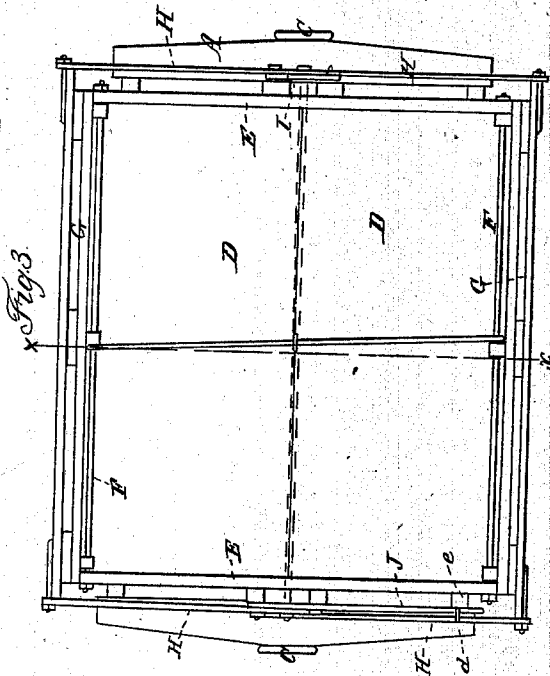
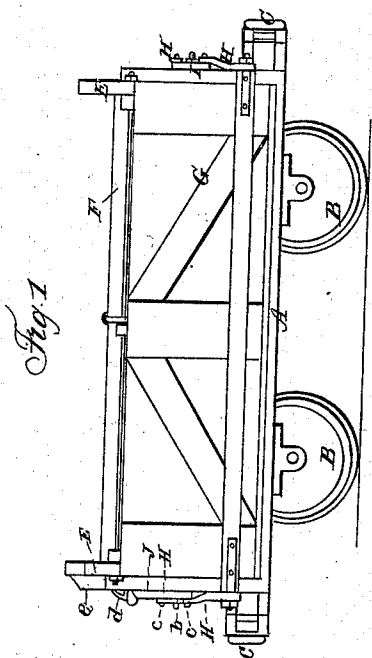
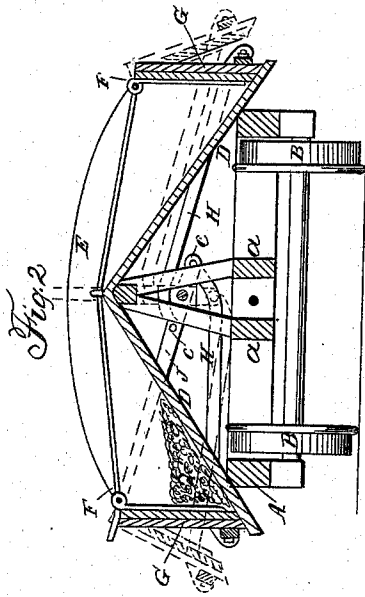


T. C. HENDRY.
Dumping Car.

No. 26,460.

Patented Dec. 13, 1859.



Witnesses,
H. J. Allman &
G. S. Allman & Co.

Inventor,
Thomas C. Hendry

UNITED STATES PATENT OFFICE.

THOMAS C. HENDRY, OF CONYERS, GEORGIA, ASSIGNOR TO HIMSELF
AND J. DILLWORTH AND F. E. ASKIN, OF SAME PLACE.

IMPROVEMENT IN GRAVEL-CARS.

Specification forming part of Letters Patent No. 26,460, dated December 13, 1859.

To all whom it may concern:

Be it known that I, THOMAS C. HENDRY, of Conyers, in the county of Newton and State of Georgia, have invented a new and Improved Gravel-Car for Railroads; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a side view of my invention. Fig. 2 is a transverse vertical section of same, taken in the line *x x*, Fig. 3; Fig. 3, a plan or top view of same.

Similar letters of reference indicate corresponding parts in the several figures.

The object of this invention is to obtain a gravel-car which may have its load readily discharged simultaneously from both sides, and which may be constructed in a strong and durable manner at a reasonable cost.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the car-bed, which is of rectangular form and mounted on wheels B, as usual. The bed A has two central longitudinal bars *a a*, between which the buffers C work. The bottom of the car is formed of two inclined planes D D, the elevated ends of which are at the center of the car, as shown clearly in Fig. 2. The end pieces E E of the car-body are vertical and permanently secured in proper position.

The upper part of the end pieces E E of the body of the car are connected at each side by a rod F, and to these rods the side doors G are hung and allowed to swing freely, the doors extending down to the lower part of the inclined planes D D of the bottom. To each end of the side doors G a rod H is attached, and the inner ends of these rods at one end of the car are connected to the opposite end

of a bar I, which is connected at its center to the framing of the body by a bolt *a*. The rods H at the opposite end of the body are connected to a hand-lever J at opposite sides of its fulcrum *b*, as shown at *c c*. (See more particularly Fig. 2.)

From the above description it will be seen that by elevating the lever J both the doors G G will be thrown open simultaneously, as shown in red in Fig. 2, and the load discharged by its own gravity from each inclined plane D. The doors G G are closed by depressing the lever J, and are retained in a closed state by a catch *d*, which is attached to one of the uprights *e* of the body of the car. The catch *d* prevents the lever J from casually rising; but when the doors G G are in both an opened and closed state the points of attachment of the rods H to the bar I and lever J are nearly in line, and this has a tendency to prevent the casual movement of the doors from either an open or closed state.

The bed A of the car may be framed in any proper way to insure strength and durability. The body is of wood, as also is the bed A. The buffers C are of metal, and also the rods H, bar I, and lever J. By this arrangement the car may be constructed at a very reasonable cost, and will be much more durable than those arranged with tilting bodies.

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

The combination of the double-inclined bottom D D and swinging doors G G, the latter being operated by the rods H, bar I, and lever J, substantially as and for the purpose set forth.

THOMAS C. HENDRY.

Witnesses:

H. P. ALMAND,
G. B. ALMAND.