

(No Model.)

J. M. LANDRUN.
DUMPING CAR.

No. 537,835.

Patented Apr. 23, 1895.

FIG. 1.

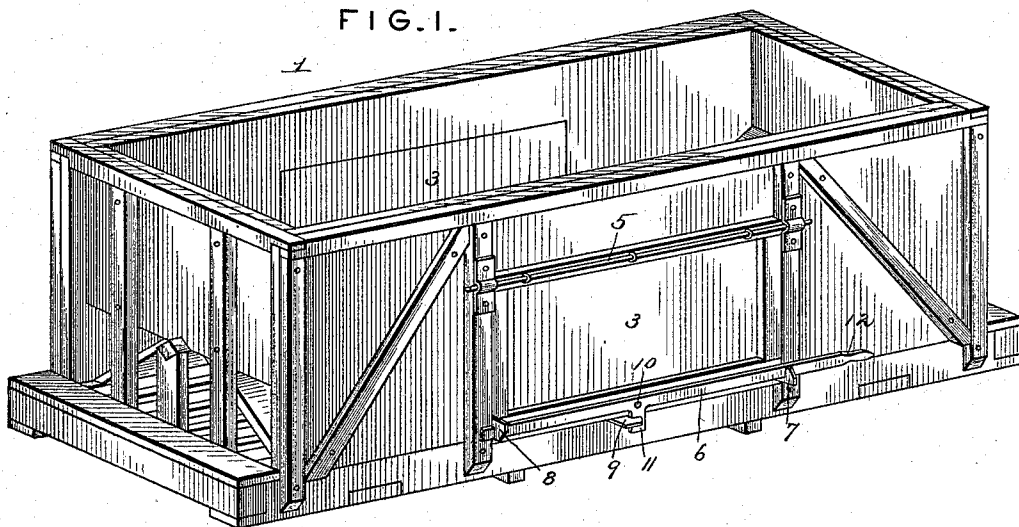


FIG. 2.

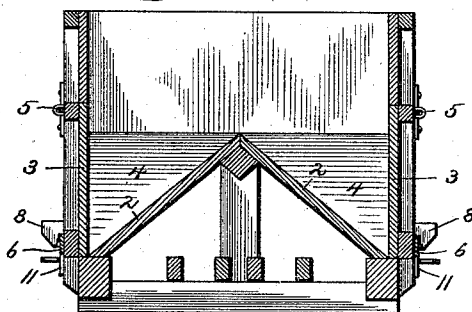
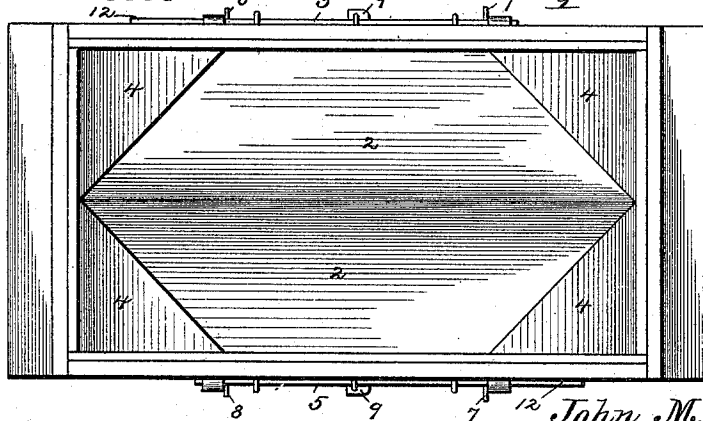


FIG. 3.



Inventor

Witnesses

Harry L. Ames
J. F. Riley

By his Attorneys.

John M. Landrun

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JOHN M. LANDRUN, OF COMPTON, ALABAMA, ASSIGNOR OF TWO-THIRDS TO
JAMES T. HARWELL AND GEORGE N. TEMPLEMON, OF SAME PLACE.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 537,835, dated April 23, 1895.

Application filed April 19, 1894. Serial No. 508,207. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. LANDRUN, a citizen of the United States, residing at Compton, in the county of Blount and State of Alabama, have invented a new and useful Dumping-Car, of which the following is a specification.

The invention relates to improvements in dumping cars.

10 The object of the present invention is to improve the construction of dumping cars, and to enable the contents thereof to be readily directed in discharging through centrally located side doors, to obviate the necessity of extending the doors the entire length of a car.

15 A further object of the invention is to provide secure and effective means for fastening the doors, and to enable them to be quickly unlocked when desired.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings—Figure 1 is a perspective view of a car, constructed in accordance with this invention. Fig. 2 is a transverse sectional view. Fig. 3 is a plan view.

30 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a car, the trucks and wheels being omitted, provided with a bottom 2 sloping laterally both ways from the center line of the car, in order to direct the contents of the car to either side thereof, to cause the same to be discharged through centrally located doors 3. The ridge or apex of the bottom 2 extends the extreme length of the car, and the bottom is composed of two similar oppositely inclined sides or sections. At the four corners of the car are located inclined triangular sections 4, tapering inward from the ends of the car, to the door opening, and from the ridge of the bottom to the sides of the car, and filling the space at the ends of the car between the sides and the central ridge and adapted to direct the contents from each end of the car to the central side doors to obviate the necessity of extending the side doors the entire length of the car, and to prevent any

of the contents of the car from collecting at the corners thereof and requiring shoveling. By this construction, the entire surface of the bottom of the car slopes toward the door openings at the sides of the car, and no projections, or shoulders, or the like are formed, which might impede the descent of coal.

Each door 3 is hinged at its upper edge by a horizontal pintle rod 5, or by any other suitable means. It is adapted to swing outward to dump the contents of the car, and it is secured when locked by a latch bar 6 engaging keepers 7, 8, and 9, located at opposite sides of the door way and centrally of the bottom thereof. The latch bar is centrally pivoted at 10 to the door. It is approximately T-shaped, being provided with a centrally located depending arm 11, arranged to engage the keeper 9 at the bottom of the door way. The keepers 7 and 8 are located respectively below and above the latch bar, the keeper 9 being at one side of the depending arm 11; and by raising the handle end 12 of the latch bar, the latter is simultaneously disengaged from all of the keepers. A reverse movement of the latch bar simultaneously locks the door at each of the three points; and it will be seen that the door may be readily locked or unlocked by a single movement of the latch bar.

It will be apparent that simple, inexpensive and efficient means are provided for locking the doors of a dumping car, that the necessity of extending the doors the entire length of the car in order to produce a complete dumping or discharge of the contents thereof is obviated, and that the contents of the car at each side thereof are directed from the center and each end to the door opening. It will also be understood that this cheapens the construction of this class of cars, and at the same time obviates the necessity of shoveling to complete the dumping; and the capacity of the car is not materially interfered with, as its sides and ends may be increased in height to obtain the desired capacity.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. In combination, a dumping car having a door opening in its side, a door hinged at its upper edge over the door opening, and adapted to swing outward at its lower edge, a latch
5 bar arranged parallel with the lower edge of the door, and pivoted about midway of its ends thereto, one end of the latch bar being projected to form an operating handle by means of which the latch bar is actuated and
10 the movements of the door controlled, said latch bar having an arm depending from its lower edge opposite the pivotal support, a keeper arranged below the door opening, and adapted to engage with the said depending
15 arm, and corresponding keepers arranged at the sides of the door opening, the one above and the other below the said latch bar, substantially as described for the purpose set forth.

2c 2. The herein shown and described dumping car, having centrally-disposed door openings in its sides, and having the bottom com-

posed of oppositely-inclined parts which slope equally from a medial line to the lower edges of the respective door openings, and having 25 separate and independent triangular sections disposed one in each corner and inclining from the respective ends of the car to the adjacent corners of the door openings, the upper edges of the triangular sections and the 30 crest of the oppositely-inclined parts being in the same plane, and the lower edges of the said oppositely-inclined parts, the door openings, the lower extremities of the triangular sections, and the sills of the car being approxi- 35 mately in the same horizontal plane, substantially as described for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN M. LANDRUN.

Witnesses:

P. W. COWDEN,
S. H. HARWELL.