

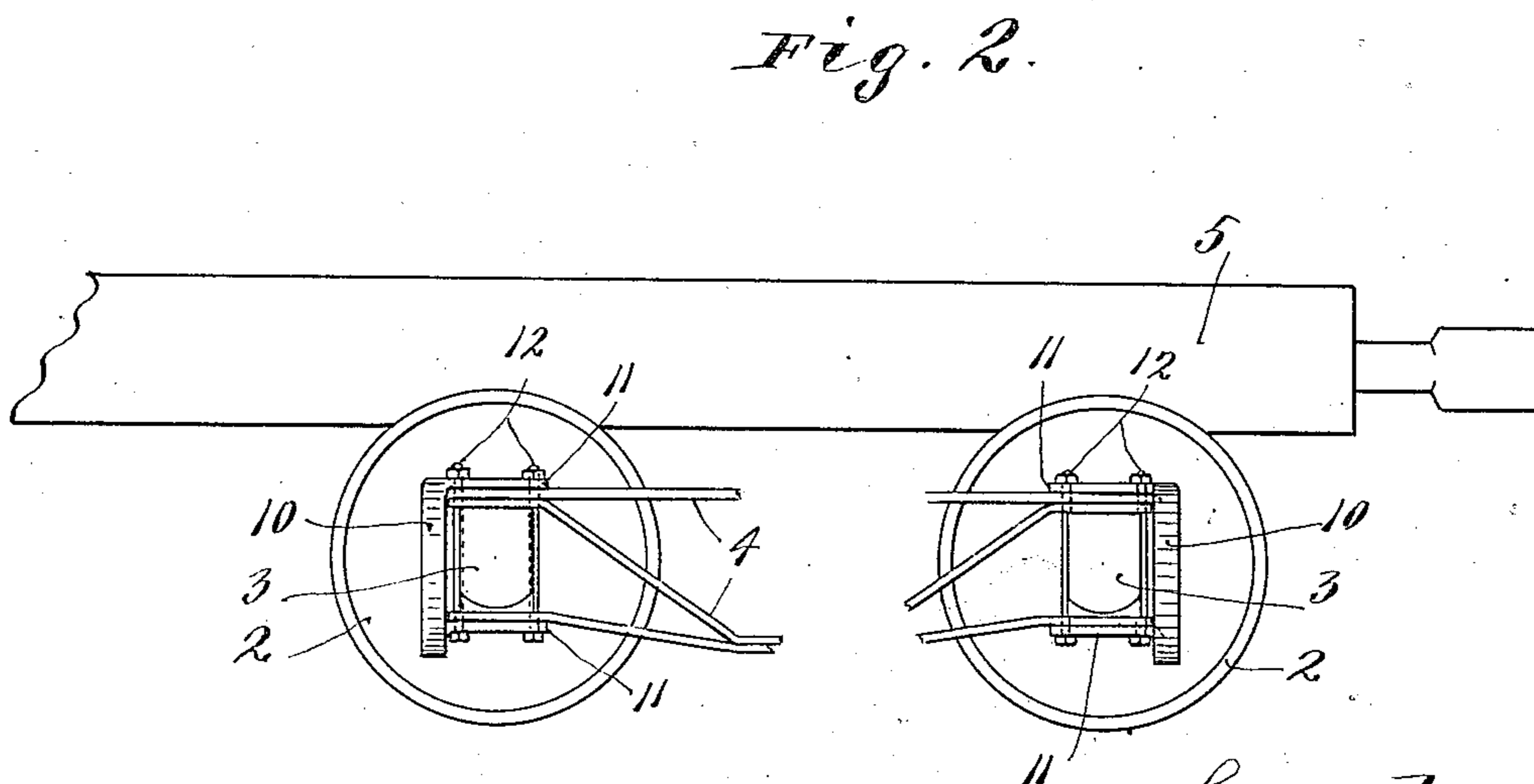
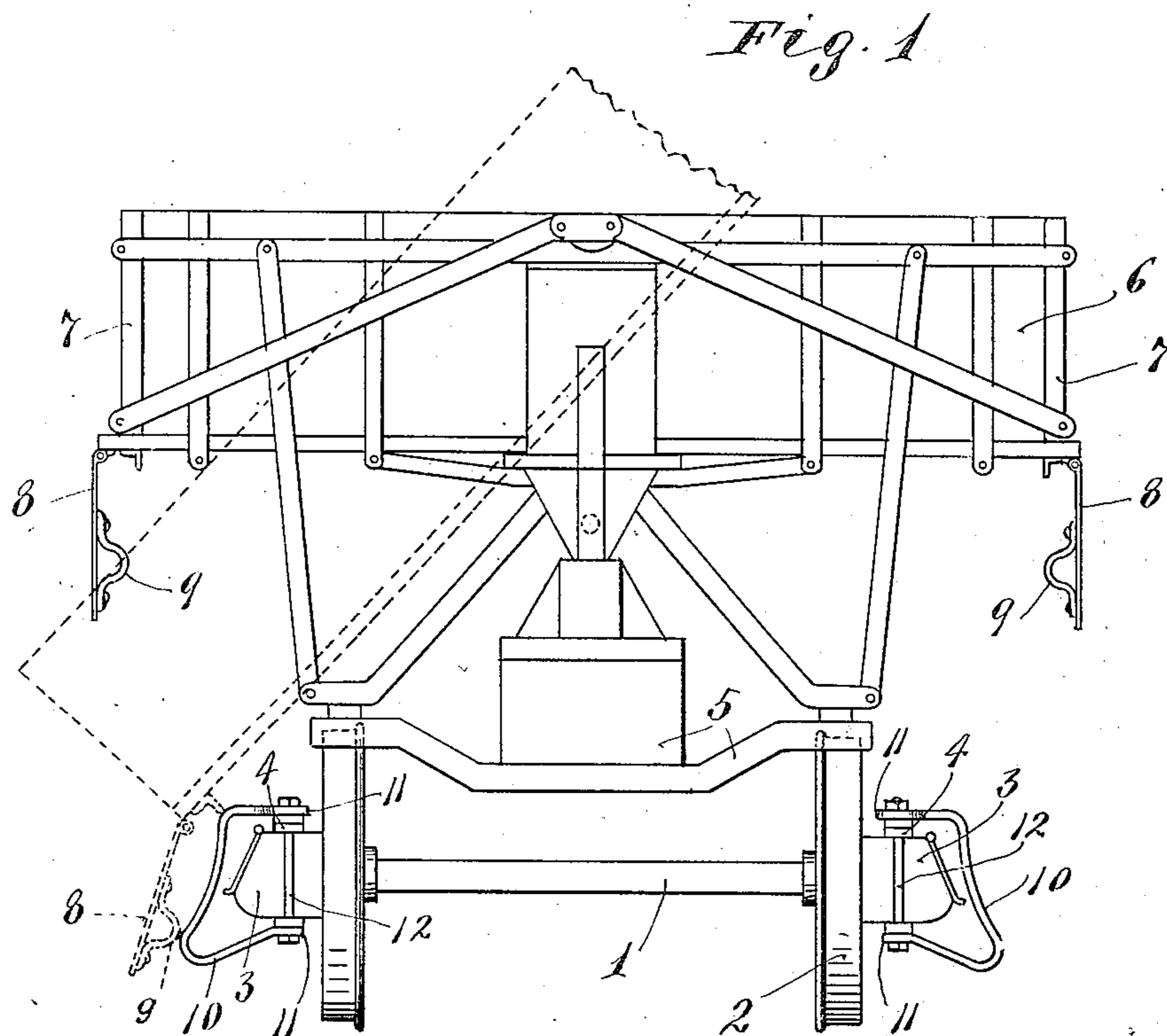
No. 886,781.

PATENTED MAY 5, 1908.

H. B. EARLING, W. A. PARKER & R. HUGHES.

DUMP CAR.

APPLICATION FILED DEC. 19, 1907.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

HERMAN B. EARLING, WARREN A. PARKER, AND ROBERT HUGHES, OF MINNEAPOLIS,  
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## DUMP-CAR.

No. 886,781.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed December 19, 1907. Serial No. 407,147.

*To all whom it may concern:*

Be it known that we, HERMAN B. EARLING, WARREN A. PARKER, and ROBERT HUGHES, citizens of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Dump-Cars; and we do hereby 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 lateral motion dumping cars, such as used on railroads and elsewhere for conveying dirt and dumping the same at the side of the track. To the above ends the invention consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

Dumping cars of the character above indicated are provided with displaceable side boards and with devices whereby the side board on the lowered side of the pivotally supported car body will be moved into an inoperative position, so as to permit the discharge of dirt under the action of gravity. Dirt dumped with cars of this kind, as hitherto constructed, will be piled up close to the track and run under the wheels of the car, so that it is impossible to move the car until after a large amount of dirt has been shoveled off from the track, so as to afford clearance for the wheels.

Our invention provides a simple and efficient device which prevents the dirt from piling up under the wheels of the car, and this is accomplished by providing the pivoted car body, at each side, with a depending guard board and by providing the truck frame with deflecting guides that operate upon the guard board at the lowered side of the car body to hold the same in such position that the dumped load of dirt cannot possibly run under the wheels or onto the track.

In the accompanying drawings which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a view in end elevation, partly in diagram, showing a car having a body pivoted for lateral dumping movements, and illustrating our invention applied to the said car; and Fig. 2 is a diagrammatic side elevation, with some

parts removed, showing particularly the manner in which the guard board guiding devices are secured to the side frames of the car truck.

Of the parts of the car, which as illustrated is of standard construction, the numeral 1 indicates the axles, the numeral 2 the wheels, the numeral 3 the journal boxes, the numeral 4 the side frames of the truck frame 5, and the numeral 6 the dumping car body provided with the customary displaceable sides 7 and pivotally connected for lateral dumping movements to the truck frame 5 in the usual way. To the lower edge of each side of the bottom of the body or box 6 are hinged depending guard boards 8, to the inner sides of which looped metal bearing lugs 9 are secured.

To the trussed side frames 4 and to each journal box is secured a deflecting guide, preferably formed by curved metal straps having laterally bent inner ends that are rigidly secured to the trussed side frames and to the journal boxes, by the usual column bolts 12. These deflecting guides 10 are so positioned that they will be engaged by the guide lugs 9 of the guard boards 8 whenever one or the other of the said guard boards is lowered by a downward movement of that side of the box 6 to which the said lowered guard board is pivoted. When, for instance, the car box or body 6 is moved from its normal or horizontal position shown by full lines in Fig. 1 into its oblique or dumping position shown by dotted lines in Fig. 1, the guide lugs 9 on the lowered guard board will run downward over the cooperating deflecting guides 10 and will cause the lowered guard board to be swung slightly outward and upward, approximately into the position shown by dotted lines in Fig. 1. In this lowered or dotted line position the guard board constitutes a sort of extension of the bottom of the car box and serves to carry the dumped load of dirt farther away from the wheels of the car truck than if the said deflecting board and cooperating or stop devices were not provided. Furthermore, the said deflecting board positively prevents the dumped load of dirt from running inward onto the track and against or between the wheels of the car truck.

The device above described therefore, as is evident, prevents clogging of the track and effects a very great saving in time and labor. In actual practice the said device has been

found highly efficient for the purposes had in view.

What we claim is:

1. The combination with a car having a body centrally pivoted for lateral dumping movements in either direction, of guard boards hinged to and depending from the outer edges of the bottom of said body, and means carried by the truck arranged to limit the dumping movement of said car body and the inward swinging movement of said guard board on the lowered side of said car body, whereby the dumped load of dirt is prevented from running onto the track, substantially as described.

2. The combination with a car having a body pivoted for lateral dumping movements, of guard boards hinged to and depending from the opposite side edges of the bottom of said body, and deflecting guides secured to the side frames of the truck of said car and arranged to swing outward and hold the deflecting board on the lowered side of the box, whereby the dumped load of dirt is prevented

from running onto the track, substantially as described.

3. The combination with a car having a body pivoted for lateral dumping movements, of guard boards 8 hinged to the edges of the opposite sides of the bottom of said body and provided with bearing lugs 9, of guides in the form of metal straps 10 having laterally bent ends 11 bolted to the side frames and journal boxes of the truck of said car, the guide strips 10 being located for engagement with said bearing lugs 9 and being arranged to swing and hold outward the guard board on the dumping side of the car, substantially as described.

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

HERMAN B. EARLING.  
WARREN A. PARKER.  
ROBERT HUGHES.

Witnesses:

H. D. KILGORE,  
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