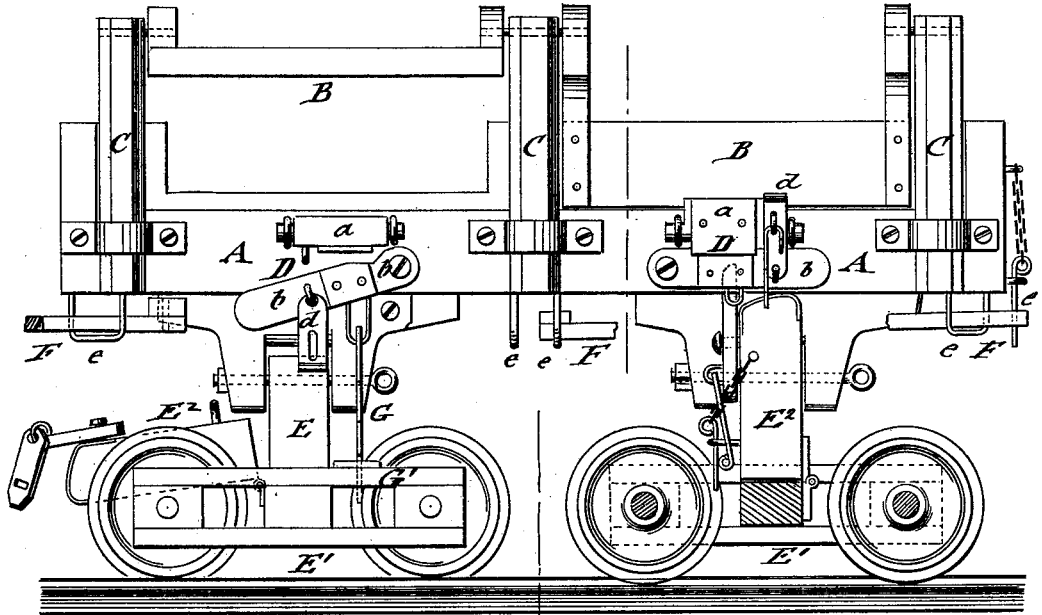


H. S. BOWER.  
DUMPING-CAR.

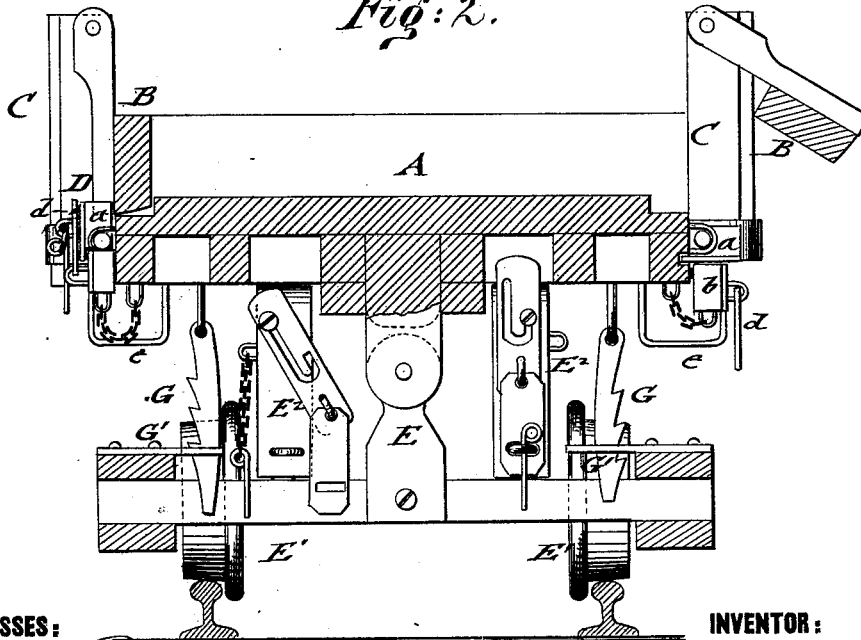
No. 191,827.

Patented June 12, 1877.

*Fig: 1.*



*Fig: 2.*



WITNESSES:

*Chas. N. ...  
J. H. Scarborough.*

INVENTOR:

*H. S. Bower.*

BY

*Munnell*

ATTORNEYS.

# UNITED STATES PATENT OFFICE

HENRY S. BOWER, OF MULBERRY GROVE, KANSAS.

## IMPROVEMENT IN DUMPING-CARS.

Specification forming part of Letters Patent No. **191,827**, dated June 12, 1877; application filed March 24, 1877.

*To all whom it may concern:*

Be it known that I, HENRY S. BOWER, of Mulberry Grove, in the county of Crawford and State of Kansas, have invented a new and Improved Dumping-Car, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved dumping-car, and Fig. 2 a vertical transverse section of the same.

Similar letters of reference indicate corresponding parts.

The invention relates to an improved dumping-car for the more rapid discharging of grain, gravel, and other articles shipped in bulk; and the invention consists of a car-body hinged to center posts of the truck-frames, so as to swing to either side of the truck, the body being supported by hinged and braced posts at both sides of the center uprights, which posts are swung down at the proper side when dumping. Swinging rack-irons at the bottom of the car-body lock into a slotted plate to retain the car in dumped position. The side boards of the car are hinged and locked in suitable manner.

In the drawing, A represents the body of a dumping-car, provided with hinged side boards B, that swing on side standards C, attached to the bottom of the car.

The side boards are retained in closed position by a locking mechanism, D, which is shown respectively in open and closed position in Fig. 1, and which is made of a hinged latch-piece *a*, bearing on the lower part of the side board, and retained thereon by a pivoted rest-piece, *b*, below the same, and a locking-band and cross-pin *d*, attached to the piece *a*.

By withdrawing the pin the band is released, the rest-piece and the latch-piece turned down, admitting thereby the swinging open of the side boards for dumping.

The car-body A rests on center posts or uprights E of trucks E', being pivoted thereto, so as to be swung to either side.

At both sides of the center posts E are arranged, on the truck-frames, hinged supporting-posts E, which are braced and locked in any suitable manner into vertical position, and readily swung down by releasing the

braces when it is desired to dump the car to either side.

The car-body is supported steadily on the center and side posts during transportation, and the side posts are released on that side to which the car is to be dumped when arriving at the point of destination, to allow the tilting over of the body. This is assisted by lever-bars F, that are hung to fixed staples or bands *e* at the bottom of the car, and locked by cross-pins *e'*, which are taken out when the bars are to be used, they being drawn out and used as levers for tilting the car for dumping, and for bringing the same back into horizontal position after dumping.

Pendent rack-bars G are hung at the bottom of the car and guided in a slotted plate, G', for the purpose of locking the car-body in tilted position until the dumping operation is completed, so as to prevent the swinging back of the body before the contents are discharged.

Simultaneously with the tilting of the car the side-boards are swung into open position, so as to be out of the way of the load. The quick dumping of the whole load requires less time for unloading, and facilitates and expedites the shipping of gravel, coal, grain, and similar articles.

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

1. The combination, with side board B, of the latch *a*, pivoted rest *b*, and cross-pin *d*, as and for the purpose described.

2. The combination, with a dumping car-body supported on central and side posts, of the tilting-bars F, hung to staples *e*, and detachably locked by cross-pins *e'*, as and for the purpose specified.

3. The combination of the car-body, having pendent rack-bars, with the slotted guide-plates of the truck-frame, to lock the car in a tilting position for dumping the load, substantially as and for the purpose described.

HENRY S. BOWER.

Witnesses:

R. C. FREEMAN,  
THOS. McCULLOCH.