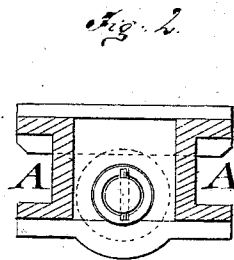
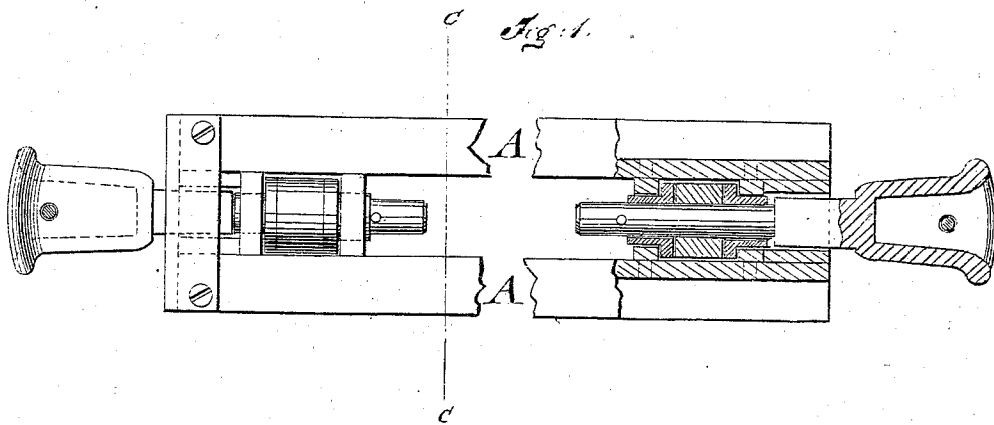


G. RICHARDS.
Perches for Dumping Cars.

No. 147,863.

Patented Feb. 24, 1874.



Witnesses:

Chas. Nide
Widgwick

Inventor:

G. Richards
Per *Wm. H. L.*
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE RICHARDS, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO HIMSELF
AND ALBERT THAYER, OF SAME PLACE.

IMPROVEMENT IN PERCHES FOR DUMPING-CARS.

Specification forming part of Letters Patent No. **147,863**, dated February 24, 1874; application filed
September 13, 1873.

To all whom it may concern:

Be it known that I, GEORGE RICHARDS, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and Improved Perch for Dumping-Car, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of my improved perch for dumping-cars; and Fig. 2, a vertical section of the same on the line *c c*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of my invention is to furnish an improved perch for railroad dumping-cars, by which the draw-heads may be arranged at standard height, being stiff and strong enough to support the rocker-bed from its ends, and avoiding the continual annoyance from rotting of the parts and consequent wrecking of the cars.

My invention consists in making the perch of the dumping-car of two bars of channel-iron, T-beam, or other form of iron, and fastening it laterally, in such a manner that the draw-rigging passes between them, and the whole structure becomes stiffer and stronger.

Hitherto the perches of dumping-cars were made of timber, which are not only clumsy in appearance, but lack strength and break often down, causing thereby serious and expensive accidents. The draw-heads, being necessarily placed above or below the timber, cause the shocks or strains to be taken out of the center line.

By constructing the perch in the manner proposed, the center of draft can be established at

any height, and the perch forms thereby a stiff backbone for the frame of the car. The draw-heads, rocker-bed, draw-rigging, and other parts can be better and stronger arranged, and the dumping-car be made thereby more serviceable and safer for use.

In the drawing, *A A* are longitudinal bars, of channel-iron, T-beam, or other girder iron, which connect the trucks of the car, and form the backbone of the car. The bars *A* are laterally connected at both ends by *L*-irons or other bars, and carry between them the draw-springs and draw-heads, either at the center of their height or above or below the same. The draw-heads may thereby be arranged at standard height—a point of great importance—and transfer the shocks and strains near the center of the perch, instead of above or below the same, thus avoiding the danger of breaking and wrecking of the train while in use. These perches last longer, require less repairs, and admit the easier arrangement of the other part of the dumping-cars thereon.

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

The combination, with the truck-frame of a dumping-car, of a perch composed of two connected channel-iron bars that have the draw-rigging arranged between them, as and for the purpose specified.

GEORGE RICHARDS.

Witnesses:

IRA ALLEN,
ALBERT THAYER.