SIDNEY D. KING.

Improvement in Dumping Cars.

No. 125,307. Patented April 2, 1872.

Fig. 1.

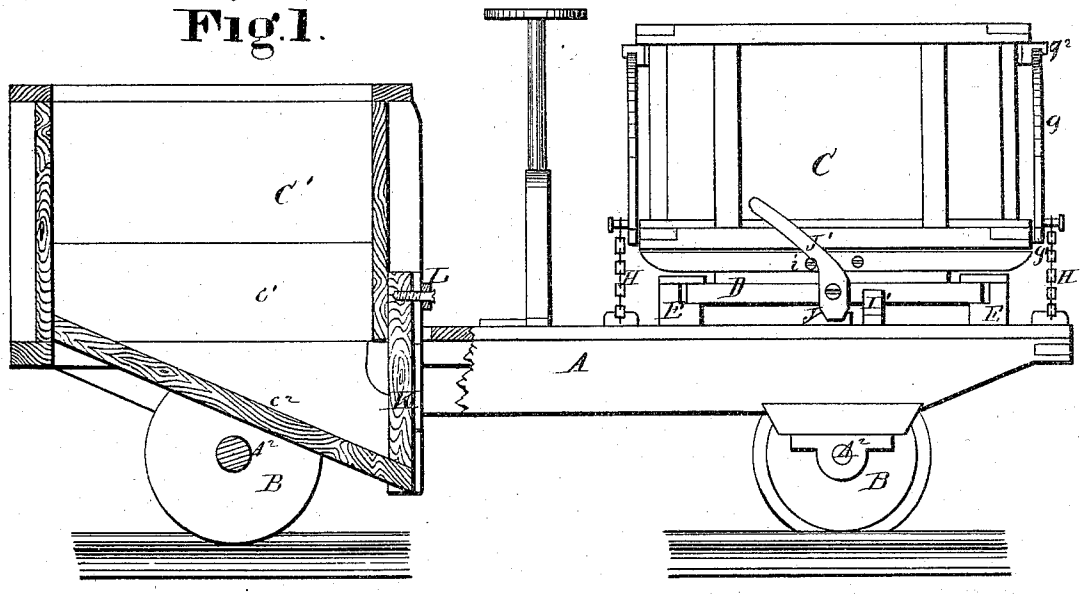
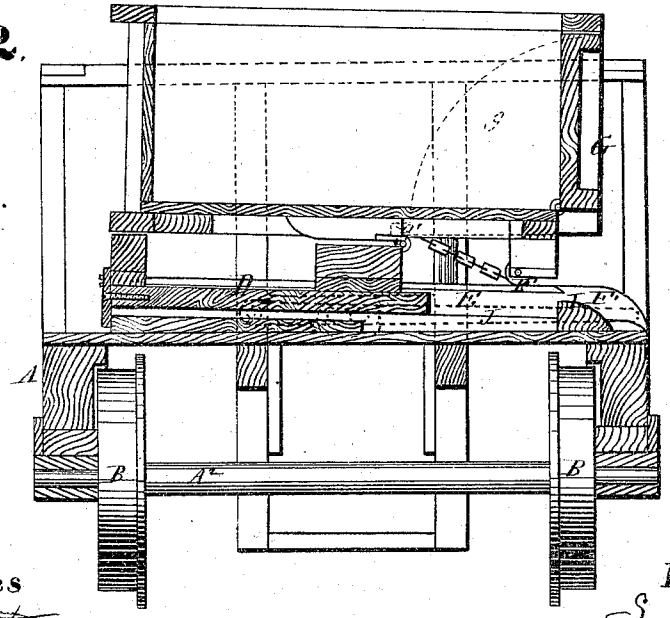


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

SIDNEY D. KING, OF MIDDLETOWN, NEW YORK.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. 125,307, dated April 2, 1872.

To all whom it may concern:

Be it known that I, SIDNEY D. KING, of Middletown, in the county of Orange and State of New York, have invented a new and valuable Improvement in Dumping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a side view, partly sectional, of my invention. Fig. 2 is a vertical transverse section of the same.

This invention has relation to a dumping-car, having two boxes resting on a single platform, one box being movable so that it may be tilted, the other stationary, and adapted to empty from the bottom. The novelty consists in the arrangement of the car-wheels and axles; the construction of the bottom of the stationary box; and in the construction and novel arrangement of devices applied to the movable car for the purpose of governing its movements, all substantially as hereinafter described.

In the accompanying drawing, A represents the platform of my improved dumping-car, supported upon two pairs of wheels, B. C C′ are two boxes of entirely different construction. The box C is hinged, about midway between the ends, to a movable platform, D, which slides between flanged guides E. F represents rollers secured to blocks *e* depending from the bottom of the car near its rear end. F′ represents inclined ways at the ends of the guides E, over which the rollers F pass in dumping the car. The end gate G has curved sides *g*, with end projections g^1, which, in connection with the flanged plates g^2, act as stops to prevent the end gate from falling too far. The end gate is self-opening, falling by the weight of the contents of the box when the latter is tilted. Chains H, attached to the ends of the sides *g* and to one side of the platform, cause the end gate to be closed when the box is moved back to its proper position. To prevent the box from sliding off the platform when moved to the side for tilting, a block, I, is secured to the platform A. Against said block the platform D is brought, and by it held back. Another block, I′, is placed at the opposite side of the platform A to prevent the box from moving too far forward. J is a cleat laid across the platform A underneath the box C. This cleat is beveled on one side. A lever, J′, is pivoted to the forward end of the platform D, and is constructed with its lower ends beveled to correspond to the bevel of the cleat J. This lever is used as a brake when the box is moving over the inclined planes F′ by pressing it against the cleat. The handle of said lever is bent in such a manner that when the box is brought to its right position on the platform A the lower end of said lever will be thrown in front of the cleat, and in such position serve as a lock to prevent the box from moving backward. A stud, *i*, keeps the lever from falling over far enough to pass the end of the cleat. The box C′ is stationary. The bottom thereof is in three parts, c^1 c^2. The parts c^1 are inclined downward toward the middle part c^2, which is inclined from the end toward the middle of the platform A.

The contents of the box C′ is discharged at the end of the part c^2, where there is arranged either a sliding or a hinged gate, K. The sliding door is operated by a pivoted lever, L, and falls between the rails. The brake-operating devices L are located between the boxes C C′.

The car herein described is designed more particularly for carrying gravel or other material used in the construction of railways. The stationary box deposits its contents between the rails at the same time that the dumping-box deposits its contents to one side thereof.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The box C′, having chute c^2 inclined from the rear end of the car through the platform thereof, as described, and provided with gate K, in combination with a shelving bottom c^1 c^1, substantially as and for the purpose specified.

2. The centrally-dumping box C′ and laterally-tilting box C upon platform A, as and for the purpose specified.

3. The bent lever J′, having its end beveled, in combination with the beveled cleat J and movable car-box C, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SIDNEY D. KING.

Witnesses:

J. M. H. LITTLE,

T. N. LITTLE.