

J. CRAIG.
Dumping Wagon.

No. 88,277.

Patented March 30, 1869.

Fig. 1

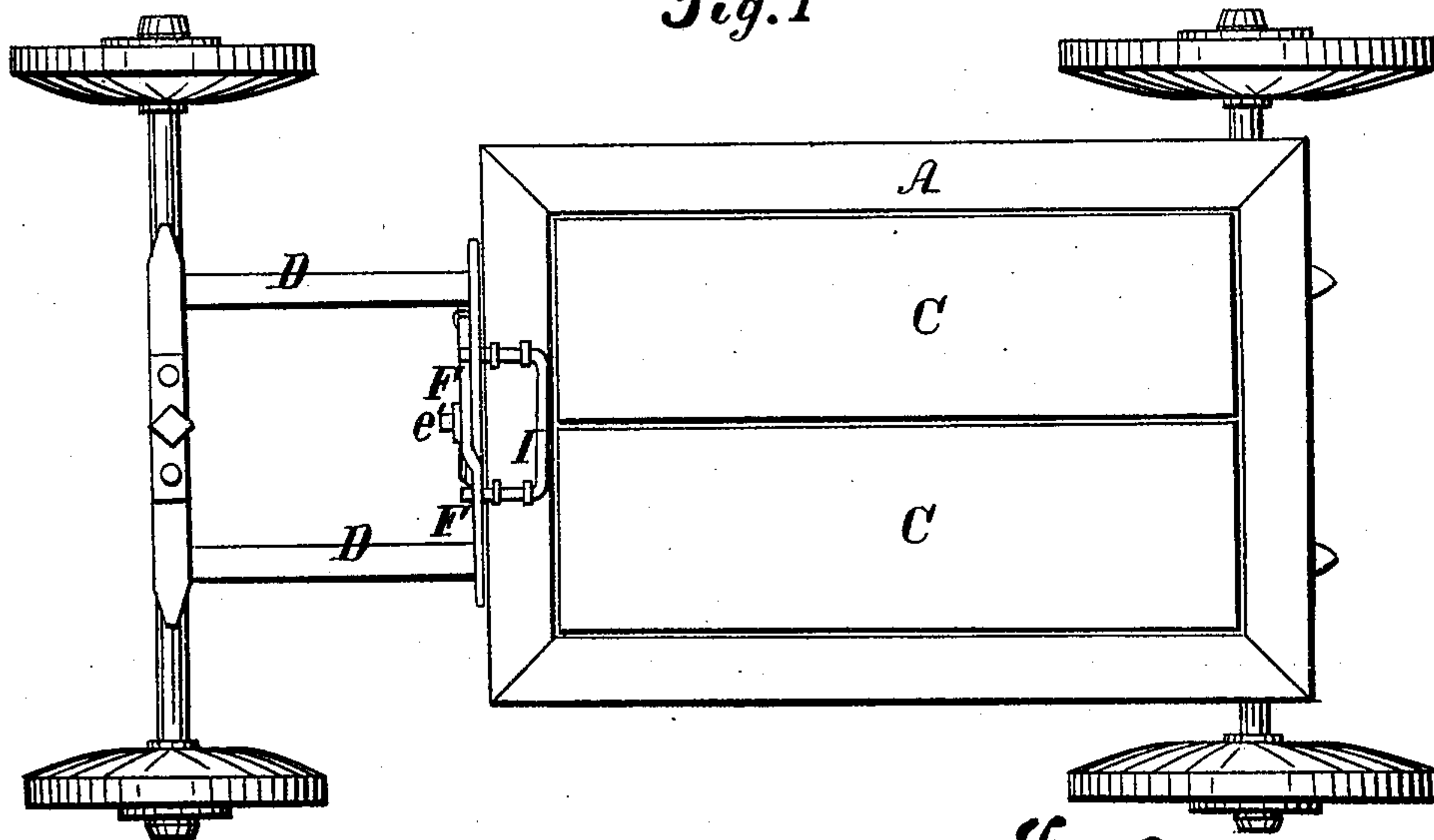


Fig. 2

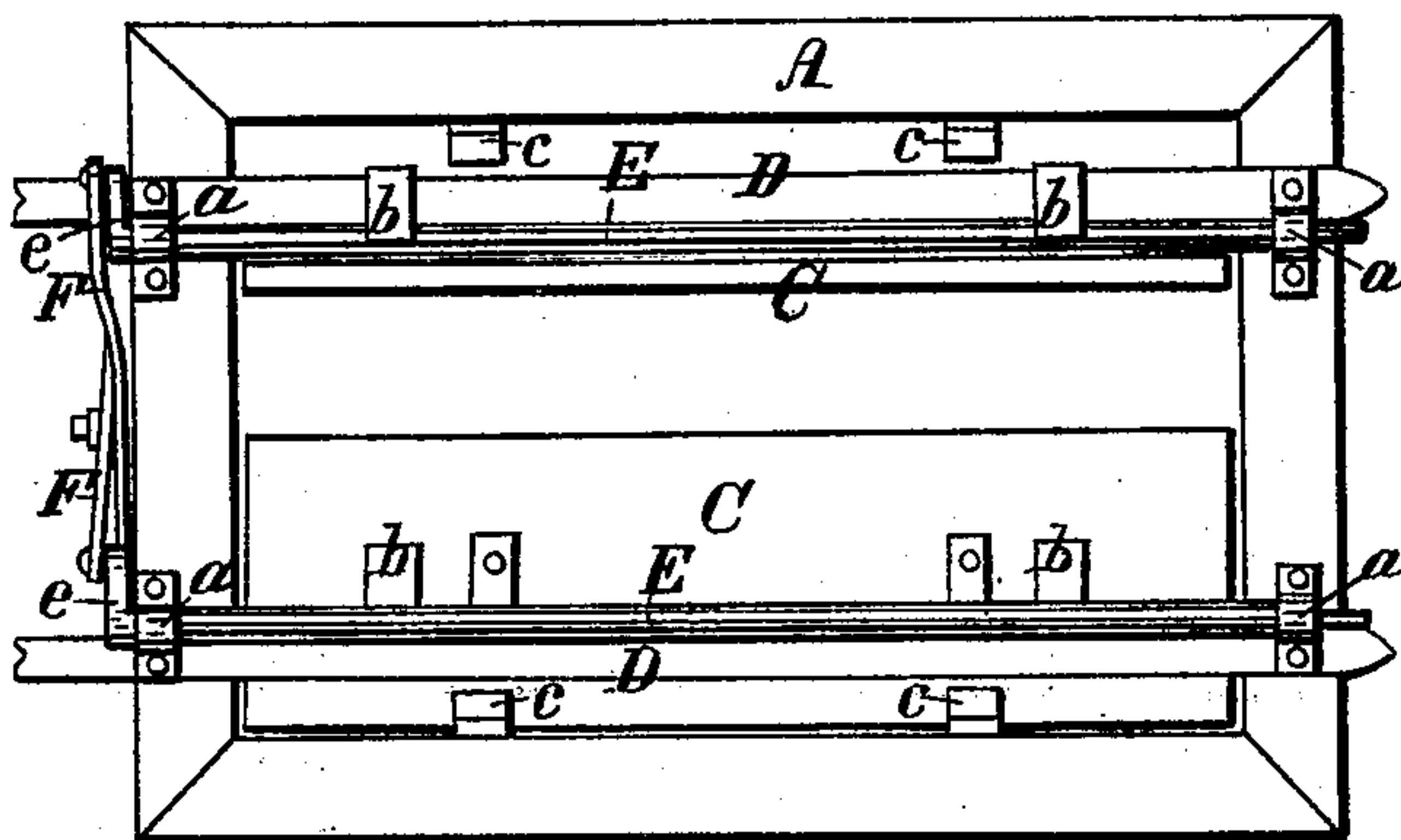


Fig. 3

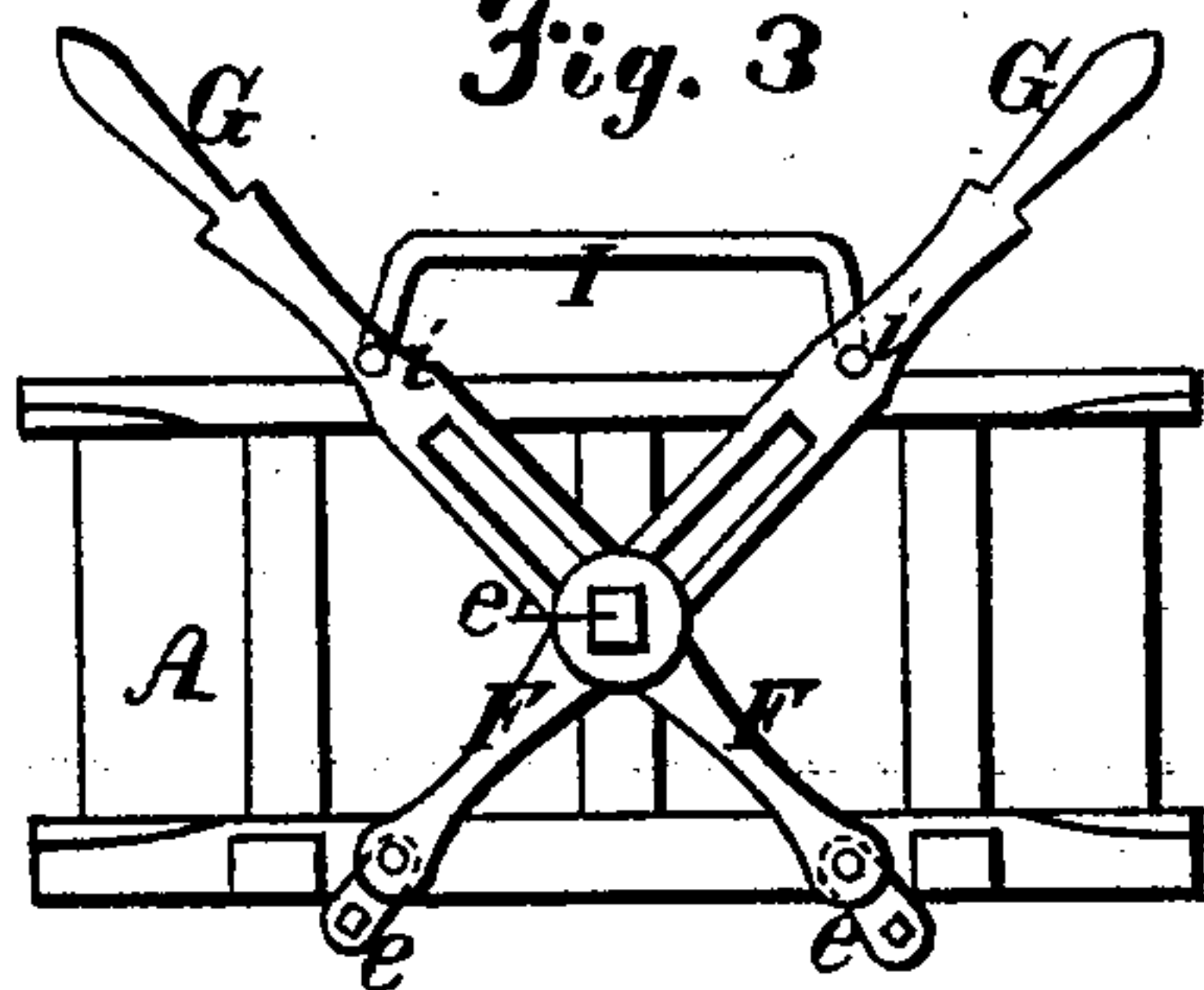
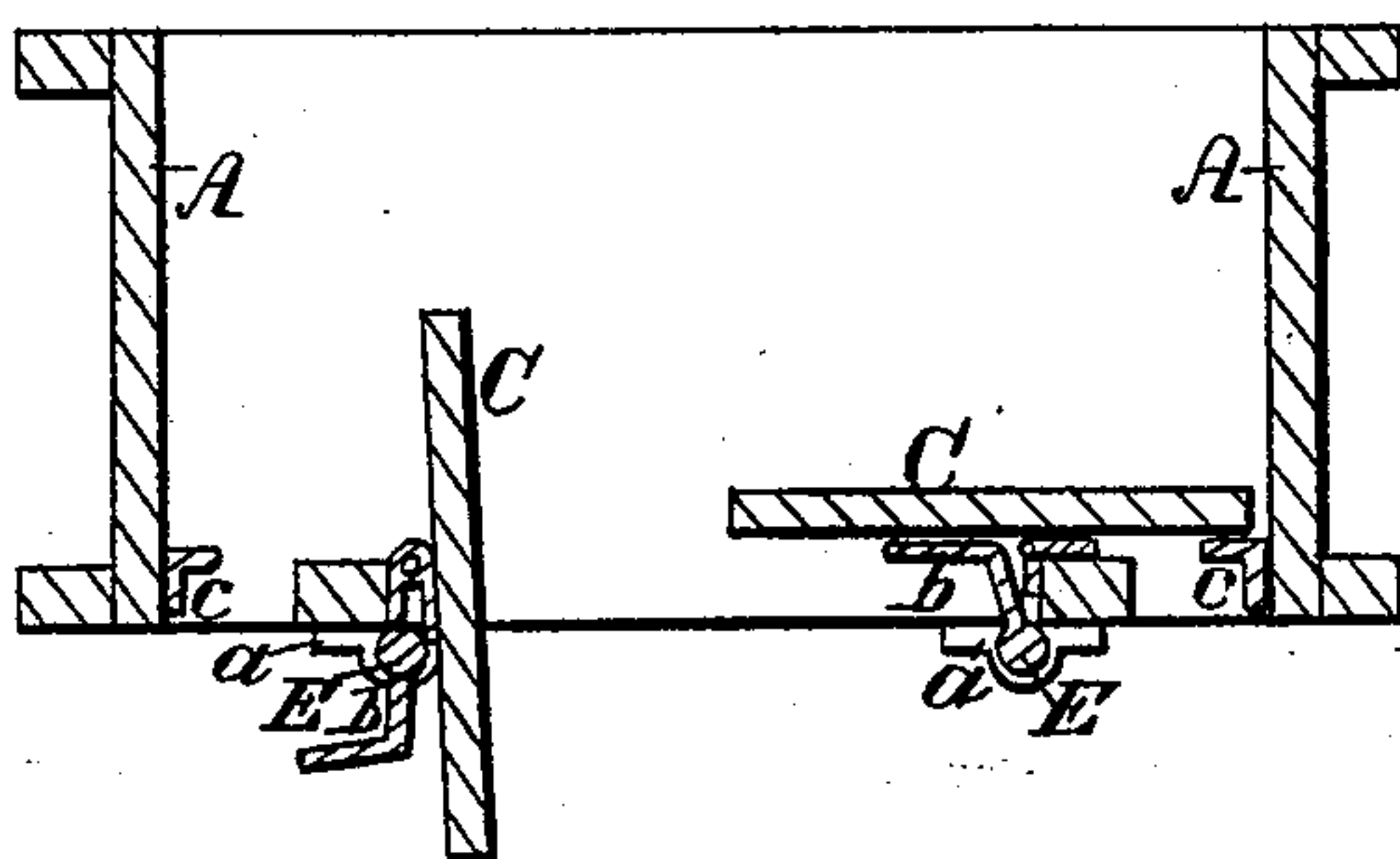


Fig. 4



Witnesses;
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JOHN CRAIG, OF SAN FRANCISCO, CALIFORNIA.

Letters Patent No. 88,277, dated March 30, 1869.

IMPROVED DUMPING-WAGON.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN CRAIG, of the city and county of San Francisco, State of California, have invented an Improved Dump-Wagon; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains, to make and use my said invention or improvements without further invention or experiment.

The object of my invention is to provide an improved dump-wagon, for the purpose of quickly unloading the dirt, or other substance or material which it may contain; and

It consists in arranging the floor, or bottom of the wagon on hinges, so that, by removing the supports, it will turn and deposit the contents of the wagon beneath it. The supports are operated by levers, in front of the wagon, and by simply disengaging these levers, which can be done by the teamster without dismounting from the wagon, the supports are relieved, so as to allow the floor to turn and empty the load.

To more fully illustrate and describe my invention, reference is had to the accompanying drawings, forming part of this specification, of which—

Figure 1 is a top view.

Figure 2 is a bottom view.

Figure 3 is a front-end view.

Figure 4 is a transverse vertical section.

Similar letters of reference in each of the figures indicate like parts.

A is the bed of a wagon, having its floor, or bottom, made of two boards, C C, running longitudinally across it.

The bed of the wagon rests upon the two reaches D D, which pass along near the sides of the wagon.

The boards C C are placed on top of the reaches, and hinged to them, so that they will swing down toward the centre, and stand vertically when not held up by the supports.

Beneath the reaches, and extending longitudinally across the wagon, are iron rods E E, which turn in boxes *a a*, at each end, and have secured at suitable points, pieces of metal, *b b*, which are bent at right angles.

These pieces of metal are long enough to extend up under the boards C C, when the rods D D are turned

in the proper direction, and retain the boards in place, forming a level floor, or bottom to the wagon.

The opposite side of the boards rests on brackets *c c*, secured to the sides of the wagon, beneath the floor.

The rods E E have their ends, which point to the front of the wagon, formed into small cranks, *e e*, to which are attached the two lifting-bars F F.

These rods cross each other, and are provided with handles G G, for raising and lowering them.

At the point where these bars cross each other, they are slotted sufficiently to allow them to be raised and lowered enough to bring the boards C C to a level from the vertical position.

A bolt, *e*, passes through the slots, into the wagon-bed, and serves as a guide for the bars.

Immediately above these slots, in each of the bars, are holes, *i i*, into which the arms of the bent staple, I, are placed, so as to retain them in place, when the boards C C are closed, and the arms F F are drawn up.

The bed of the wagon is set back on the reaches sufficiently to allow the front wheels the necessary space in turning the wagon.

The wagon is loaded in the usual manner, and when it is desired to unload it, the staple I is withdrawn, so as to free the bars F F, which are then forced, or pushed down, thus turning the rods D D, and removing the supports *b b* from under the wagon-bed C C, when the weight of the load will turn them to a vertical position, and be deposited beneath it.

Having thus described my invention,

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

1. The two longitudinal boards C C, hinged to the reaches, and swinging vertically to the centre, for depositing the load beneath the wagon, substantially as described.

2. The longitudinal rods E E, angular metal plates *b b*, cranks *e e*, slotted bars F F, and staple I, the whole arranged substantially as and for the purpose described.

In witness whereof, I have hereunto set my hand and seal.

Witnesses:

JOHN CRAIG. [L. s.]

J. L. BOONE,

P. L. LIVINGSTON.