

(No Model.)

2 Sheets—Sheet 1.

W. F. BENNETT.
DUMPING CAR.

No. 449,030.

Patented Mar. 24, 1891.

Fig. 1.

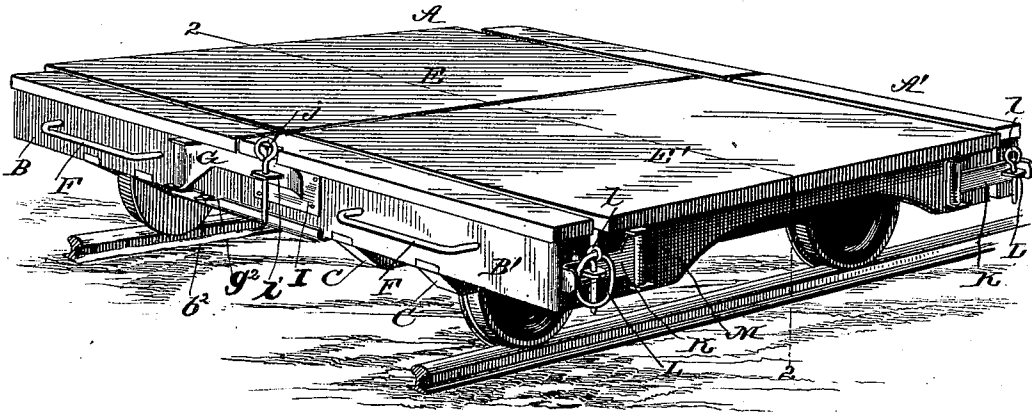


Fig. 2.

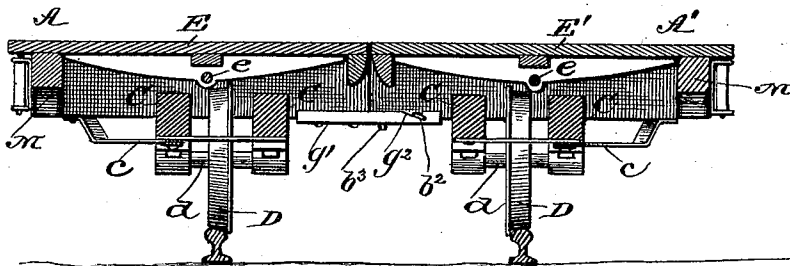
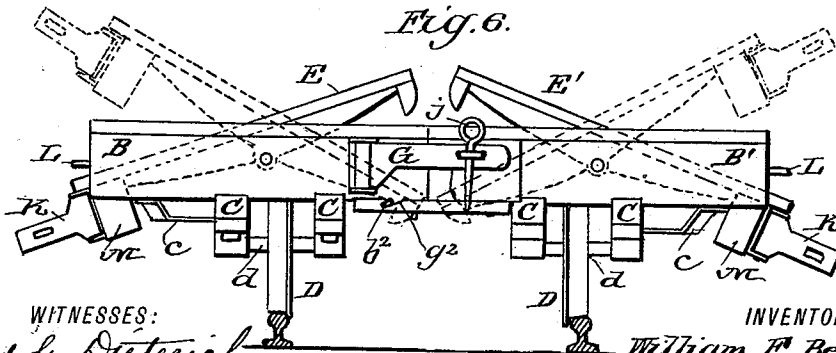


Fig. 6.



WITNESSES:

Fred G. Deterich
Jos. A. Ryan

INVENTOR:

William F. Bennett.

BY

Marion C.

ATTORNEYS

(No Model.)

2 Sheets—Sheet 2.

W. F. BENNETT.
DUMPING CAR.

No. 449,030.

Patented Mar. 24, 1891.

Fig. 3.

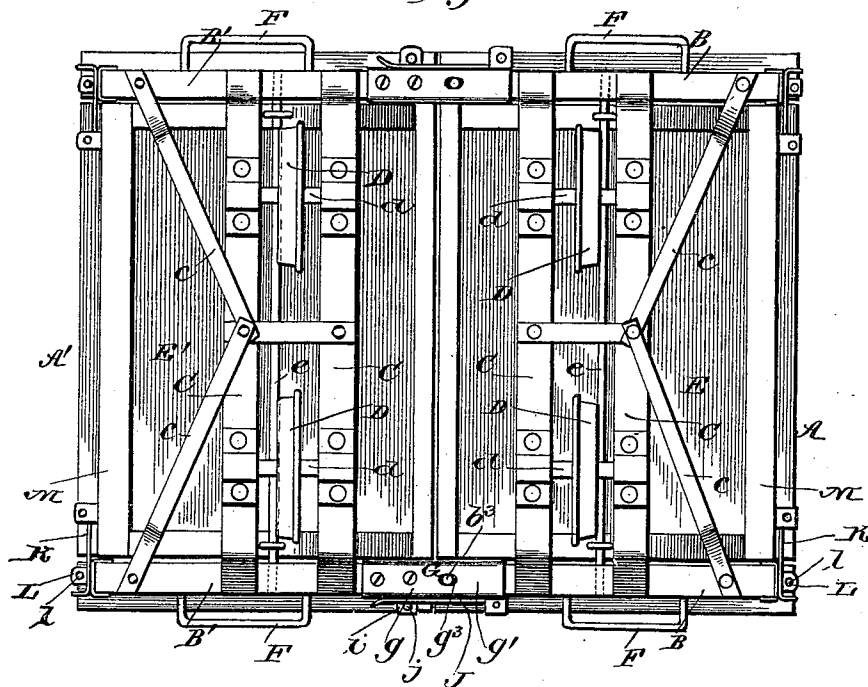


Fig. 4.

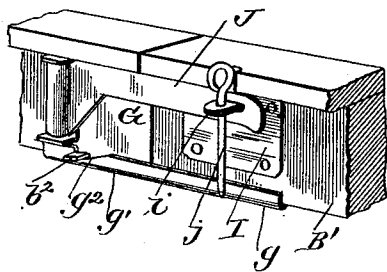
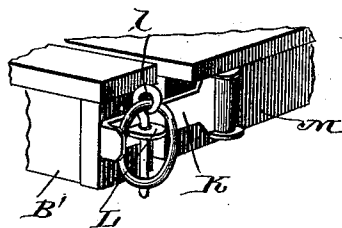


Fig. 5.



WITNESSES:

Fred G. Dieterich
Joe. A. Ryan

INVENTOR:

William F. Bennett.
BY *Mum & Co.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

WILLIAM F. BENNETT, OF PEORIA, ILLINOIS.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 449,030, dated March 24, 1891.

Application filed November 8, 1890. Serial No. 370,817. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. BENNETT, residing at Peoria, in the county of Peoria and State of Illinois, have invented certain new and useful Improvements in Dumping-Cars, of which the following is a specification.

My invention has for its object to provide a dumping-car which is simple in construction, arranged to dump either between or to the outside of the rails, which can be quickly removed from the rails, and which can be constructed at a moderate cost.

To this end my invention consists in a car formed into two longitudinal sections joined and having each a pivotal platform, such sections and platforms being constructed and connected in the peculiar and novel manner hereinafter fully described in the annexed specification, and particularly pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of my improved dumping-car; Fig. 2, a transverse section on the line 2 2, Fig. 1. Fig. 3 is a bottom plan. Fig. 4 is a perspective view of one of the central locking-joints, and Fig. 5 is a similar view of one of the end locks. Fig. 6 illustrates the positions taken by the sections in dumping.

In the accompanying drawings, A A' indicate two truck-sections, each of which is formed of a frame composed of the end bars B B, which are joined by a pair of longitudinal timbers C C, braced with the end bars by means of tie rods or bars c c, as clearly shown in Fig. 3 of the drawings, by reference to which it will be observed that between said timbers C C are journaled on stub-axles d d the car-wheels D D.

E E' indicate platforms, their upper faces arranged flush with the upper faces of the timbers B, such platforms being pivotally held on longitudinal axle-bars e e, supported in the timbers B, such axis being disposed a little inward of the centers of the platforms, whereby such platforms will normally swing outward when released.

F F indicate hand-holds, whereby the car can be conveniently pushed along the track.

G G indicate the central lock-connections which serve to join the two frame-sections A A' together, one of such connections being

clearly illustrated in Fig. 4 of the drawings, by reference to which it will be seen that the same consists of a trough-like plate g, secured at one end to the ends of the bars B, the opposite end g' of which laps the ends of the bars B', said end g' being formed with diagonal notches g², which engage projections b² on the bars B', such end g' being also formed with an aperture g³, which engages a stud b³, projected down from the timbers B', as shown, such construction serving to form a convenient means for joining the two sections together. To hold such sections in a locked position I provide plates I, each formed with an eye or staple i, which plates are secured to the outer faces of the bar B', with which engage the hinged straps J, secured to the bars B, such straps being apertured to fit over the staple, being held thereto by keys j, as shown. The outer ends of the bars B B' are also provided with staples or eyes L, with which engage the hinged straps K, secured to the opposite end of a cross-bar M, secured to the under face of the outer ends of the tilting platforms, which straps engage the staples L and are held in a locked position by means of keys l, as clearly shown in Fig. 5 of the drawings.

From the foregoing description, taken in connection with the drawings, it will be seen that my improvement combines all the essential points of a push and dump car. The dumping-platform can be tilted so as to dump the load on either the inside or outside of the rails by pulling out the lock-keys, and as said platforms work on axes arranged at points to one side but near their longitudinal centers they have the advantage of being dumped according to the loading and pleasure of the operators. Thus, should it be desired to unload between the rails, the dirt is loaded on the platforms toward the center of the car, and to unload to the outside of the rails the platforms are loaded heaviest on their outer edges.

The manner in which the fastenings are arranged adapts same to sustain any weight of ballast, earth, &c., that would be carried on an ordinary pusher or rubble car.

The car remains rigid while in use and needs to be separated only when removal in haste is necessary.

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

1. A dumping push-car consisting in a truck-frame comprising two longitudinally-extending sections, each having a platform-section, the inner edges of which abut independent truck-wheels journaled on the frame-sections beneath the platform, and fastenings connecting the abutting ends of the end bars of the two frame-sections, substantially as set forth.

2. A dumping-car consisting in a truck-frame having a flat platform divided into two longitudinal sections journaled at their ends near their longitudinal centers in the end bars of the frame, and fastenings detachably connecting the outer ends of the frame ends with the outer corners of the platform-sections, substantially as set forth.

3. A dumping push-car having its body and platform divided throughout the length thereof centrally and longitudinally, and means for detachably locking the two body-sections together, the two platform-sections being pivoted at their ends to the ends of the respective body-sections to dump parallel with the track, and means for locking the two platform-sections on the respective body-sections, substantially as set forth.

4. In a dumping-car, the half-sections A A', formed with truck-wheels, said sections detachably connected, whereby a complete car-body is formed, and locking devices for hold-

ing said sections together, pivotal platforms supported on said sections, their pivotal axis arranged slightly inside their longitudinal centers, and means for holding said platforms from tilting, substantially as and for the purpose described.

5. The combination, with the longitudinal car-sections A A', each carrying a pair of independently-journaled truck-wheels, and means for detachably holding said sections together, of the dumping-platforms B B', pivoted for transverse movement in said sections A A', their longitudinal axis arranged slightly to one side of the center of said platforms, and a locking device between the outer edges of the platform and the sections A A', said device consisting of staples formed on the ends of the sections, and locking-bars hinged to the outer edges of the platforms, substantially as and for the purpose described.

6. The combination, with the sections A A', carrying pivoted dumping-platforms, as shown, of the trough-like plates *g*, secured to inner ends of the section A, the outer end *g'* thereof formed with inclined notches *g''* and an aperture *g'''*, the projections *b'' b'''*, formed in the ends of the section A', arranged to engage said inclined slats and the aperture, substantially as and for the purpose described.

WILLIAM F. BENNETT.

Witnesses:

H. H. STRAUB,
WM. SCOTT.