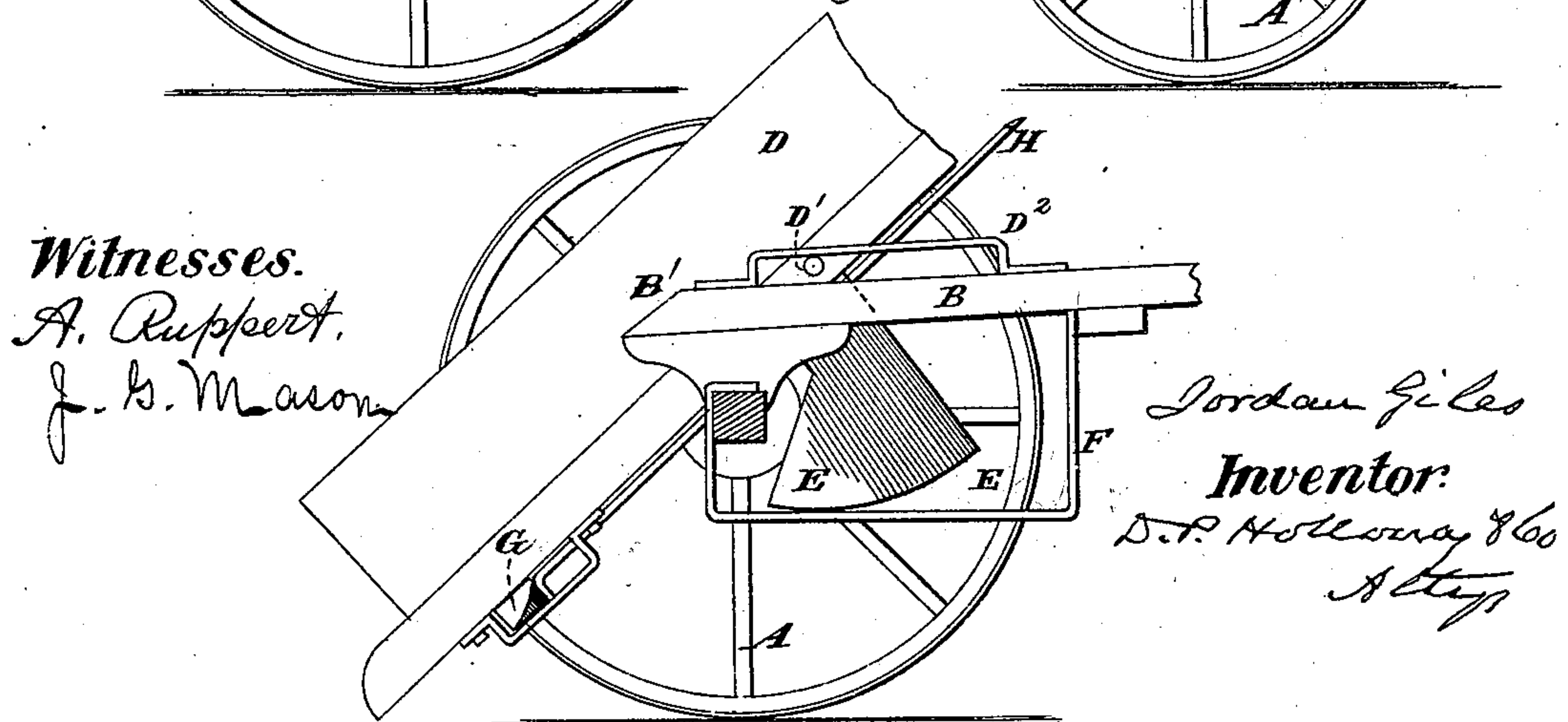
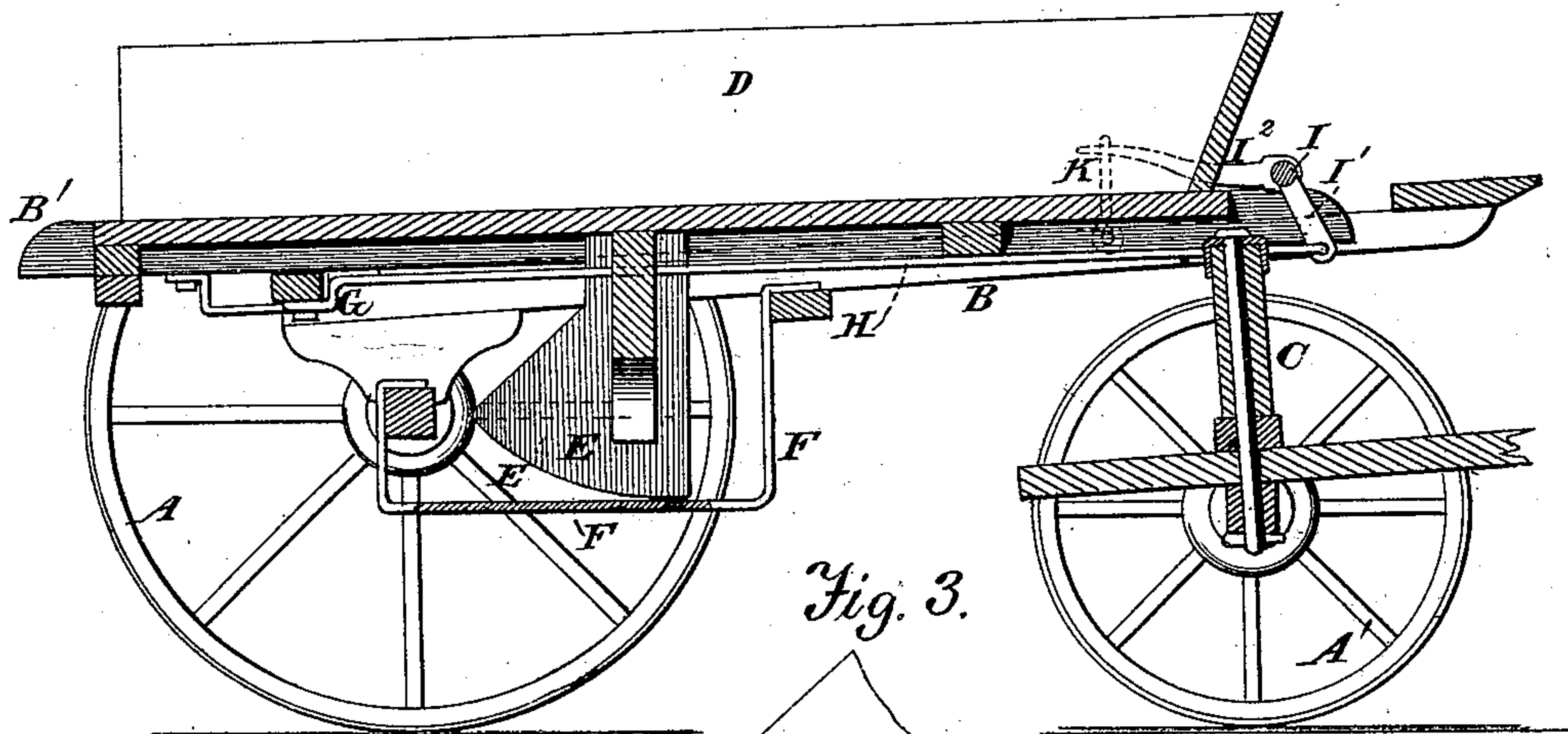
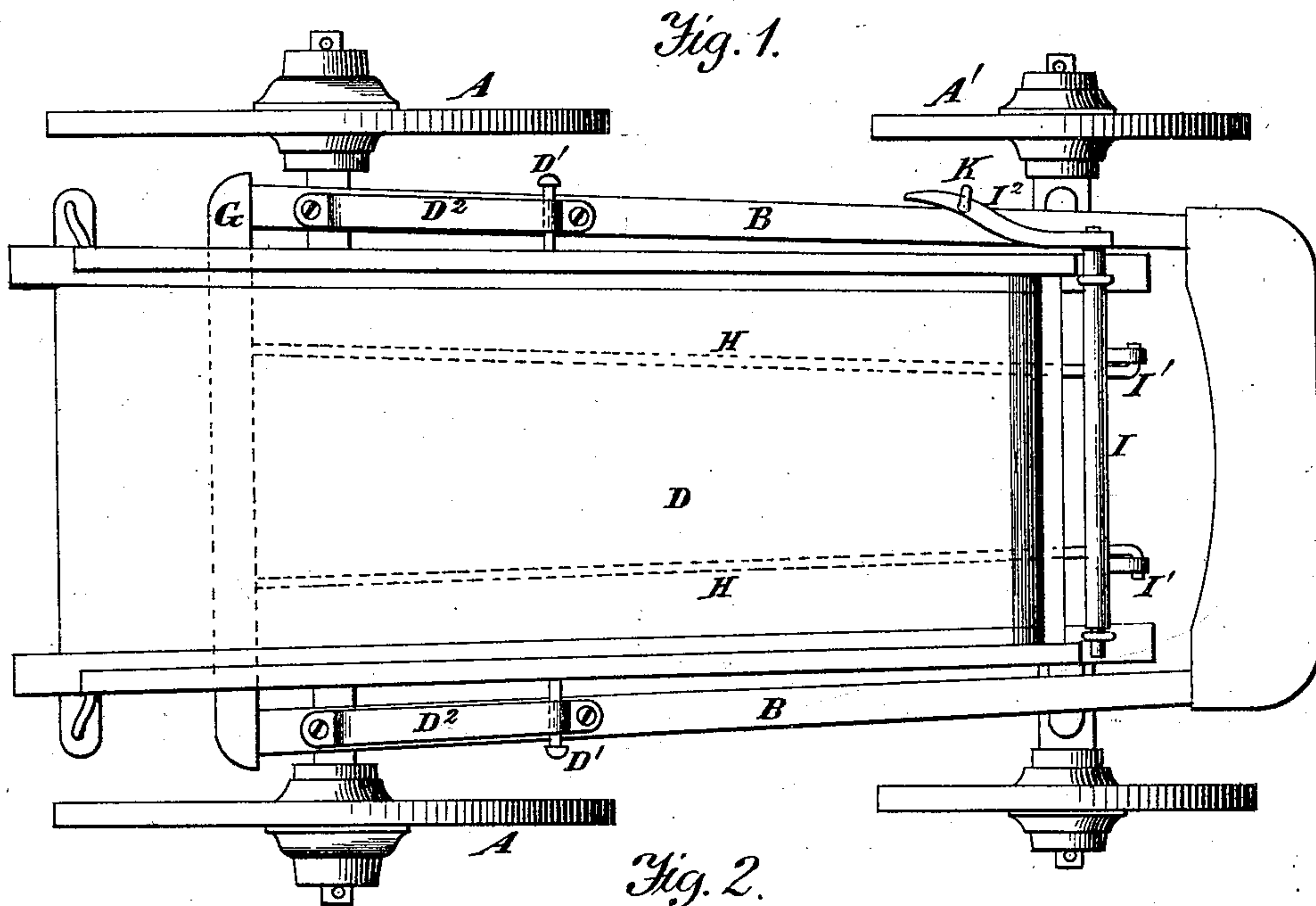


J. GILES.  
Dumping-Wagon.

No. 206,433.

Patented July 30, 1878.





# UNITED STATES PATENT OFFICE.

JORDAN GILES, OF LOUISVILLE, KENTUCKY.

## IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **206,433**, dated July 30, 1878; application filed June 15, 1878.

*To all whom it may concern:*

Be it known that I, JORDAN GILES, of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to that class of wagons in which the body is made to swing so as to drop the tail on the ground, and so dump the contents of the bed.

My invention consists in supporting the bed upon a quadrant-formed segment, resting on a hanger attached to the wagon-frame, and on which it rolls, carrying the bed with it, while the tail is dropped; also, a device for supporting the bed in its horizontal position on the frame.

Figure I is a top view. Fig. II is a longitudinal section. Fig. III is a sectional elevation, showing the tail of the wagon dropped.

A A are the hind wheels of a wagon, supporting the rear end of the wagon-frame B. A' A' are the front wheels, attached to an axle connected by a king-bolt with the bolster C, which supports the front end of the frame B, slightly elevated above the rear end thereof. D is the body of the wagon, which is supported by a quadrant-formed segmental standard, E, resting upon hangers F, which extend from the middle of the frame B to the hind axle. Pins D<sup>1</sup> are inserted into the bottom of the bed immediately above the vertical face of the standard E, and the arrangement of the parts is such that there is a slight tendency on the part of the standard to run toward the rear end of the frame. This pin runs in a slot formed in the side frame or under a stirrup, D<sup>2</sup>, bolted thereto, and its function is to hold the bed down. As the pins D<sup>1</sup> are in the center of the arc on the face of the standard, the pins are carried forward horizontally, while the bed is swinging with the rotation of the standards on their supports.

To hold the bed in place when loaded, a bar, G, sliding in stirrups under the bed of the wagon is moved forward and back by the rods H, attached to the arm I<sup>1</sup> of a transverse shaft I, turning in bearings on the front end of the wagon-body, and actuated by the hand lever I<sup>2</sup>.

The rear of the frame B is extended behind the axle and beveled off on its upper face, as shown at B'. The cross-bar G is placed in such relation to this end of the frame, that when the arm I<sup>2</sup> is depressed the rods H will draw the bar G forward onto the end of the frame at B', where it is confined by means of a hook, K, or other equivalent device for holding the lever I<sup>2</sup> down.

My invention is distinguished from other dumping-wagons in the manner of supporting the bed on the quadrant-formed segment, instead of running upon rollers as heretofore, and also in the device for locking the bed in its horizontal position.

I am aware that segmental standards running on the face of a transverse timber of the car-frame have been employed in dumping cars, but this standard was necessarily short to avoid the too great elevation of the car-body, and being of short radius, to give the requisite rotation, it could only be employed by splitting the body into two parts longitudinally.

My invention is distinguished from that in the case of hangers suspended under the frame of the wagon, so that a standard of long radius may be used, and in the use of pins and stirrups to confine the body, while running far enough to the rear to allow the body to turn down in rear of the hind axle.

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

1. The combination, in a dumping-wagon, of the frame B, inclined from front to rear, and hangers F, with the bed D resting on the segmental quadrant-formed standards E, and a device for supporting the end of the bed when loaded, so that when released it has a tendency to run back by gravity, substantially as set forth.

2. In combination, the hangers F, the standards E supporting the bed, and pins D<sup>1</sup>, and

stirrups D<sup>2</sup>, placed in relation to the standard, substantially as set forth.

3. In combination with the swinging bed D and frames B B', the sliding bar G, actuated by the rod H, and levers and shafts I I' I<sup>2</sup> for locking the bed on the frame, substantially as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JORDAN GILES.

Witnesses:

JOHN A. MILLER,  
GEORGE CROSS.