B. SLUSSER.

Dumping-Cars.

No. 166,312. Patented Aug. 3, 1875.

Fig. 1.

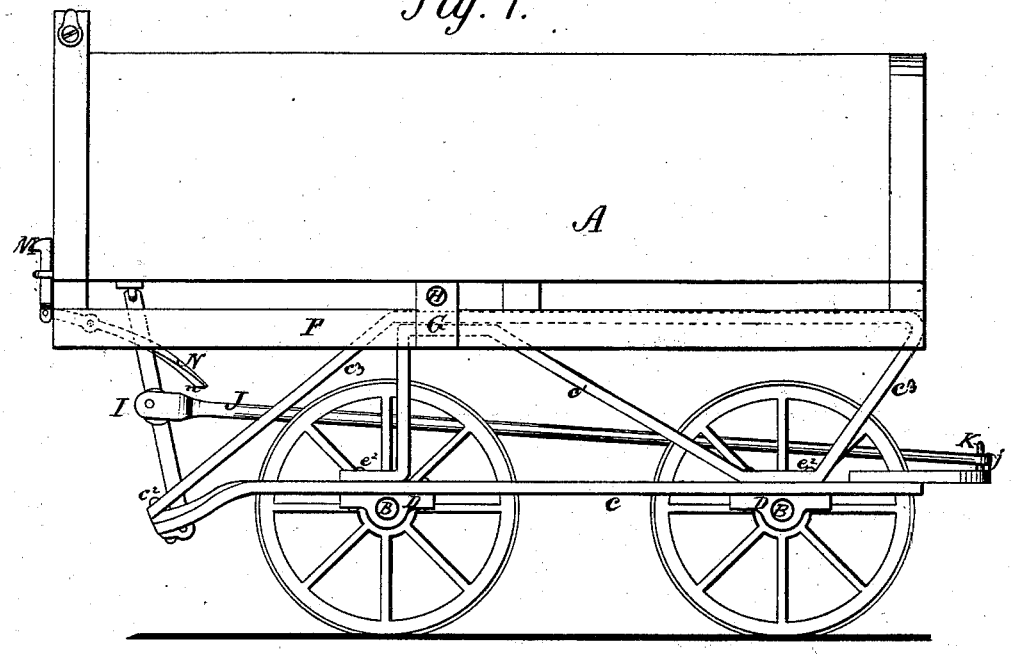
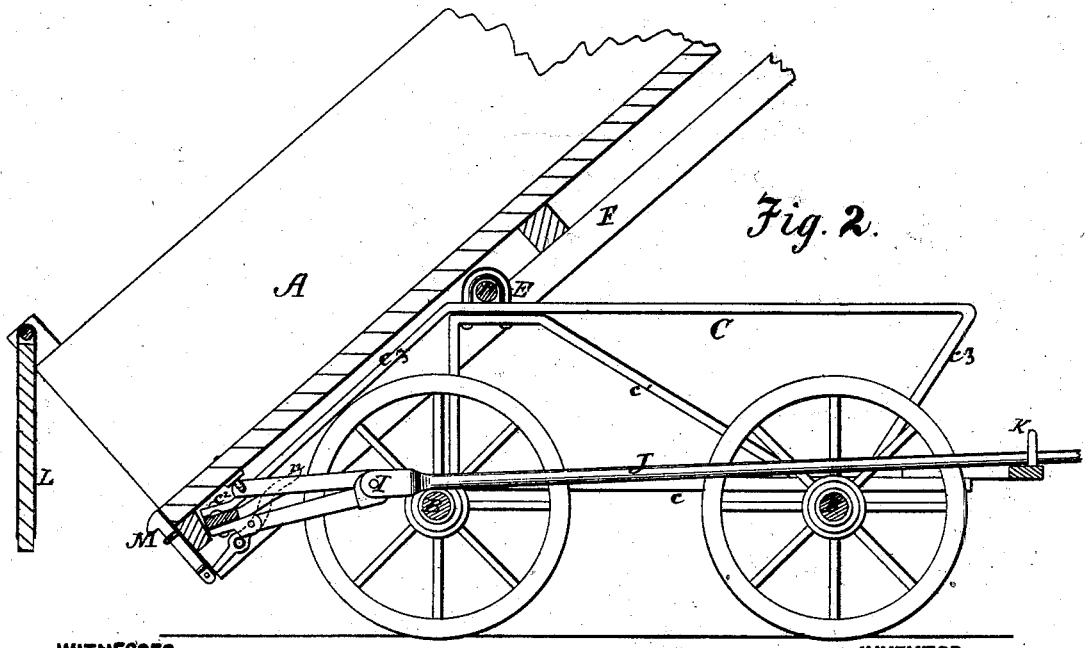


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

BENJAMIN SLUSSER, OF SIDNEY, OHIO.

IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **166,312**, dated August 3, 1875; application filed January 16, 1875.

To all whom it may concern:

Be it known that I, BENJAMIN SLUSSER, of Sidney, in the county of Shelby and State of Ohio, have invented a new and Improved Dumping-Car; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation, and Fig. 2 a vertical longitudinal section.

The invention relates to the frame of a dumping car or wagon, and certain connections, whereby it may be dumped with great convenience and little expenditure of force, while the tail-board may be automatically unfastened and opened for the discharge of the contents of the car or wagon.

A represents the body of a dumping car or wagon, and B the wheel-axles, while C is my improved frame, which connects them together. I make this frame of the horizontal flat metallic bar *c*, to the under part of which is attached the bearings D and the two flat side supports and bracing-bars c^1 c^3. These parts require but two bolts, c^2 c^2, beside the bearing or boxing bolts e^2 e^2, to conjoin them. The horizontal bar *c* may be made in two bars, which are afterward riveted together, but it is unnecessary. This metallic frame is bent upon mandrels or formers, and actually constructed at a cost of less than ten dollars, or much more cheaply than a wooden frame of equal strength. On top of the pieces c^1 c^1 are arranged the eyes E, and on the bars F of the body A are made the boxes G, while through the eyes E and boxes G pass the body's pivot-bar H. I is a toggle, one of whose arms is pivoted to the horizontal bar *c*, while the other is pivoted in the rear of body A, the center joint being attached to a rod, J, that has an end hole, *j*, latching over a pin, K, in the front end of horizontal bar *c*. Thus latched, the toggle-arms are held in alignment and made to support the rear of body. As soon as the wagon or car is in position for dumping, a comparatively light force applied to the unlatched rod J will bend or unstraighten the toggle and cause the body A to turn on its pivot. In a car used on short tracks the rod may be attached to something by which it will be automatically dumped when the car reaches an end stop; but this is not desirable in a wagon. L is a tail-board, pivoted at the top and bearing outwardly against the latches M, which are held up by the weighted ends of levers N, said ends being downwardly bent at *n*, so as to come in contact with horizontal bar *c* just before the body is completely dumped. Thus no part of the contents of the wagon can be discharged before the dumping is completed, and then it is performed with efficiency and absolute certainty.

Having thus described my invention, what I claim as new is—

1. The combination of flat bars *c*, c^1, and c^3, bent and united to constitute frame C, as and for the purpose set forth.

2. The combination of wagon or car body, metallic frame to which the body is pivoted, toggle, and rod jointed to center of toggle, as and for the purpose set forth.

3. The combination of wagon or car body, metallic frame to which the body is pivoted, end-weighted levers, and tail-board latches, as and for the purpose set forth.

BENJAMIN SLUSSER.

Witnesses:

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