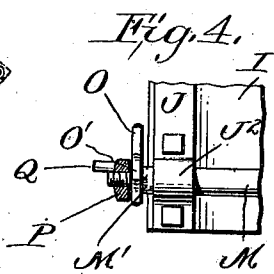
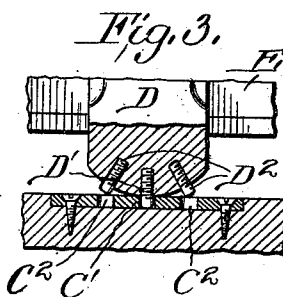
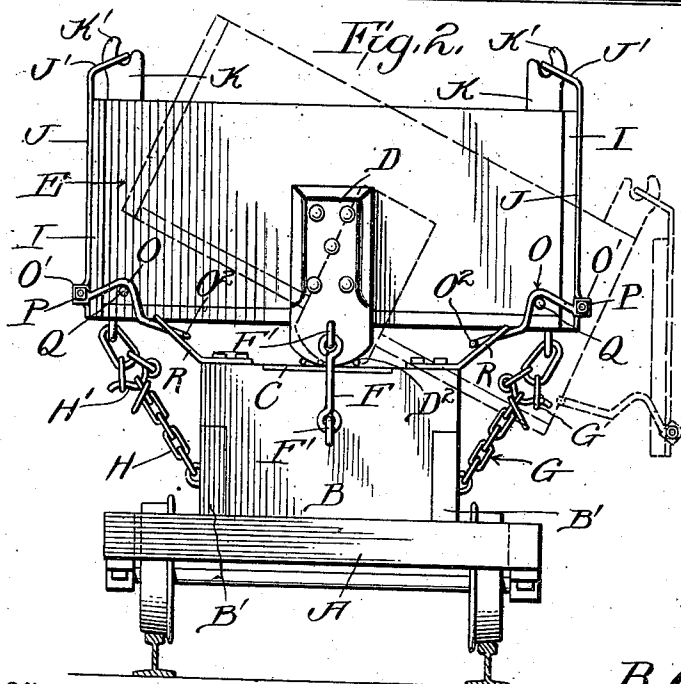
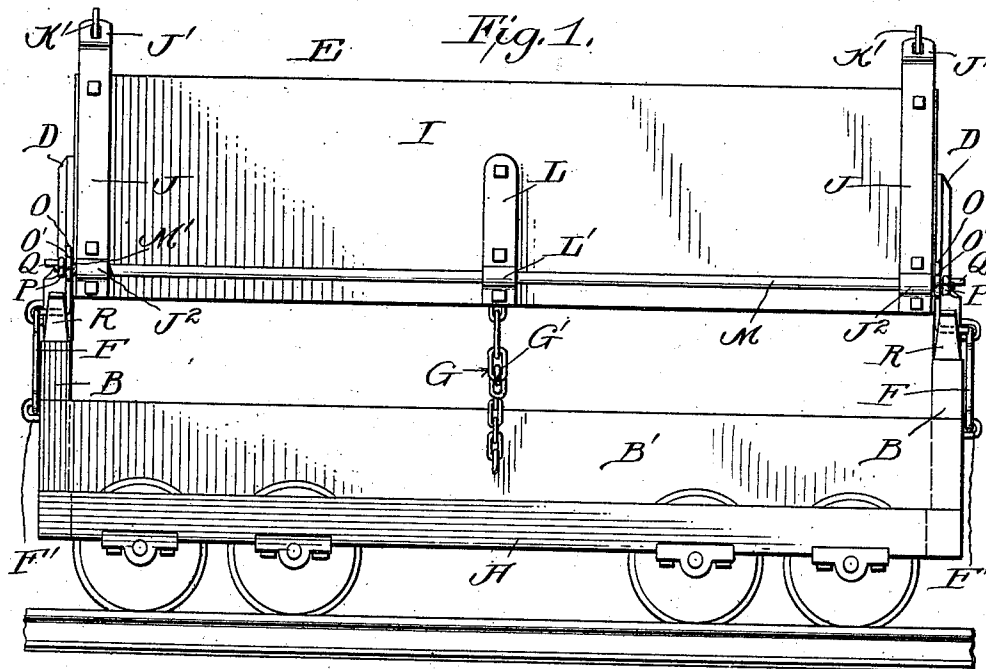


B. C. McCOMAS.
DUMP CAR.
APPLICATION FILED SEPT. 13, 1910.

996,422.

Patented June 27, 1911.



Witnesses

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DUMP-CAR.

996,422.

Specification of Letters Patent. Patented June 27, 1911.

Application filed September 13, 1910. Serial No. 581,751.

To all whom it may concern:

Be it known that I, BENNETT C. McCOMAS, a citizen of the United States, residing at New Paltz, in the county of Ulster and State of New York, have invented a new and useful Improvement in Dump-Cars, of which the following is a specification.

This invention relates to certain new and useful improvements in dump cars, the object being to provide a dump car which is exceedingly cheap and simple in construction, and one in which the parts are so mounted that they can be readily replaced in case they should become accidentally broken.

A further object of my invention is to provide a dump car with swinging side sections normally locked by catches which are engaged when the body is tilted by tripping members so as to allow the sections to swing outwardly in order to obtain a clean discharge.

A still further object of my invention is to provide a dump car with a body which is so mounted that when the same is released, so as to allow the load to discharge, it will be swung to one side of its longitudinal center, whereby the contents of the body will be discharged out beyond the side of the truck.

With these objects in view, the invention consists in the novel features of construction, combination and arrangement of parts, hereinafter fully described and pointed out in the claims.

In the drawing forming a part of this specification: Figure 1 is a side elevation of my improved dump car. Fig. 2 is an end view of the same showing the body in a tilted position in dotted lines. Fig. 3 is a detail vertical section through one of the bearings, and Fig. 4 is a detail enlarged view showing the manner of mounting one of the catches.

In carrying out my improved invention, I employ a truck A of the ordinary construction having uprights B at its end, provided with bearings C, on which are mounted the curved ends of bearings D secured to the ends of the body E as clearly shown, and held in position thereon by links F, which are connected to eyes F' carried respectively by the uprights B and bearings D. The bearing plates C are provided with spaced sockets C', C² and the bearing members D are provided with spaced pins D', D² the pins D' being normally held within the

sockets C' when the body is in a horizontal position, and when tilted the bearings D rock on the bearings C, so as to cause the pins D² to enter the socket C² in order to throw the body over to one side of the truck. The body is held in a horizontal position by chains H and G connecting the same to the side bars B' of the uprights B, the chains G and H being provided with a fastening member G' and H' which enables the same to be detached from the body, when it is desired to dump the same.

The body E is provided with pivotally mounted sides I carrying straps J at their ends which extend upwardly above the upper edge of said sides, and are provided with apertured angled ends J', which are mounted on the hooked upper ends K' of standards K, in such a manner that the sides can swing outwardly in order to allow the load to be discharged. Secured centrally to each side I is a strap L provided with a bearing L' in which is pivotally mounted a rod M which extends through bearings J² formed in the straps J, and the rod is provided with square portions M' having threaded ends for the purpose hereinafter fully described.

Mounted on the square ends of the rods M are square sleeve portions O' of catches O which are locked thereon by nuts P working on the threaded ends of the rods M, and said catches are adapted to fit over pins Q extending outwardly from the body E so as to fasten the side in order to prevent the same from swinging outwardly by the pressure of the load. The catches O are provided with angled ends O² which extend over tripping members R, secured to the upper edges of the uprights B in such a manner that when either of the chains G or H is released, and the body tilted, the catches will be thrown up above the pins Q in order to release the side and allow the load to discharge.

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

1. The combination with a truck provided with uprights, of a body pivotally mounted on said uprights provided with swinging sides, of rods pivotally mounted on said sides provided with square end portions, catches provided with square sleeves secured on the ends of said rods, pins carried by the ends of said body co-acting with said catches, and

tripping members carried by the uprights for disengaging said catches from said pins when said body is tilted.

2. The combination with a truck, of a
5 body pivotally mounted on said truck provided with swinging sides, chains connecting said body to said truck for holding the same in a horizontal position, a rod mounted in bearings carried by the swinging side of
10 said body having square portions provided with threaded ends, catches provided with sleeves secured on the square portions of

said rods by nuts working on the threaded ends, said catches being provided with angled ends, pins extending outwardly from 15 the ends of said body co-acting with said catches, and tripping members carried by the truck co-acting with the angled ends of said catches for releasing the same when said body is tilted.

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Witnesses:

EDWARD C. ELMORE,
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
