

(No Model.)

J. R. ROBINSON.
DUMPING CAR.

No. 420,392.

Patented Jan. 28, 1890.

Fig. 1.

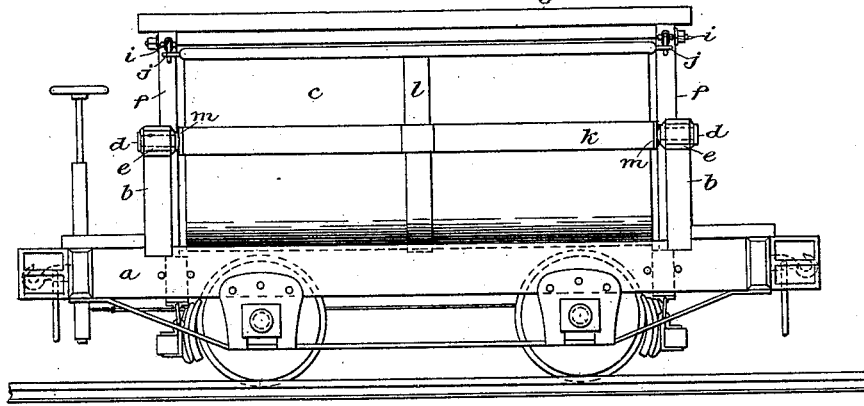
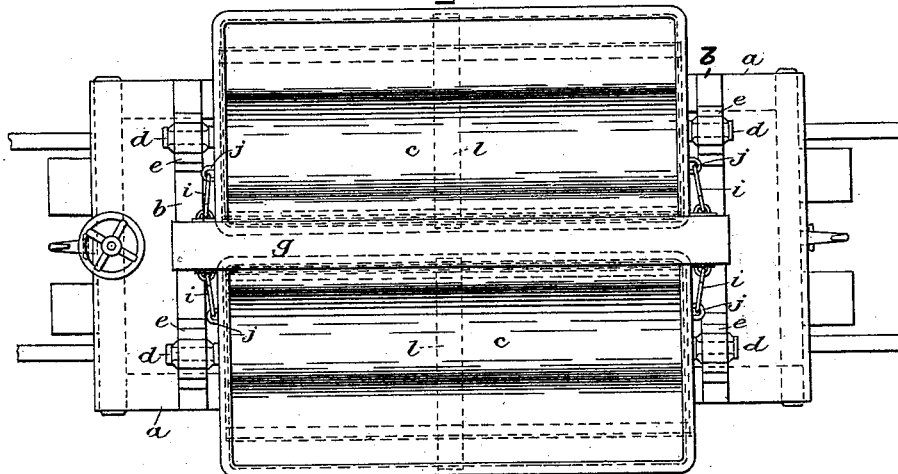
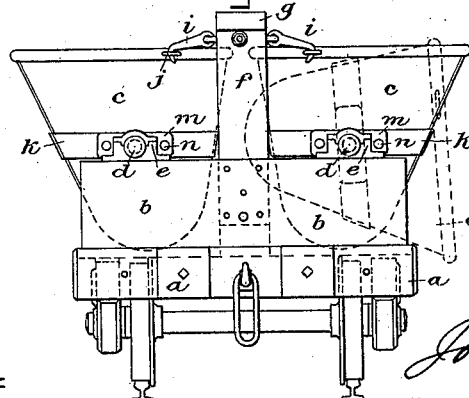


Fig. 2.



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JOHN R. ROBINSON, OF NEW YORK, N. Y.

DUMPING-CAR.

SPECIFICATION forming part of Letters Patent No. 420,392, dated January 28, 1890.

Application filed June 10, 1889. Serial No. 313,746. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. ROBINSON, a citizen of the United States, residing at New York city, in the county and State of New York, have invented certain new and useful Improvements in Dumping-Cars; 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.

My invention consists of a car body or box made in two parts divided from each other longitudinally along the middle of the car and separately mounted on trunnions at the ends in an arrangement facilitating the dumping of the same on the respective sides of the car, as hereinafter fully described, reference being made to the accompanying drawings, in which—

Figure 1 is a side elevation of my improved dumping-car. Fig. 2 is a plan view, and Fig. 3 is an end elevation.

At or near each end of the platform *a*, I arrange the standards *b*, about half the height of the boxes *c*, and preferably extending across the platform in one structure for the bearing-supports of the boxes, which extend the whole length of the space between said bearing-supports, and have the trunnion pivots or journals *d* mounted in suitable bearings *e* thereon, said boxes being as wide as is practicable for being thus placed side by side longitudinally of the car, and also being of suitable bucket shape in end section for discharging freely when turned over for dumping, as indicated by the dotted lines at the right hand of Fig. 3—that is to say, having the over-projecting top and backwardly-sloping outside from the top downward. The boxes are so pivoted that when loaded in proper trim they will naturally keep their upright position, but may be overturned with moderate effort by the hands of one or two persons.

Along the middle of the car lengthwise I provide a strong upright frame, consisting, essentially, of the posts *f* and beam *g*, and being a little higher than the top of the boxes, and having hooks *i* to secure the boxes for safety while loading and running by en-

gaging the eye-studs *j* on the boxes, but capable of easy disconnection when the boxes are to be dumped.

The boxes are constructed of boiler-plate, and are re-enforced at the middle, both longitudinally and transversely, by strong metallic bands *k* *l*, of suitable capacity for stiffening the plate as needed, and the trunnions are attached to the band *k* by their flanges *m* and bolts or rivets *n*.

It will be seen that the construction is very simple and the contrivance entirely practical and very useful. The advantages are obvious in comparison with the boxes dumping on one side only, or with those having a bottom sloping from the middle to each side with the sides arranged as gates opening outward.

The invention is designed more particularly for ore-cars; but it is alike useful for dump-cars for any purpose.

I am aware of the Blaine dumping-car, Patent No. 366,917, in which the two boxes are pivoted under the bottom of the edges of the platform, so as to tilt thereon and have the front sides opening at the bottom on hinges at the top, and I do not claim such device.

I am also aware of the circular dumping-pans pivoted on the short horizontally-rotating frame of Nesmith's device, Patent No. 388,708, in an arrangement for mounting a series of such pans in a row along each side of the platform, so that the pans of either side can be swung to either side of the car for dumping.

My invention is designed to convert the ordinary platform-car into a practicable dumping-car, whereof the box is divided along the middle only and into two parts only.

I claim as my invention—

1. The combination, with the car-platform, of the standards extending across the platform, one at each end, and two dumping-boxes extending from one to the other of said standards, side by side, and pivoted thereon by trunnions attached to the ends, said boxes having the dumping-bucket shape formed by the over-projecting top and backwardly-sloping outside from the top downward.

2. The combination, with a car, of a duplex

dumping body or box divided longitudinally
along the middle of the car and both parts
pivoted at the ends on the supporting-bear-
ings by trunnion-pivots, so as to dump at the
5 sides of the car, respectively, said parts of
the box or body being made of boiler or sheet-
metal plate and re-enforced with the longi-
tudinal and transverse strengthening-bands,
and the trunnion-pivots being attached to the

longitudinal strengthening-bands, substan- 10
tially as described.

In testimony whereof I affix my signature in
presence of two witnesses.

JOHN R. ROBINSON.

Witnesses:

S. M. WILKINSON,
WENTWORTH S. CONDUIT.