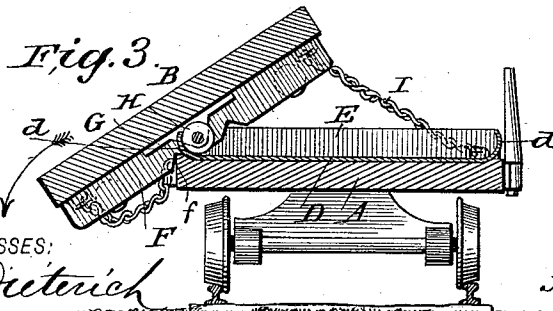
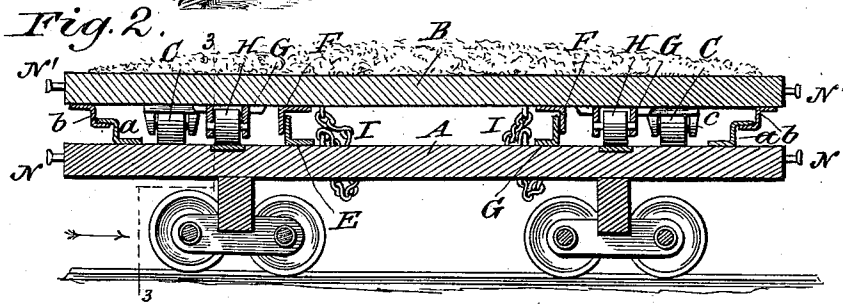
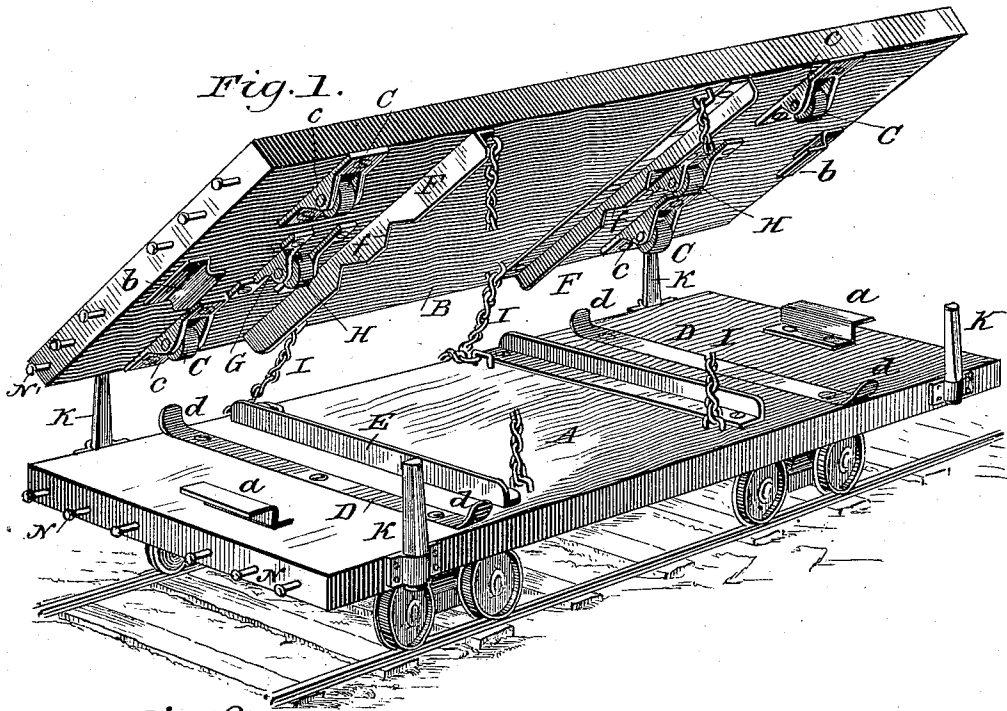


(No Model.)

M. VAN PELT.
DUMPING CAR.

No. 538,938.

Patented May 7, 1895.



WITNESSES:

Fred G. Dietrich
Jos. A. Ryan

INVENTOR

Mexico Van Pelt.

BY

Mann L.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

MEXICO VAN PELT, OF MOUNDSVILLE, WEST VIRGINIA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 538,938, dated May 7, 1895.

Application filed December 11, 1894. Serial No. 531,461. (No model.)

To all whom it may concern:

Be it known that I, MEXICO VAN PELT, residing at Moundsville, in the county of Marshall and State of West Virginia, have invented a new and Improved Dumping-Car, of which the following is a specification.

My invention relates to that class of dumping cars which are arranged to dump the dirt or other material laterally to either side of the track, and such invention primarily has for its object to provide a car of this character of a simple and inexpensive construction, which can be easily manipulated, and which will effectively serve for its intended purposes.

My invention also has for its object to provide a dumping car in which the tilting platform can be quickly pushed to tilt toward either side of the main or car body proper, without necessitating the uncoupling of the cars.

With other objects in view which hereinafter will appear my invention consists in novel features of construction and peculiar combination of parts, such as will be first described in detail and then be pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of my improved dumping-car, the upper or supplemental platform being shown turned bottom upward. Fig. 2 is a longitudinal section of the car with the upper platform in its normal position. Fig. 3 is a transverse section showing the supplemental platform in a tilted position.

Referring to the accompanying drawings, A indicates the main or car body of the usual construction, except in such details as will presently be described. B indicates a supplemental or tilting platform, which is of a width and length equal that of the main or body portion A. This platform is movable transversely on the main platform, and to facilitate such movement it is provided at each end with a pair of wheels C C, journaled in pendent brackets c c as most clearly shown in Fig. 1.

To prevent longitudinal tilting of the upper platform such platform has bracket members b, which are adapted to interlock with similar members a as clearly shown in Fig. 2.

Near the ends the main platform has rail

like metal strips D, the ends of which terminate in upturned portions d d. Adjacent to but arranged between the strips D, transverse angle plates E E are secured to the main portion, which form stops and guide portions to hold the supplemental platform from longitudinal movement, such supplemental platform having pendent angle bracket members F F which are adapted to engage the members E E. The members F are cut away centrally and notched to allow the upper platform to tilt over close to the edge of the lower platform and to form seat portions as clearly shown in Fig. 3.

Centrally of the upper platform, and at each end, in pendent brackets G are journaled wheels H, which are adapted to travel on the plates D and which in connection with the ends d of such plates form the means for tilting the upper platform.

So far as described it will be readily understood by referring to Fig. 3, that as the ends d of the plates D, terminate at the side edges of the main platform, and as the wheels H are centrally arranged under the dumping platform, that, when the said upper platform is moved transversely on the lower platform, the wheels H will engage the stops d d and thereby cause the said upper platform to tilt over as shown. To hold the said platform from tilting over too far, and prevent it from becoming displaced from the main platform, stay chains I are connected to such platform and the main platform as shown.

To hold the upper platform from lateral movement during loading and as the car travels along the road to the dump, lock devices are arranged at each side, which may be of any ordinary construction, such for instance as shown in the drawings, in which K K indicate standard members detachably held in socket plates on the sides of the lower platform. To facilitate the sidewise movement of the dumping platform when loaded, the ends of both platforms have studs N N' projected from the ends thereof to form fulcrum points for a push bar lever.

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

In a dumping car as described, the combi-

nation with the lower platform having stops at the edges and transverse vertically disposed guides, of the upper platform having a transverse sliding connection with the main platform and provided with pendent transverse guide members, adapted to engage the guides in the main platform, said pendent guide members having Λ notches adapted to engage the edges of the main platform, and the stay chain devices connecting the platforms all arranged substantially as shown and for the purposes described.

MEXICO VAN PELT.

Witnesses:

E. C. PICKET,
J. H. ROBINSON.