

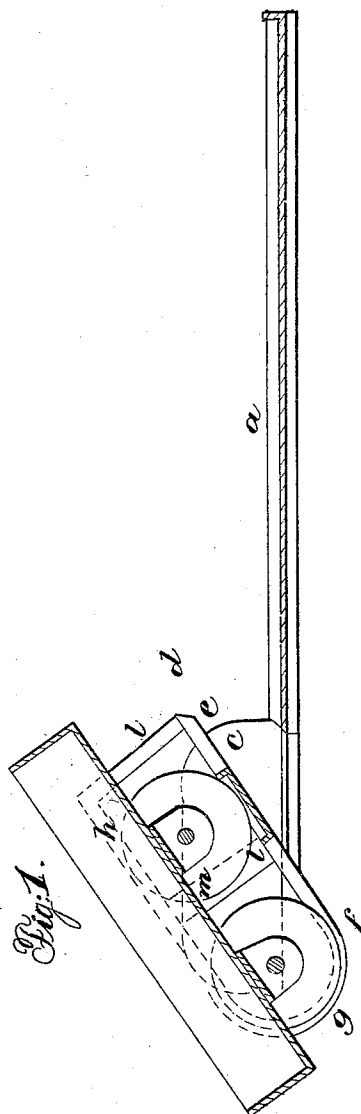
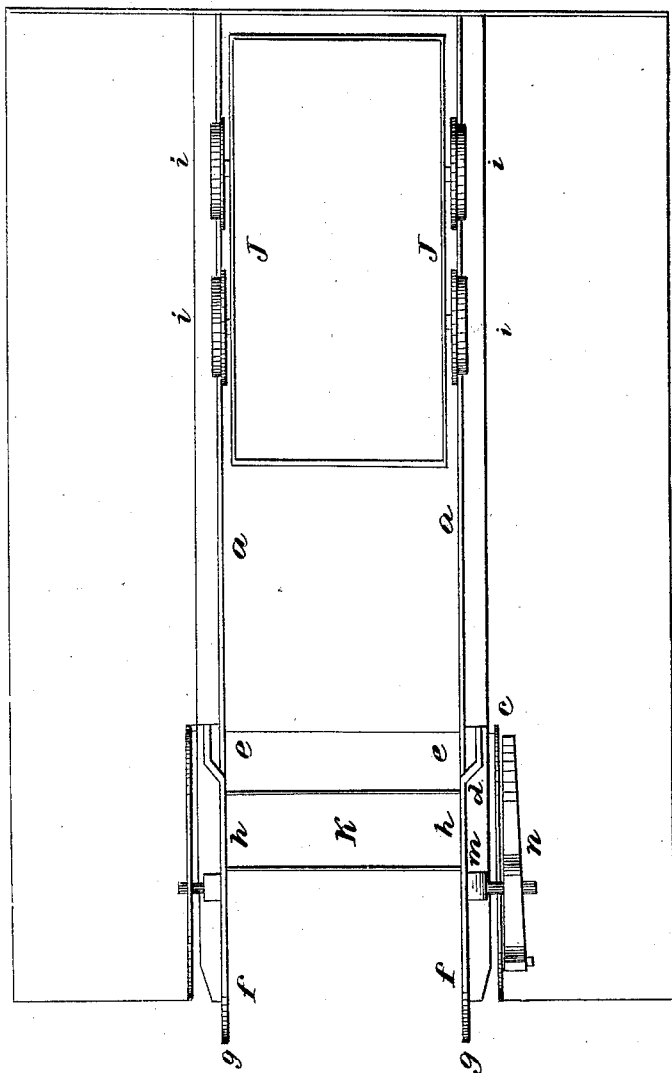
J. BRAIDWOOD.

Dumping Car.

No. 56,518.

Patented July 24, 1866.

Fig. 2.



Witnesses

J. Smith
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Inventor

James Braidwood
by Atty. J. T. Everett

UNITED STATES PATENT OFFICE.

JAMES BRAIDWOOD, OF WILMINGTON, ILLINOIS.

IMPROVED DUMPING-CAR.

Specification forming part of Letters Patent No. **56,518**, dated July 24, 1866.

To all whom it may concern:

Be it known that I, JAMES BRAIDWOOD, of Wilmington, in the county of Will and State of Illinois, have invented a certain new and useful Improvement in Dumping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the marks and letters thereon, said drawings forming a part of this specification.

Figure 1 of the drawings is a longitudinal sectional view of a rail-track with a car and the arrangement of means at the end of the track for dumping the car, while Fig. 2 is a top view of the same.

In both of these figures, where like parts are shown, like marks and letters are used to indicate the parts.

The rails *a* and the car *b* can be of any kind or form which it is preferred to use. At the end or point of the track where it is desired to dump the car to deposit its contents or unload it, and on the outer side of each rail, is an elevated plate or frame, *c*, to the upper edge or surface of which is pivoted or hinged a rail-frame, *d*. The lower bars, *e e*, of this frame up to the curved point *f* will be of the same size as the rails *a*. The curved (*g*) and upper part of the bars *h* will be of such width and size as will fit down on the tread *i* and bear against the flange *j* of the car-wheel. The bars *e e* have a strengthening cross-bar, *k*, and the upper bars, *h*, are connected to the lower bar, having the rail *e*, by an upright bar, *l*. This arrangement of parts constitutes a swinging or vibrating frame which is longer and heavier from its pivoted point *m* to the inner

end than to its outer end, so that its tendency, when the car is not in it, is to lie in line with the rails *a*, as is shown by Fig. 2. When the loaded car is carried or forced into this frame it will be seen by referring to the lines of Fig. 1 that the weight of the car and its contents will be more beyond than on the inner side of the pivoted point *m*, so that the car and frame are turned outwardly and the contents dumped, as is indicated by the lines of Fig. 1. When the car has been emptied the inclination of the frame preponderates, and the car and frame are turned toward the rail-track and the car allowed to be carried out again for another load.

The movement of the loaded car close up to the outer end of the frame will insure the turning downward of the car and frame and of the holding of the car by the frame, so that when the car has lost its load the frame, carrying the car with it, will return to the horizontal or first condition.

A friction or other brake, *u*, may be used to control the dumping of the car, as such may be necessary when the load in the car may be of different degrees of weight.

What I claim as my invention, and desire to secure by Letters Patent, is—

The frame *c*, constructed substantially as herein recited, in connection with a rail-track and for the dumping of the cars, all constructed and operated as described.

This specification signed this 15th day of March, 1866.

JAMES BRAIDWOOD.

Witnesses:

JAMES L. YOUNG,
A. WHITTEN.