J. L. BLAKER.

DUMPING CAR.

APPLICATION FILED JAN. 29, 1909.

924,726. **Patented June 15, 1909.**

Fig. 1.

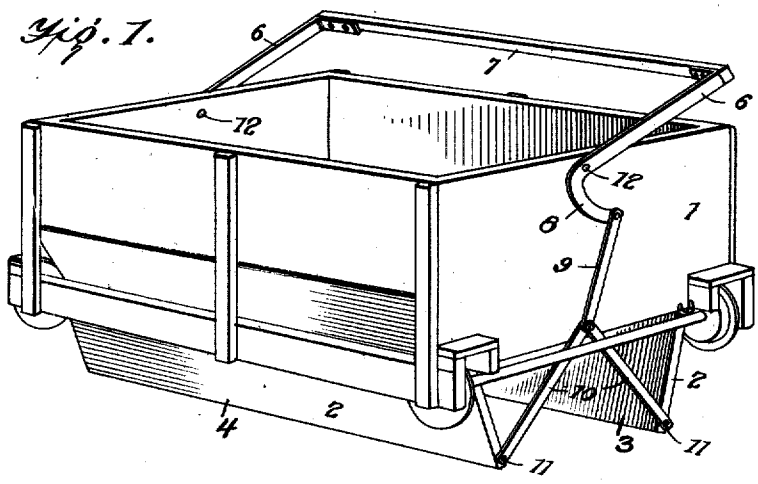


Fig. 3.

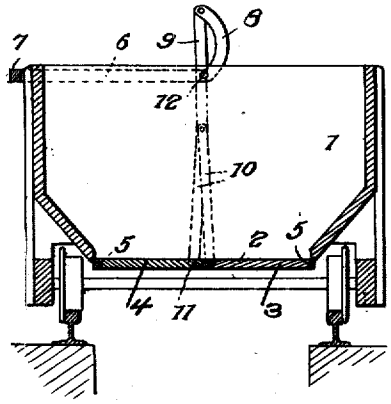


Fig. 2.

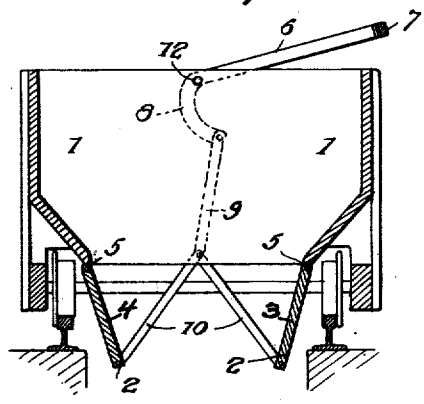
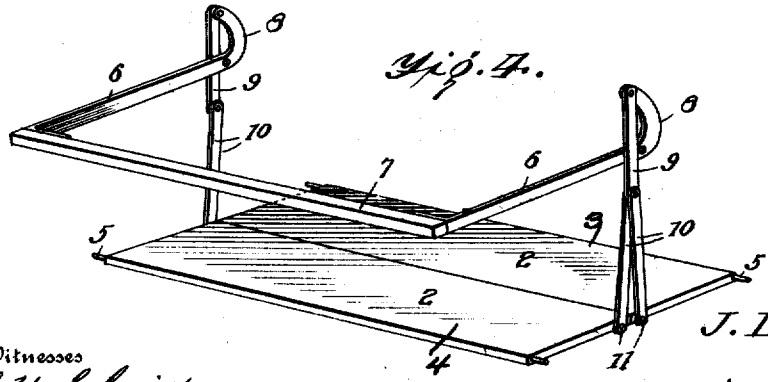


Fig. 4.



Witnesses

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DUMPING-CAR.

No. 924,726. Specification of Letters Patent. Patented June 15, 1909.

Application filed January 29, 1909. Serial No. 474,991.

To all whom it may concern:

Be it known that I, JAMES L. BLAKER, a citizen of the United States, residing at Blaker Mills, in the county of Greenbrier and State of West Virginia, have invented a new and useful Dumping-Car; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention belongs to the art of dumping cars, and particularly to a specially designed dump car, designed for use in dumping plastic material into forms, such as concrete, cement and similar material.

The invention in its broadest scope has for its objects to provide a two pieced hinged bottom, having novel means whereby these pieces may be raised or lowered, and, when raised or in a closed position, the same are securely locked, and, when lowered, they are disposed at angles so as to guide the plastic material or concrete into the forms.

The means for raising and lowering the said pieces which form the bottom of the car comprise a U-shaped lever extending from end to end of the car, and pivoted thereto and provided with curved ends, to which pitmen are connected, which are connected with links of the said pieces, and, when the said U-shaped lever is thrown in a horizontal position, thus closing the said pieces forming the bottom, the said pitmen are disposed upon a dead center, thereby securely holding the pieces forming the bottom of the car in a closed position.

The body of the car may be of any suitable dimensions, so as to be positioned over forms to receive concrete or other plastic material, in such a manner as to allow its bottom to open within the upper portion of the forms, in the manner as clearly shown in the drawings, which, as will be readily seen, guides the plastic material or concrete directly into the forms.

This invention comprises further objects and combinations of elements, which will be hereinafter more fully described, shown in the accompanying drawings, and the novel features thereof will be pointed out by the appended claims.

The features, elements and the arrangement thereof, which constitute the above entitled invention, may be changed and varied, that is to say, in an actual reduction to practice, with the understanding that the changes and variations accruing from said reduction to practice are limited to the scope of the appended claims.

To obtain a full and correct understanding of the details of construction, combinations of features, elements and advantages, reference is to be had to the hereinafter set forth description and the accompanying drawings in connection therewith, wherein—

Figure 1 is a perspective view of a dump car, showing the bottom thereof opened. Fig. 2 is a transverse sectional view through the dump car, showing the bottom open and showing the car disposed over a form, in such a manner as to allow the bottom to extend slightly into the form, so as to guide the concrete or other mixture therein. Fig. 3 is a transverse sectional view, showing the pieces forming the bottom closed. Fig. 4 is a detail perspective view of the U-shaped lever, the pitmen and the links.

In regard to the drawings, wherein similar reference characters indicate corresponding parts in the several illustrations, 1 designates a dump car, having a bottom 2, formed of two parts 3 and 4, which are hinged at 5, and so arranged as to allow them to extend within a form, that is, when opened, so as to guide plastic material or concrete thereinto.

Pivoted at each end of the body of the car are the end pieces 6 of the U-shaped lever 7, which end pieces are provided with curved portions 8, as clearly shown. Pivoted to the extremities of these curved portions are pitmen 9, to the lower ends of which the links 10 are pivotally connected, as clearly shown. The lower ends of the links, there being four in number, two at each end, are pivotally connected to the ends at 11 of the two parts forming the bottom, as clearly shown in Figs. 1 and 2 of the drawings.

When the U-shaped lever is thrown in a horizontal position, as shown clearly in Fig. 3 of the drawings, the pitmen are disposed upon a dead center, that is to say, the pivotal connections of the pitmen to the curved portions and to the links are disposed exactly in alinement with the pivot 12 of the said end pieces 6, thus holding the parts of the bottom securely in their closed position.

To open the parts forming the bottom, the U-shaped lever is raised, and, when the pivotal connections of the pitmen to the curved portions and the said links pass the

dead center, the weight of the material within the body of the car will cause the parts forming the bottom to readily open, in the position as shown clearly in Fig. 2.

From the foregoing, the essential features, elements and the operation of the device, together with the simplicity thereof, will be clearly apparent.

Having thus fully described the invention, what is claimed as new and useful is:—

1. In a dump car, a bottom therefor comprising two hinged parts having links pivoted to their free swing ; portions, pitmen connected to the links, and a U-shaped lever pivoted to the pitmen, so as to raise and lower the hinged parts.

2. In a dump car, a bottom therefor comprising two hinged parts extending approximately the length of the car, a U-shaped lever com ising arms or side pieces pivoted at each end of the car, and pitmen and links connected between the hinged parts and the side pieces or arms.

3. In a dump car, a bottom therefor comprising two hinged parts, a U-shaped lever comprising arms or side pieces pivoted to the ends of the car, and pitmen and links pivoted between the said arms or side pieces and the free swinging portions of the hinged parts and so disposed with relation to the hinged bottom and the side pieces of the lever as to hold the hinged parts in a closed position when the U-shaped lever is disposed in a horizontal position.

4. In a dump car, a bottom therefor comprising two hinged parts, a U-shaped lever comprising arms or side pieces having curved portions pivoted to either end of the car, means connected between the hinged parts and the curved portions for raising and lowering the parts when the lever is manipulated.

5. In a dump car, a bottom therefor comprising two hinged parts, a U-shaped lever comprising arms or side pieces having curved portions pivoted to either end of the car, pitmen and links connected between the curved portions and the free swinging portions of the hinged parts, said curved portions being so constructed that the pivots between the pitmen and the curved portions and the said links will be disposed in alinement with the pivots of the side pieces or arms when the U-shaped lever is thrown in a horizontal position.

6. In a dump car, a bottom therefor comprising two hinged parts, a U-shaped lever comprising a beam having arms or side pieces connected detachably thereto and having curved portions, said arms or side pieces being pivoted at either end of the car, pitmen connected to the extremities of said curved portions and links connected between the pitmen and the free swinging portions of the hinged parts, said curved portions being so constructed that the pivots between the pitmen and the curved portions and the said links will be disposed in alinement with the pivots of the side pieces or arms when the U-shaped lever is thrown in a horizontal position.

7. In a dump car, a bottom therefor comprising two movable parts adapted, when being opened, to swing outwardly toward either side of the car and downward, a U-shaped lever comprising a beam having arms or side pieces connected detachably thereto and having curved portions, said arms or side pieces being pivoted at either end of the car, pitmen connected to the extremities of said curved portions and links connected between the pitmen and the free swinging portions of the hinged parts, said curved portions being so constructed that the pivots between the pitmen and the curved portions and the said links will be disposed in alinement with the pivots of the side pieces or arms when the U-shaped lever is thrown in a horizontal position.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES L. BLAKER.

Witnesses:
ROBERT H. BLAKER,
MAYME BLAKER.