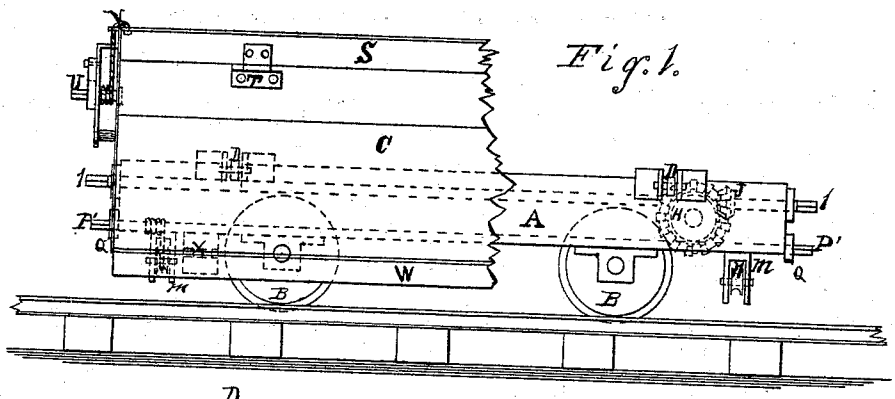
E. M. HESSELBOM.

Dumping-Cars.

No. 148,059. Patented March 3, 1874.

Fig. 1.



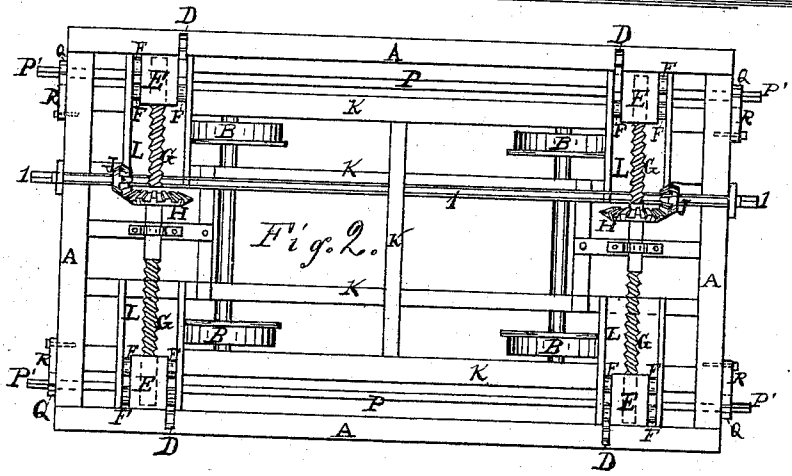
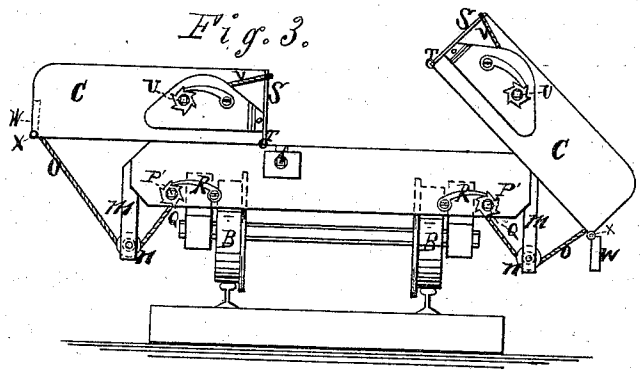


Fig. 2.

Fig. 3.



Witnesses.
J. P. Dederick.
Sydney Brooks

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UNITED STATES PATENT OFFICE.

ERIX M. HESSELBOM, OF ILLAWARA, LOUISIANA.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **148,059**, dated March 3, 1874; application filed August 8, 1873.

To all whom it may concern:

Be it known that I, ERIX M. HESSELBOM, of Illawara, in the parish of Carroll and State of Louisiana, have invented a new and useful Improvement in Dumping-Cars, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved dumping apparatus, showing a portion of the platform broken away. Fig. 2 is a plan of the car to which the dumping-platforms are attached. Fig. 3 is an end view, showing one platform resting upon the car, and the other in the act of dumping.

Similar letters of reference indicate corresponding parts.

The object of my invention is to construct, for use on railroads, and also in collieries, mines, and for other purposes, a dumping-car, by which dirt, coal, ore, &c., may be conveyed and unloaded, by one or two attendants, in a rapid and efficient manner. My invention consists, mainly, in two platforms pivoted to slides that are operated by a right and left hand screw attached to the frame of the car, the platform being tilted and again replaced upon the car by suitable mechanical means.

In the accompanying drawing, A represents the frame of the car mounted upon wheels or trucks B. Upon this frame rests movable platforms C C, that are pivoted to pieces D, secured to, and moved by, slides E. These slides are provided with rollers F, and tapped to fit the screws G G. One end of each of these screws is provided with a right and the other end with a left hand thread, and they are also each provided with a bevel-wheel, H, and turned by means of shaft I, running the whole length of the car, to which are secured bevel-pinions J J. The ends of this shaft are squared for the reception of a crank, by which it is turned. The inner frame-work K supports tracks L, upon which the rollers F run. The brackets M support rollers N, over which ropes O, that tilt the platform *c*, move. One end of each of these ropes is attached to the outer side of the platform, near the end; and the other end of said rope passes down over roller N, and from thence to shaft P, around which it is wound, when it is desired to tilt the platform, by means of a crank placed upon either of the squared ends P′ P′. These shafts are provided with ratchet-wheels Q, into which the pawls R drop as the shafts are turned, and by which said shafts are held, and the platforms kept tilted, until the dirt has slid off, when they may be raised up and the crank turned in an opposite direction, and the platform replaced upon the car, ready for another load.

The side pieces S S are secured to the bottom of car by the hinges T T; and when the said pieces are to be raised, as shown in Fig. 3 of the drawing, it may be done by turning the ratchet-shaft U, and winding the rope V around it. W is a side board, extending the whole length of platform C, and secured to the bottom of it by hinges X. This board, when the car is dumped, drops down, as shown in Fig. 3 of the drawing, which allows the load to slide off freely.

These dumping-cars are constructed with a view to lightness and durability. A number of loaded cars can be pulled by one horse.

Arrived at the point of destination, the attendant places a crank upon the end of shaft I, and turns it until the platforms C C are run out a sufficient distance over the sides of the car, when the crank is removed, and placed upon the end of one of the shafts P′, by turning which the platform is tilted, and the load deposited by the side of the track. This operation is repeated with the other platform. He then replaces the platforms in a horizontal position, slides them back upon the car, repeats the same process with the other cars, and returns for another set of loaded ones.

I am aware that most of the elements above described are old, specifically, but I believe that they have never before been combined with the screws G G, or equivalent device.

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

1. In combination with a dumping-car, the

screws G G, with right and left hand thread, and connected with the dumping-platforms C C, for the purpose specified.

2. The tilting device, consisting of ropes O O, brackets M M, rolllers N N, shafts P P, ratchet-wheels Q Q, and pawls R R, combined as and for the purpose specified.

3. The swinging side boards S S, in combination with ropes V V and ratchet-shafts U U, as and for the purpose specified.

E. M. HESSELBOM.

Witnesses:

Z. P. DEDERICK,

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