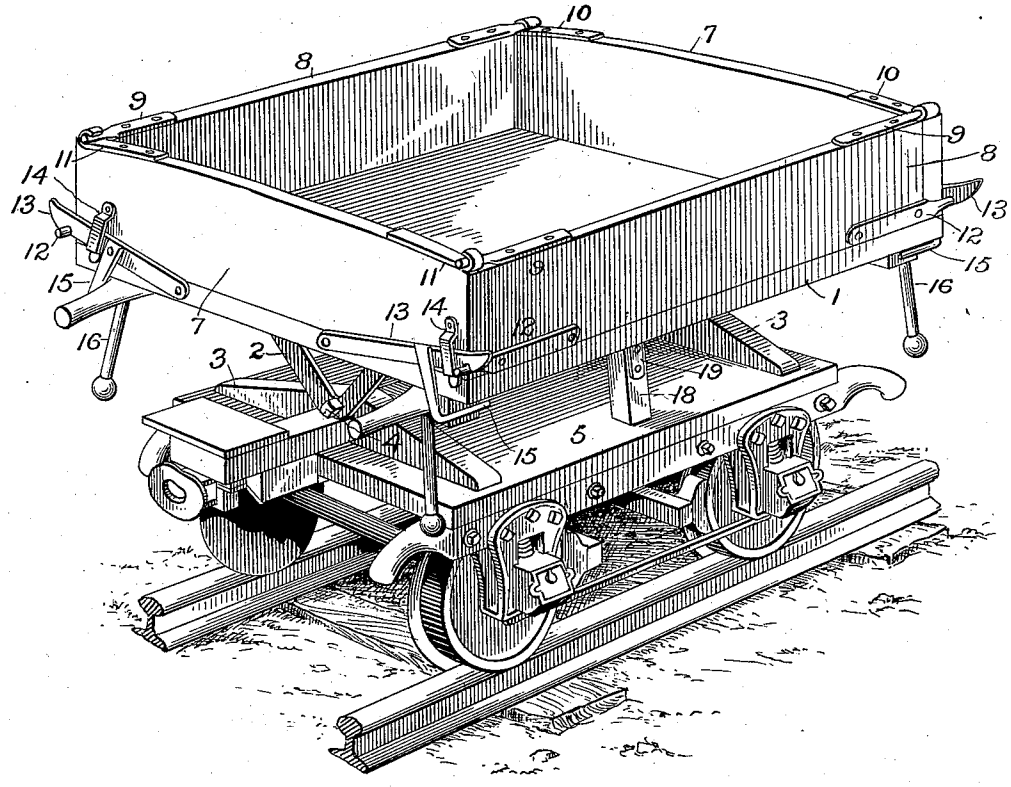
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J. D. CLEEK & C. HUMPHREY.

DUMPING CAR.

No. 588,953. Patented Aug. 31, 1897.

Fig. 1.



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Fig. 2

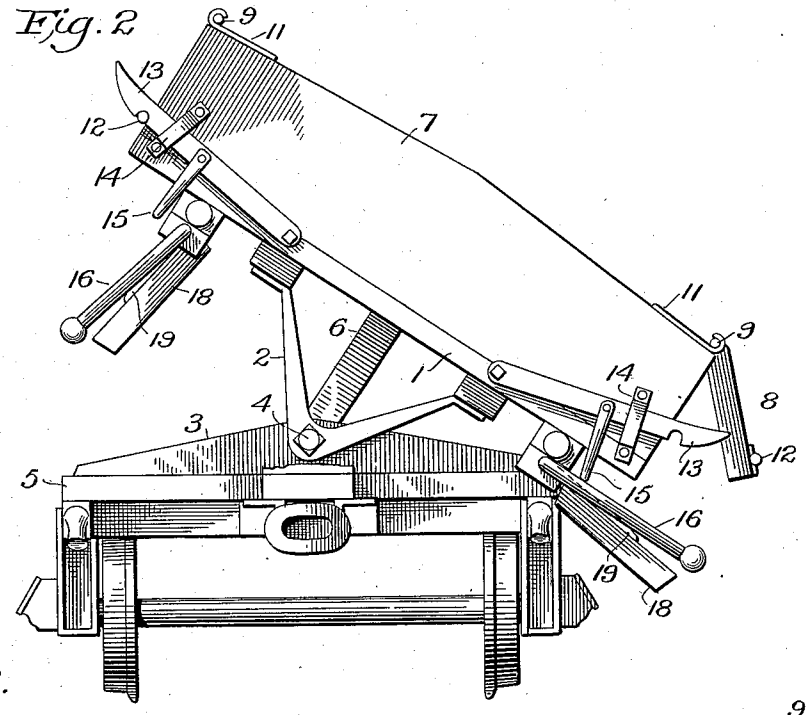
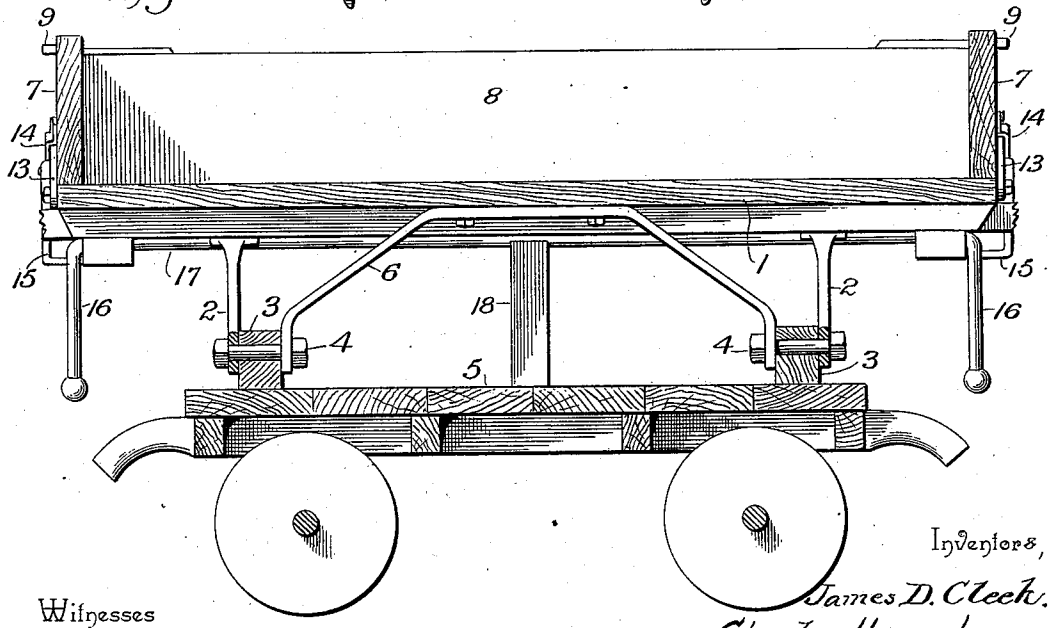


Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES D. CLEEK AND CHARLES HUMPHREY, OF ST. PAUL, VIRGINIA.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 588,953, dated August 31, 1897.

Application filed April 26, 1897. Serial No. 633,991. (No model.)

To all whom it may concern:

Be it known that we, JAMES D. CLEEK and CHARLES HUMPHREY, citizens of the United States, residing at St. Paul, in the county of Wise and State of Virginia, have invented a new and useful Dumping-Car, of which the following is a specification.

The invention relates to improvements in dumping-cars.

The object of the present invention is to improve the construction of dumping-cars and to provide a simple, inexpensive, and efficient one adapted to be readily mounted on the frame of a hand-car, truck, or the like and capable of being readily tilted to either side and of automatically discharging its contents when tilted.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a dumping-car constructed in accordance with this invention. Fig. 2 is an end elevation, the tilting body being in an inclined position and the lower door or gate being open. Fig. 3 is a longitudinal sectional view.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a substantially rectangular tilting body constructed in any suitable manner and provided with depending V-shaped supports 2, secured at the upper terminals of their sides to the lower face of the bottom of the tilting body 1 and pivoted at their apices to bolsters 3. The bolsters 3 are detachably secured by suitable bolts or screws to the frame of a hand-car 5, but they may be mounted upon the frame of a truck. The V-shaped supports 2, which are pivoted to the bolsters 3 by horizontal bolts 4, are arranged on the outer faces of the bolsters, and the said bolts 4 also pivot the lower terminals of inclined braces 6 to the bolsters, the inclined braces being arranged on the inner faces of the latter and being secured to the center of the tilting body, at the bottom thereof. The inclined braces may be constructed of a single piece of metal, as illustrated in the accompanying drawings.

The tilting body is provided at its front and back with rigid sides 7, and it has hinged doors 8 connecting the front and back walls 7. The doors are provided at their upper edges with horizontal pintles 9, which fit in eyes 10 and 11 and permit the doors to swing outward, as clearly illustrated in Fig. 2 of the accompanying drawings, and the eyes 11 are open to permit the doors to be readily detached when desired.

The doors are provided at their ends with projections 12, located at the bottoms of the doors and extending beyond the outer faces of the front and back walls of the body in position to be engaged by pivoted latches 13, whereby the doors are locked in their closed position. The latches, which are arranged on the outer faces of the front and back of the body, are pivoted at their inner ends and have their outer portions arranged in keepers 14, and are provided at their lower edges with notches for engaging the projections 12. The outer extremities of the latches are beveled in order that the doors may lock automatically when they are closed, the beveled portions permitting the projections to lift the latches and engage the notches thereof.

The latches are provided with depending L-shaped arms 15, having horizontal portions extending beneath the tilting body in position to be engaged by end arms or handles 16 of rock-shafts 17, which are journaled in suitable bearings at each side of the tilting body and which carry centrally-arranged posts 18. The posts 18 when in a vertical position are adapted to rest upon the supporting-frame of the car and hold the tilting body in a horizontal position, but by swinging either handle of a rock-shaft 17 upward the post 18, carried by the same, is swung outward transversely of the body in the direction of the tilting of the same, withdrawing the support from this side of the body 1 and causing the same to tilt downward. Simultaneously with the outward swinging of the post 18 the latches at the adjacent side of the body are swung upward by the handles of the rock-shaft engaging the horizontal portions of the arms 15, thereby opening the door and permitting the contents of the tilting body to be discharged. The rock-shafts are provided with central arms, forming at-

tachment-plates 19, to which the posts 18 are secured.

The body may be tilted laterally to either side of a track, and if it is desired to scatter cinders along a road-bed the bolsters 3 may be arranged longitudinally of the frame 5 to bring the gates or doors at the front and back thereof.

It will be seen that the tilting body is adapted to be quickly mounted on a car or truck and that it may be arranged to discharge its contents at either side of the truck or at the front or back of the truck or car. It will also be apparent that the rock-shafts enable the posts to be swung outward and simultaneously unlatch the door at the lower side of the body.

What we claim is—

1. In a dumping-car, the combination with a suitable supporting-frame, of a tilting body mounted thereon and provided at opposite sides with doors, the independently-operated longitudinal rock-shafts journaled on the body at opposite sides thereof at points beneath the doors, and posts rigid with and carried by the rock-shaft and arranged normally in a vertical position for supporting the tilting body and adapted to swing outward transversely of the car-body in the direction of the tilting thereof to withdraw the support at either side of the same, substantially as and for the purpose described.

2. In a dumping-car, the combination with a suitable supporting-frame, of a tilting body mounted thereon and provided at opposite sides with doors, latches mounted on the body and holding the doors normally closed, outwardly-swinging posts located at opposite sides of the car and arranged to support the tilting body in a horizontal position, said posts being adapted to swing transversely of the body, in the direction of the tilting thereof, and the longitudinal rock-shafts journaled on the body at opposite sides thereof, rigid with and adapted to swing the posts outward, and arranged to engage the latches automatically and release the same simultaneously, substantially as described.

3. In a dumping-car, the combination of a supporting-frame, a tilting body mounted thereon and provided with outwardly-swinging doors, the longitudinal rock-shafts mounted on the body at opposite sides thereof and provided at their ends with handles, the outwardly-swinging supporting-posts carried by the rock-shafts, and the latches mounted on the body at the ends thereof for holding the doors closed, said latches being provided with depending arms arranged in the path of the handles of the rock-shaft, whereby when the latter are swung upward the latches will be automatically operated, substantially as described.

4. In a dumping-car, the combination of a supporting-frame, bolsters mounted thereon, a tilting body provided with depending V-shaped supports pivoted to the bolsters, the inclined braces pivoted to the bolsters and supporting the body at the center thereof, doors arranged at opposite sides of the body, and means for tilting the body and releasing the doors, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

JAMES D. CLEEK.
CHARLES HUMPHREY.

Witnesses:
JOHN M. HILLMAN,
CHARLES A. BROADWATER.