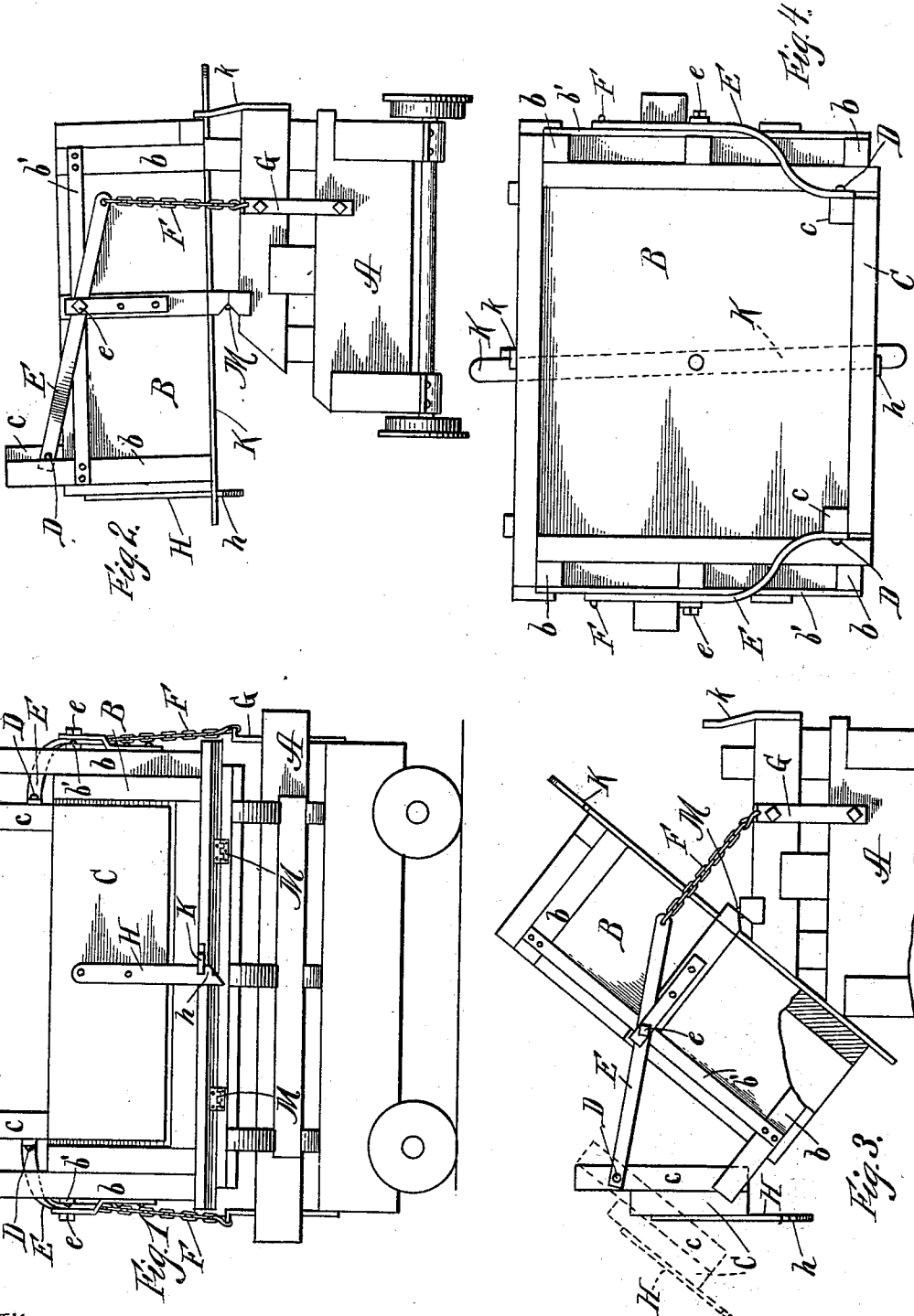


(No Model.)

P. PETERSON.
DUMP CAR.

No. 522,026.

Patented June 26, 1894.



Witnesses:

W. C. Corlies
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Inventor:
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UNITED STATES PATENT OFFICE.

PETER PETERSON, OF CHICAGO, ILLINOIS.

DUMP-CAR.

SPECIFICATION forming part of Letters Patent No. 522,026, dated June 26, 1894.

Application filed March 3, 1894. Serial No. 502,238. (No model.)

To all whom it may concern:

Be it known that I, PETER PETERSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dump-Cars; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to dump cars. Its object is to provide means for automatically opening the side of the car as it is dumped.

It consists in swinging the side of the car between the ends of a pair of rocking levers which are pivoted to the end of the car and attached by means of a chain to the truck, means being provided for locking the side of the car in place when closed.

In the accompanying drawings, Figure 1, is a side elevation of a car provided with my improvements. Fig. 2, is an end elevation of a car. Fig. 3, is a similar view, the car being dumped, and Fig. 4, is a plan view of the car.

The truck, A, is of any of the usual forms. The body of the car is shown at B, and is pivoted, approximately, along its median line, to the truck, as shown at M, so that it may be tipped to one side for dumping. The side, C, toward which the car dumps, is shown as being provided with an upwardly extending post, c, at each end, by means of which it is pivoted, as indicated at D, to the ends of rocking levers E, which are fulcrumed as shown at e, to the ends of the body of the car, and whose remoter ends are connected by means of chains, F, to a bar, G, securely bolted to the truck, A. The pivotal attachment of the levers, E, to the car body, B, is by means of a strong iron bar, b', extending between uprights, b, at the corners of the car.

At H is shown a hasp attached to the side, C, of the car and provided at its lower end

with a hook, h, adapted to be engaged by a rocking lever, K, pivotally secured to the under side of the bottom of the car, and being of sufficient length to extend a little beyond both sides of the body of the latter. A hooked arm, k, extends upwardly from the truck of the car so as to engage the remoter end of the lever, K, when it is swung so as to engage the hasp, H.

The side, C, of the car is adapted to fit loosely in its place so as to lessen the danger of being frozen up in cold weather.

The length of the chain, F, is such that the side of the car is supported by it when the body, B, is in its upright position. When the body is tilted the angular position of the chain is changed from the vertical and the end of the lever, E, to which it is attached is consequently slightly depressed thereby raising the car side, C, to the same extent. Pressure of the contents of the car against the side, C, tends to swing the latter outwardly, as indicated by dotted lines in Fig. 3. The side being free to swing there is no obstruction whatever in opening it and as the body of the car falls away from it ample space is provided for the discharge of the contents of the car in whatever form they may be. Before dumping it is, of course, necessary to throw the lever, K, out of engagement with the hasp H.

I claim as my invention—

The combination with the truck and the body of a dump car, of a swinging side, C, rocking levers fulcrumed to the ends of the car body for supporting the side, C, chains for connecting the remoter ends of the levers to the car truck and means for locking the side, C, in place when the car is upright, substantially as described and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

PETER PETERSON.

Witnesses:

LOUIS K. GILLSON,
M. H. L. WING.