

No. 886,800.

PATENTED MAY 5, 1908.

J. W. GRUBBS.
ATTACHMENT FOR DIRT PUSH CARS.
APPLICATION FILED OCT. 4, 1907.

2 SHEETS—SHEET 1.

Fig. 1.

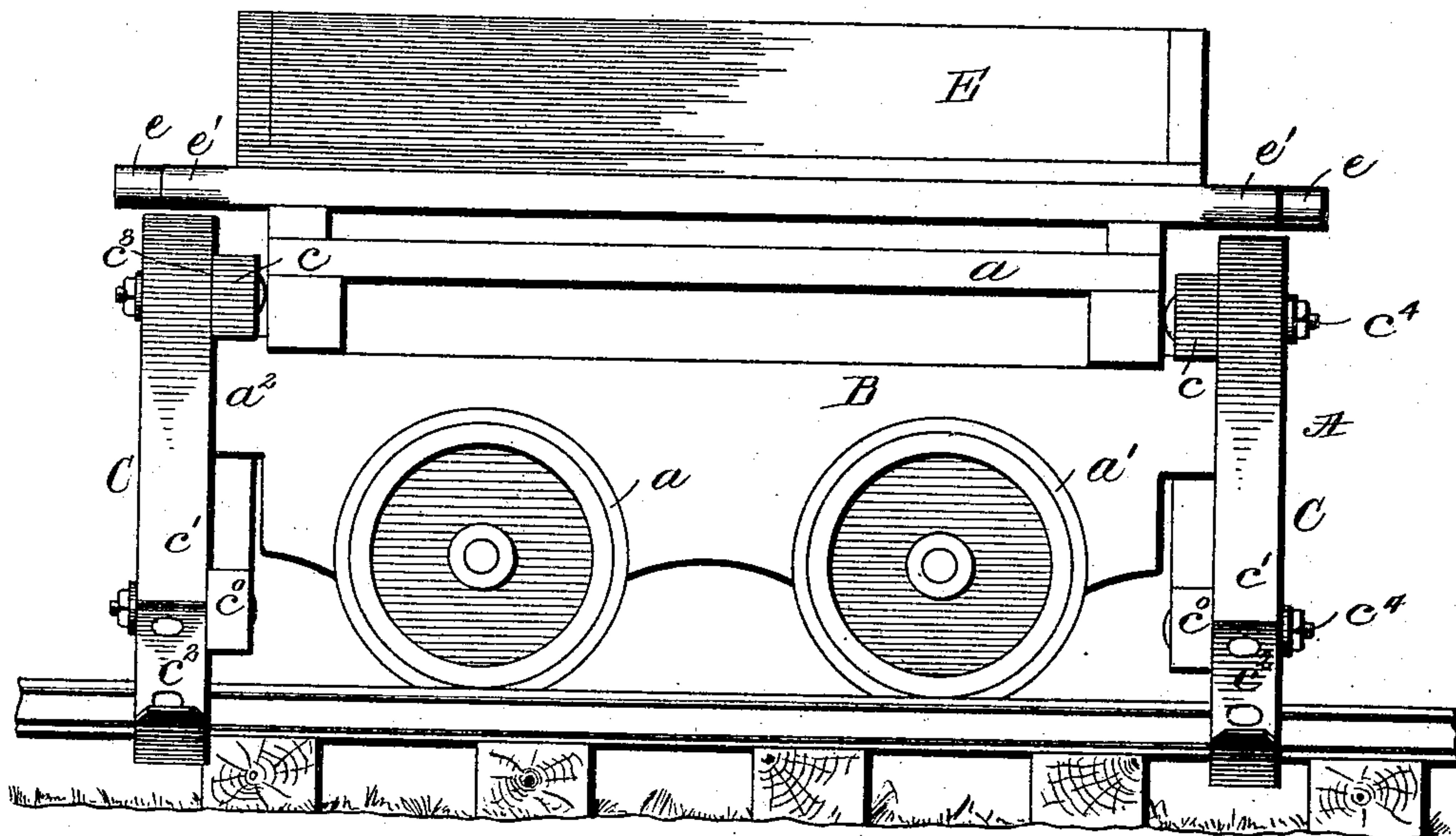
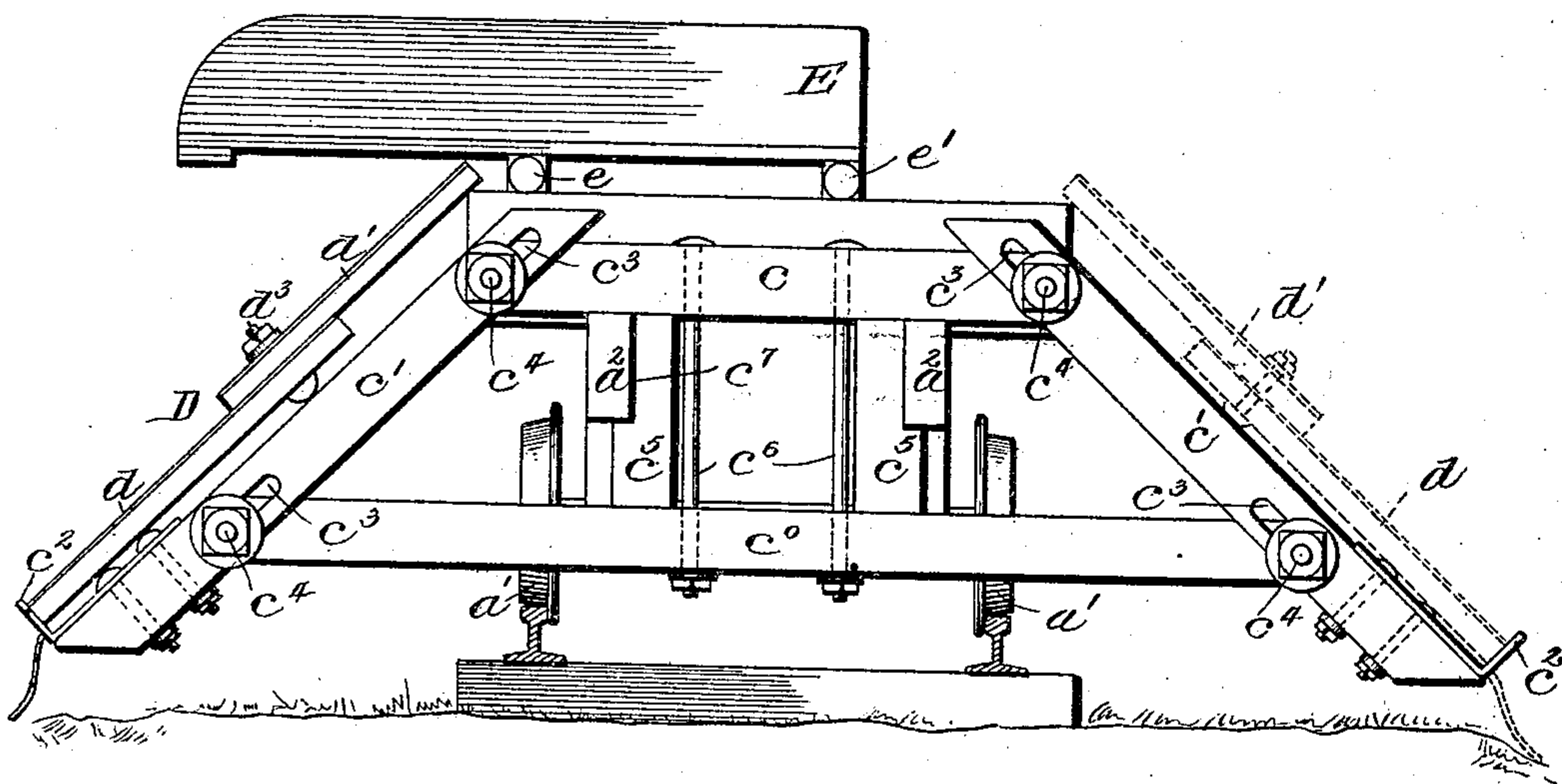


Fig. 2.



WITNESSES

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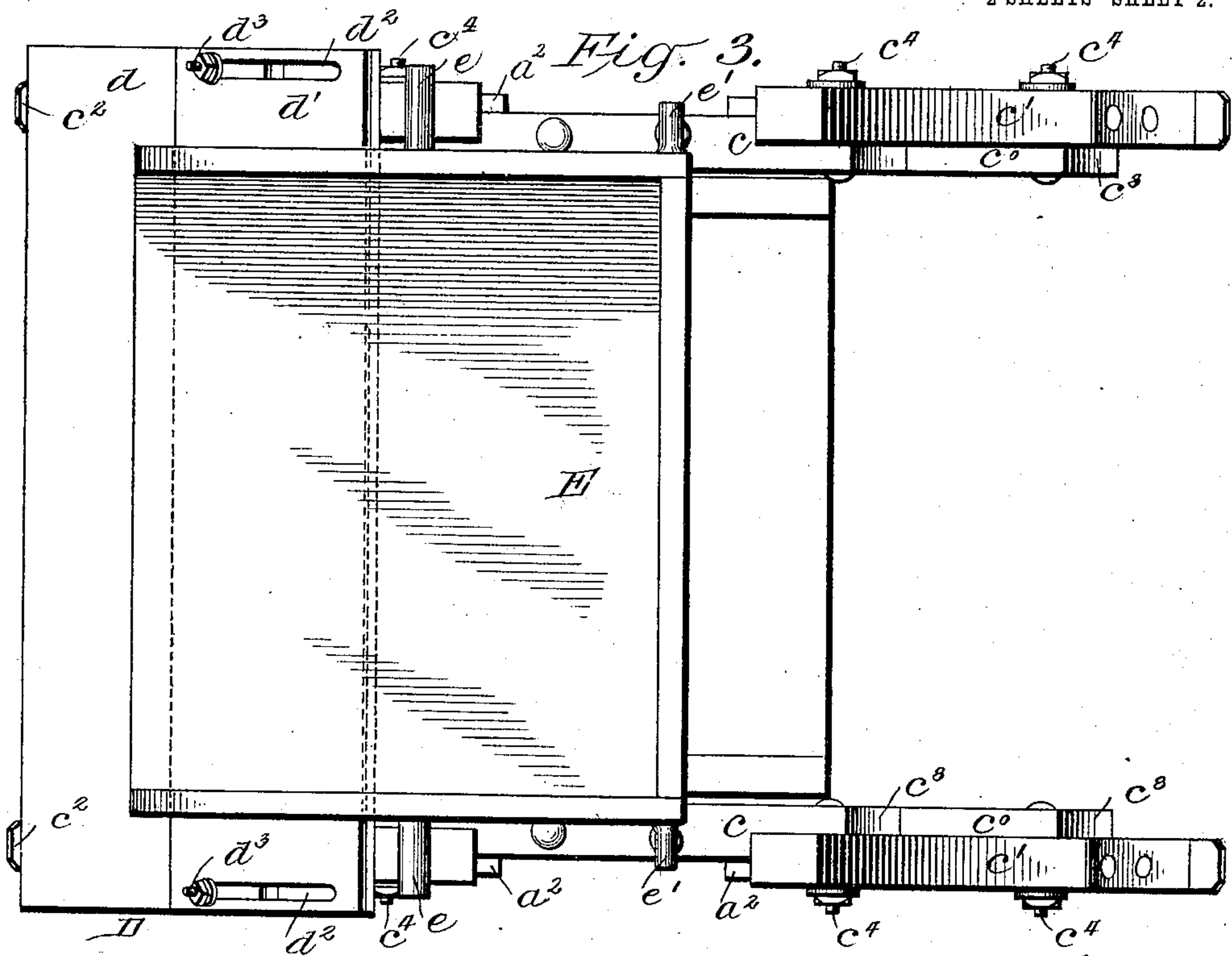
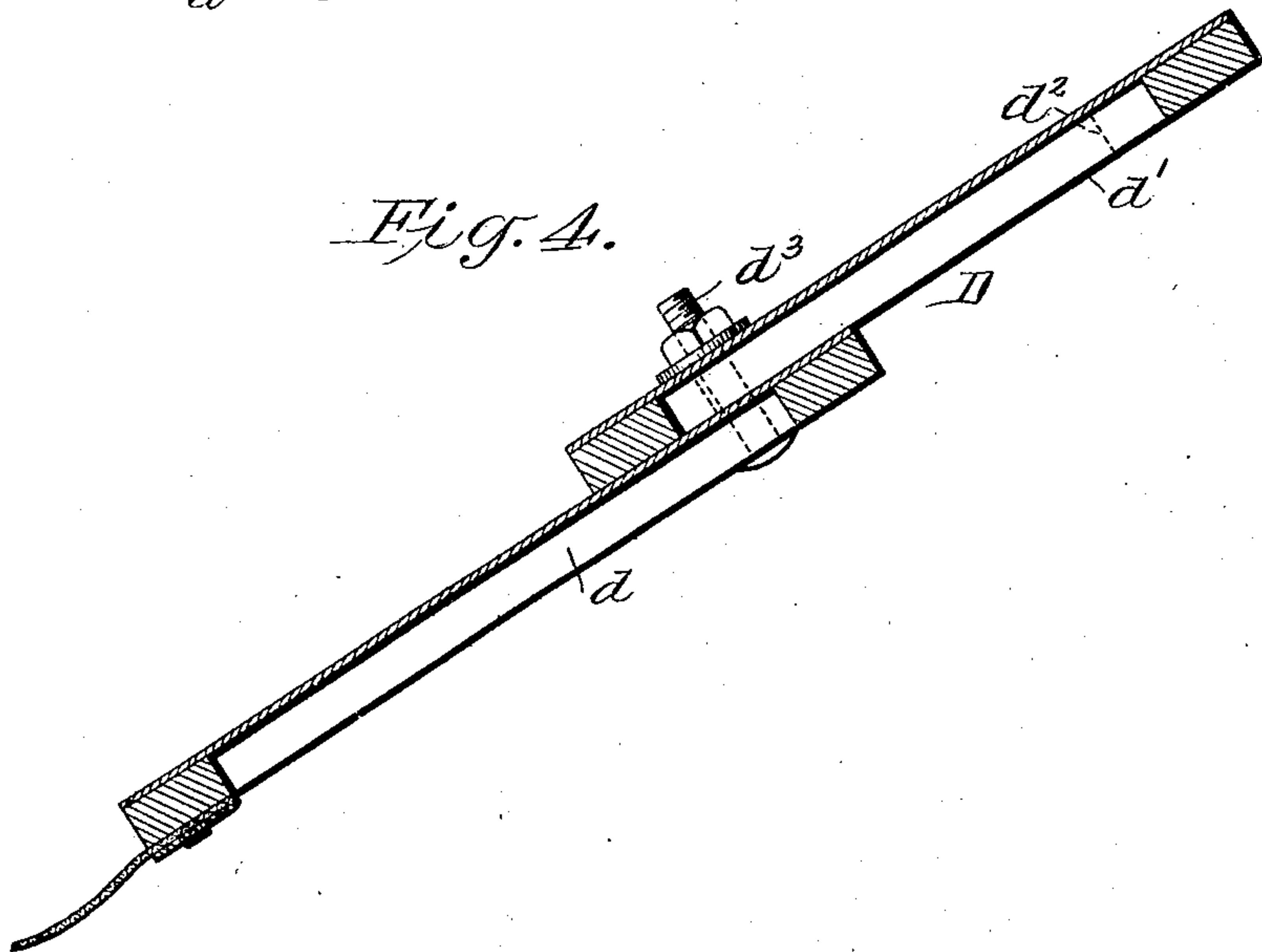


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN W. GRUBBS, OF SHENANDOAH, VIRGINIA.

ATTACHMENT FOR DIRT PUSH-CARS.

No. 886,800.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed October 4, 1907. Serial No. 395,876.

To all whom it may concern:

Be it known that I, JOHN W. GRUBBS, a citizen of the United States, and resident of Shenandoah, in the county of Page and State of Virginia, have invented an Improved Attachment for Dirt Push-Cars, of which the following is a specification.

My invention is an improvement in dirt push cars, and consists in certain novel constructions and combinations of parts herein-after described and claimed.

Referring to the drawings forming a part hereof, Figure 1 is a side view of a push car provided with the improvement. Fig. 2 is an end view. Fig. 3 is a plan view, and Fig. 4 is a transverse section of the deflecting board on the line of the connection.

In the present embodiment of my invention, the car A comprises a body *a* and wheels *a'* for supporting the body, the said wheels being adapted to run upon the track B. The longitudinal beams *a*² of the car project at each end as is usual in such cars, and a frame C is supported upon the projecting ends of the beams at each end of the car. Each of the frames C comprises upper and lower horizontal bars *c*, *c*⁰, the upper bar being of lesser length than the lower bar. Said bars are connected together by bolts *c*⁶ and are spaced apart by vertical bars *c*⁵, each of the vertical bars being provided on its outer face with a notch *c*⁷ for receiving the projecting end of the adjacent longitudinal beam *a*² of the car. The free ends of the horizontal bars *c* are beveled in the same direction as shown at *c*⁸, and to the said free ends are connected inclined bars *c'*, the said inclined bars being provided with slots *c*³ adjacent their ends, and bolts *c*⁴ pass through the slots and through openings in the ends of the horizontal bars, to adjustably secure said inclined bars to the horizontal bars. The lower end of each of the inclined bars is provided with a catch *c*² for a purpose to be presently described.

A deflecting board D is used in connection with the frames, the said board consisting of superimposed sections *d*, *d'*, the upper section *d'* being provided at its ends with transverse slots *d*² through which pass bolts *d*³, the bolts also passing through openings in the other section, whereby to adjustably secure said sections together. The deflecting board is arranged upon that side of the car from which the dirt is dumped, the said board resting upon the inclined bar *c'* and supported

by the catches *c*². When extended, the deflecting board is of a width equal to the length of the inclined bar, so as to cover the space between said bars to deflect the dirt beyond the outer side of the frame. The hopper E having one open side rests upon the body of the car, and is provided with a swinging bar *e* at approximately its longitudinal center, and with handles *e'* at its closed side. The hopper normally rests in the position shown in Fig. 2, with the open side toward the side of the car on which the dirt is to be dumped, and after the dumping place is reached, the deflecting board is placed in position and the hopper is dumped by lifting on the handles *e'*. The frames C are of sufficient length to bring the lower edge of the deflecting board outside of the ballast, or further if desired, so that the dirt is dumped clear instead of falling on the ballast.

I claim:

1. The combination with the car having end projections, and a tilting hopper mounted thereon, of a frame supported on the projections at each end of the car, said frames each comprising upper and lower parallel horizontal bars connected together by bolts and spaced apart by vertical bars, said vertical bars being notched to receive the projections of the car, said horizontal bars having their ends beveled in the same direction, inclined bars provided near their ends with longitudinal slots, bolts traversing the slots and the ends of the horizontal bars for adjustably securing said bars together, said inclined bars being provided with catches at their lower ends, and a deflecting board adapted to rest on the inclined bars on the side toward which the hopper is adapted to tilt.

2. The combination with the car having end projections, and the tilting hopper mounted thereon, of a frame supported on the projections at each end of the car, said frames each comprising parallel horizontal bars, bars inclining outwardly and downwardly connected with the ends of the horizontal bars, said inclined bars being provided on their lower ends with catches, and a deflecting board adapted to rest on the inclined bars on the side of the car toward which the hopper tilts.

3. The combination with the car and the tilting hopper mounted thereon, of a frame supported at each end of the car, the sides of said frames inclining downwardly and out-

wardly from the car, and a deflecting board adapted to rest on said inclined sides on the side of the car toward which the hopper tilts.

4. The combination with the car having
5 the tilting hopper mounted thereon, of a deflecting board, and means in connection with the car for supporting said deflecting board in an inclined position at the side of the car toward which the hopper tilts.

10 5. The combination with the car having a tilting hopper supported thereon, of a deflecting board comprising superimposed sections, one of said sections being provided with transverse slots at its ends, bolts trav-
15 ersing the slots and the other section for ad-

justably securing said sections together, and means detachably connected with the ends of the car for supporting said deflecting board in an inclined position on either side of the car.

6. The combination with the car, of a
20 frame supported at each end of the car, the sides of said frames inclining downwardly and outwardly from the car, and a deflecting board adapted to rest on the inclined sides at
25 either side of the car.

JOHN W. GRUBBS.

Witnesses:

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GEO. W. KILE.