R. RAY.

Dumping Car.

No. 13,529. Patented Sept. 4. 1855.

Fig. 1.

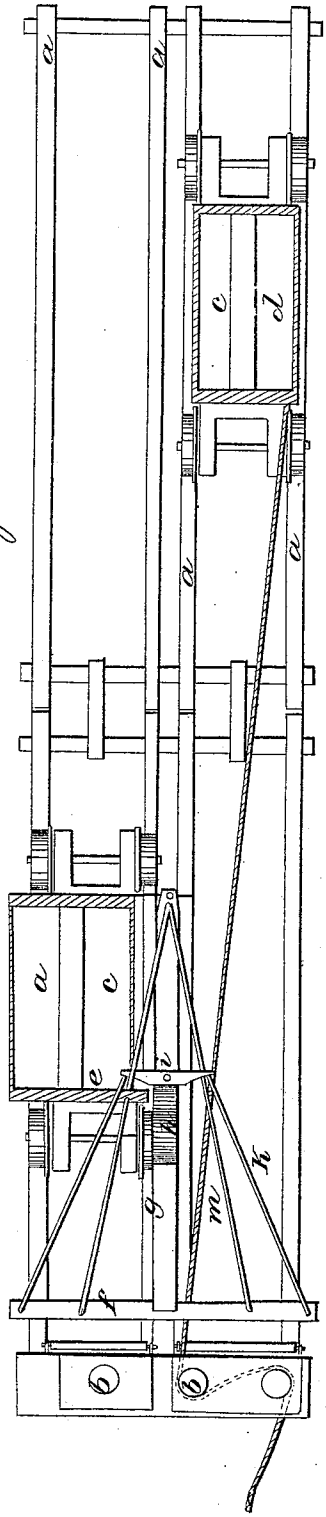


Fig. 3.

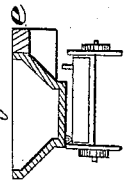


Fig. 2.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

RICHARD RAY, OF LOUISPORT, KENTUCKY.

OPERATING DUMPING-CARS.

Specification of Letters Patent No. 13,529, dated September 4, 1855.

To all whom it may concern:

Be it known that I, RICHARD RAY, of Louisport, in the county of Hancock and State of Kentucky, have invented certain new and useful Improvements in Machines for Embanking; 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, making a part of this specification, of which—

Figure 1 is a plan and Fig. 2 an elevation.

The nature of my improvement consists in such an arrangement of a sliding guide placed above a railway or track, that upon a car suitably constructed and having an arm thereon, coming in contact with the aforesaid guide, it shall cause the body of the car to be tilted and its load discharged at a desired point of the track.

To enable others to construct and use my improvement I will describe it as follows: *a a*, *a a* represent rails of a double track, a portion of it is inclined at the delivery end of the track for the purpose of causing the return of the unloaded cars by their gravity.

b b, are pulleys around which the draft rope passes, one end thereof being hooked to the car, the other to the swingle tree; *c c*, platforms of the cars; *d*, is the body thereof, constructed with inclined sides as seen in cross section. The end of the body extends beyond the side of the car and projecting forms an arm *e* whose use will be hereinafter described. The body is connected to the platform *c* by hinges at the outer edge thereof, so as to allow of tipping the body clear of the wheels of the car.

f represents a stick of timber extending across the tracks raised sufficiently high on posts.

g, is an inclined timber extending from the rails *a a* to the cross timber *f*. On this is a block *h*, and upon it a cross bar *i*.

k represents an upper bar or guide extending from *f* to *i*, and *m* is a second guide bar below *k* extending from *f*, to the lower end of *g*. It is between these guide bars *k* and *m*, that the arm *e* of the car body is received. When first in contact or at the foot of the inclination the body remains on the platform, but as the arm is drawn forward and up the inclination of the lower bar *m*, it causes the body to rise, the upper bar *k* preventing the arm *e* from being thrown over too far and also serving to return the body to its first position, by the arm descending under the guide. The guide bars and framing thereof may be moved to any point of the track where it is desirable the contents of the car shall be delivered.

By this improvement in the mode of delivering earth or other contents of the car body it is effected in a most certain and simple manner.

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

The use of the guide bars *k* and *m* when in combination with car *d*, constructed with the arm *e* substantially in the manner and for the purposes set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

RICHARD RAY.

Witnesses:
L. E. LOVE,
VOLNEY KING.