the truck-bed. The socket member preferably consists of a cylinder having a bottom flange 7 countersunk into the truck-bed and bolted thereto and having a top flange 8, of steel or cast-iron, which forms a broad bearing for the flange 5 on the post. Three, four, or more brace-rods 9 support the cylinder and box rigidly on the truck.

If desired, a platform-space 10 may be left at each end of the car, on which heavy rocks may be piled.

The trouble with the dump-cars commonly in use in practical railroad-construction work is that they are too heavy and bulky and too large to work more than one at a time in an ordinary eighteen-foot cut. If they have only a side dump, it is necessary often to build out special trestles. With my construction it is possible to work two cars, each of the same capacity as the old, in an eighteen-foot cut to turn the box any way to allow it to be loaded from any side and to permit it to be dumped from the side or end. This side and end dump is an important item in many forms of work to which a dump-car is put. The car is easily moved about, making it especially handy and economical of power in mountainous country, and it has very few parts to wear out or break. The construction of the box and its manner of mounting equalizes the weight on the running-gear when loaded. When properly balanced, it can be easily turned by hand in any direction.

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

1. The combination with a wheeled truck, of a box in the form of an inclosed chute, open at top and bottom and bent approximately in the middle to provide a downwardly-inclined portion, a removable closure

for the lower end of said inclined portion, and a vertical pivot arranged substantially in the vertical plane of the angle included between the bent portions of the box, about 5 which pivot the box is horizontally turnable, substantially as described.

2. A dump-car comprising a wheeled truck, and a swivelly-mounted box thereon, said box having front and back walls inclos- 10 ing an angular space of approximately one hundred and twenty degrees, the upper leg of the box arranged nearly vertical and open at the top, and a removable closure for the bottom of the box.

15 3. A dump-car comprising a wheeled truck, a cylindrical socket-piece secured thereto in upright position, said cylindrical socket-piece having top and bottom flanges, the bottom flange bolted to the truck, braces 20 connecting the top flange and truck-bed, an angular box having a pivot-post seating in said cylinder and provided with an annular

flange to bear on the top flange of the cylinder, said box open at the top and having a removable closure. 25

4. A dump-car comprising a wheeled truck, and a box pivotally mounted thereon, said box in the form of an inclosed chute open at top and bottom and bent centrally to have a lower downwardly-inclined por- 30 tion on one side of its pivot, and an upwardly-extending portion on the other side of said pivot, said chute having a closure for its lower end, and said chute arranged to swing in a horizontal plane to discharge at 35 the side or rear of the truck.

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

HUGH EDWARD MURPHY.

Witnesses:

DUNCAN C. McCALLUM,
JOSEPH DUGAN.