

J. W. HARRISON.  
Dumping-Wagon.

No. 209,341.

Patented Oct. 29, 1878.

Fig. 1.

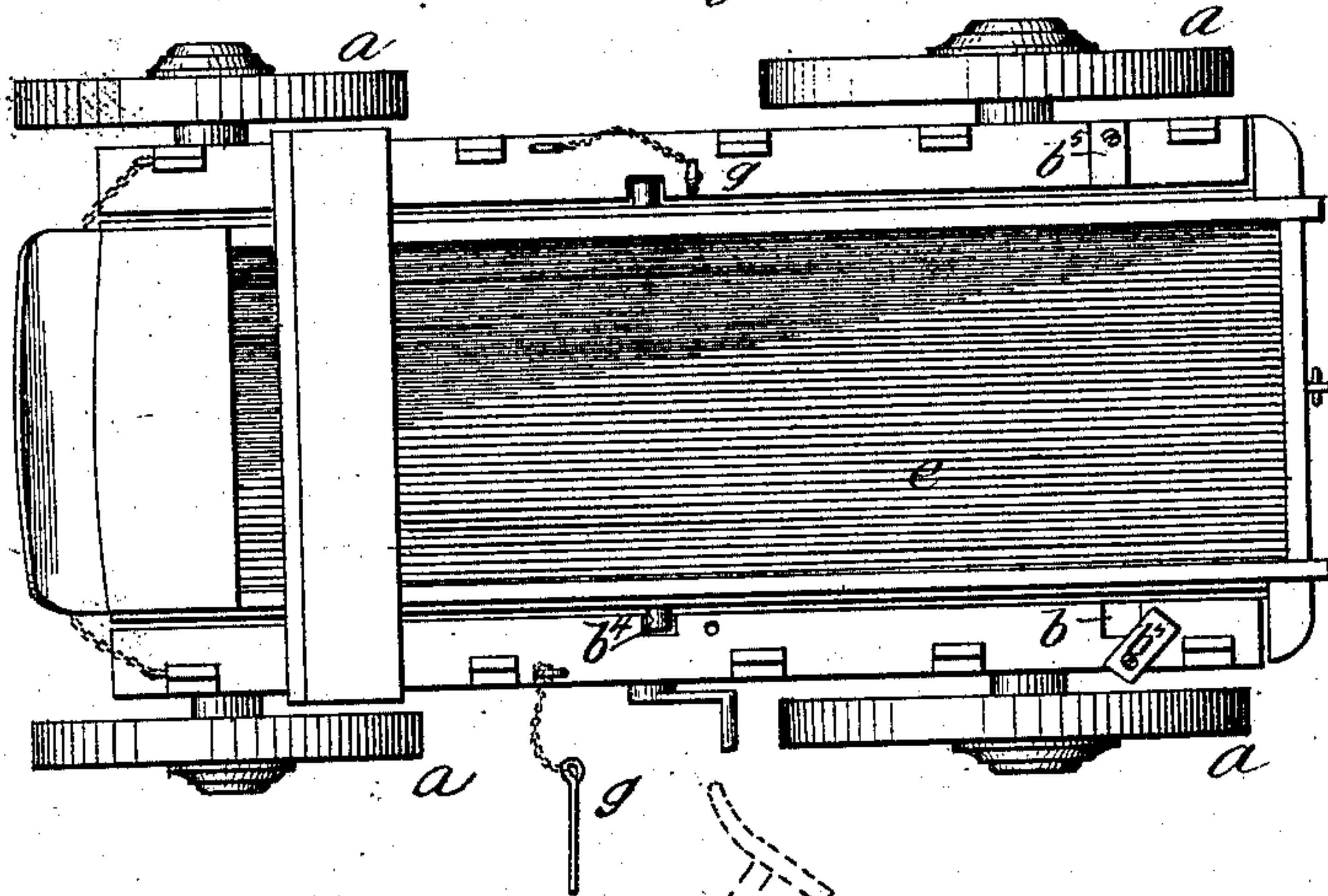


Fig. 2.

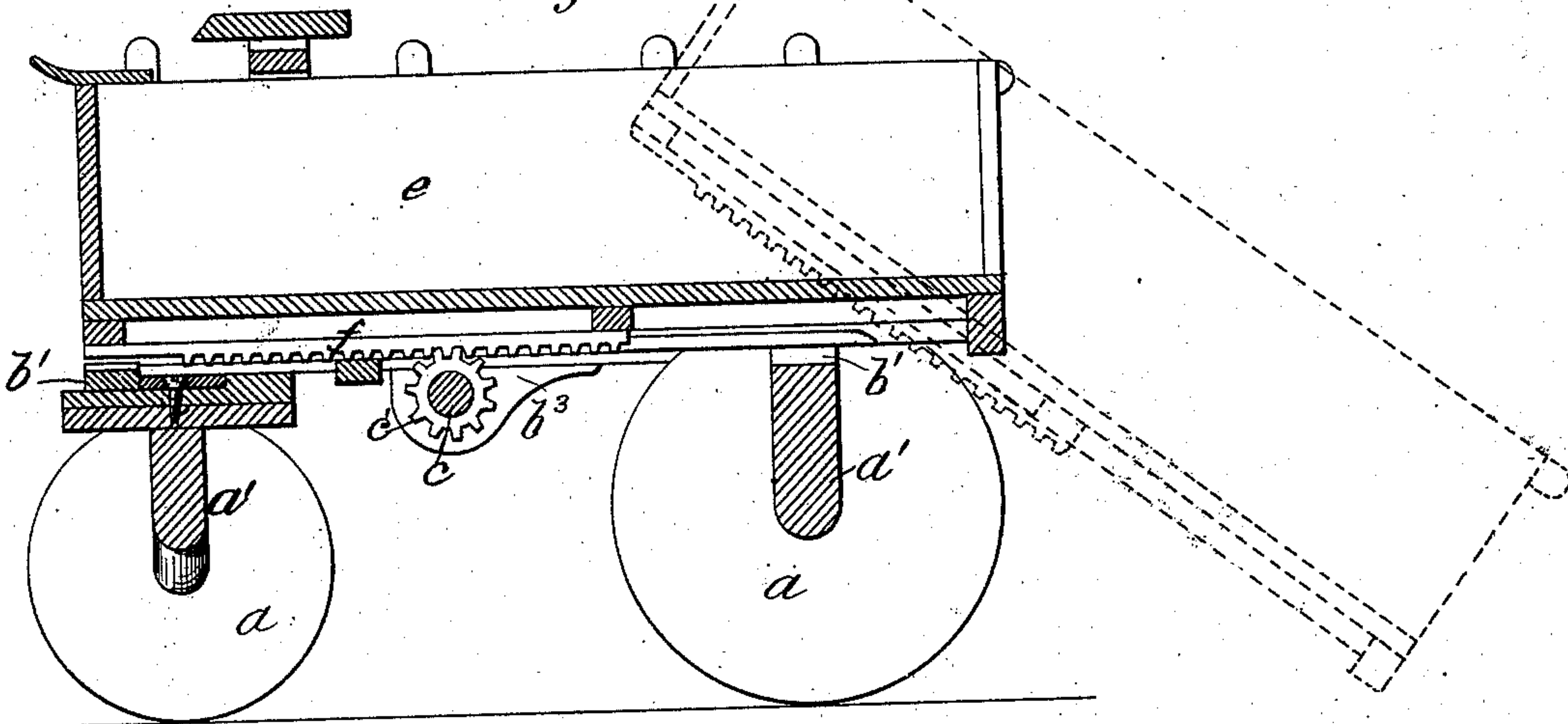
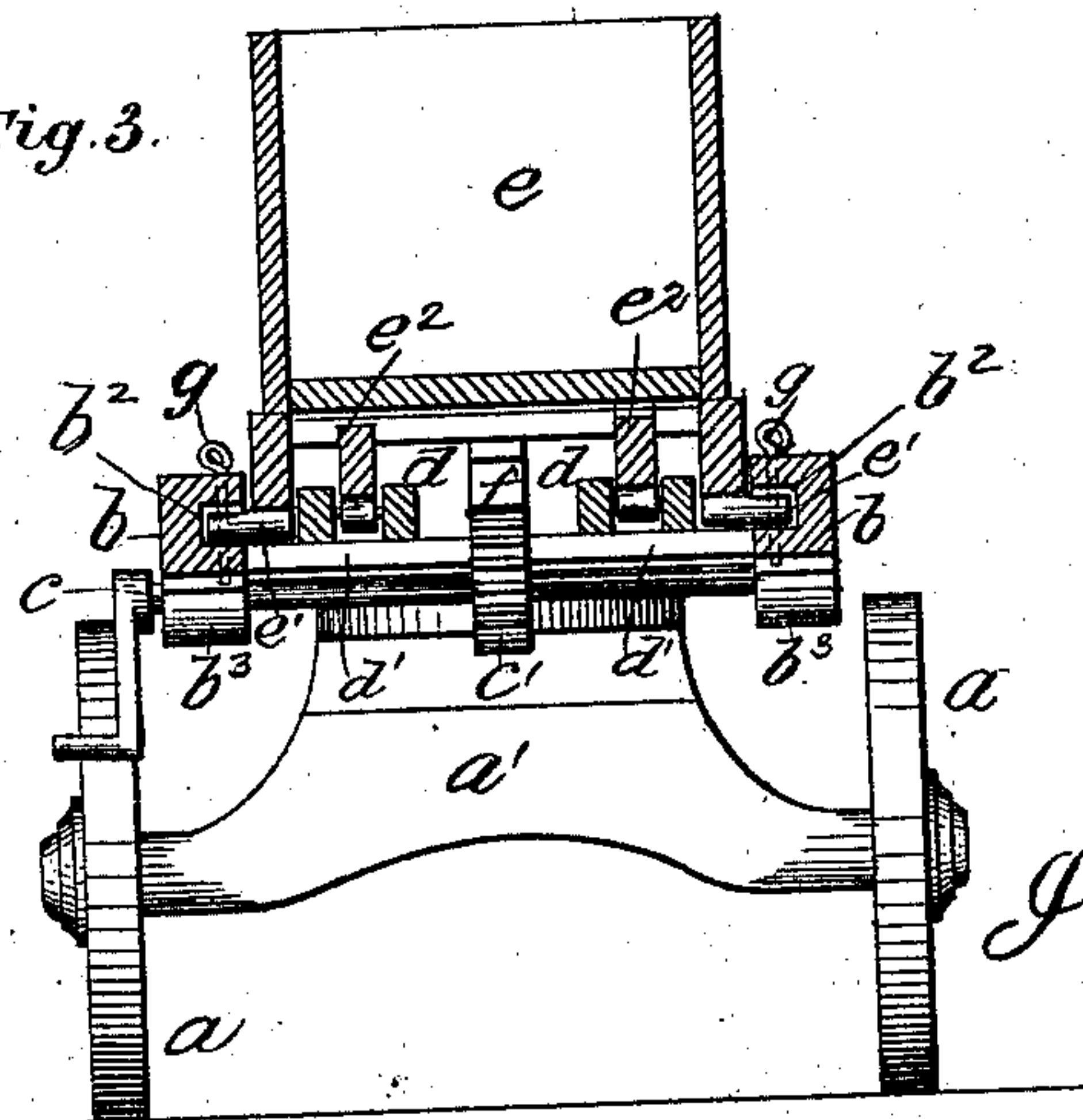


Fig. 3.



Attest.

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# UNITED STATES PATENT OFFICE.

JOHN W. HARRISON, OF NILES, MICHIGAN.

## IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **209,341**, dated October 29, 1878; application filed September 23, 1875.

*To all whom it may concern:*

Be it known that I, JOHN W. HARRISON, of Niles, in the county of Berrien and State of Michigan, have invented certain new and useful Improvements in Platform Rear-Dumping Wagon; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

This invention has for its object to furnish a rear-dumping wagon which can be easily managed, and which will be free from the numerous objections to such devices.

In the drawings, Figure 1 is a plan view, Fig. 2, longitudinal vertical section, and Fig. 3 is a cross vertical section, of a wagon constructed according to my invention.

*a* are the wheels, on which are mounted the axles *a' a'*, which support the frame-work. *b b* are two side bars, supported on suitable cross-bars *b<sup>1</sup>*, affixed on the axles *a'*, and they have formed in them the slots *b<sup>2</sup>*, in which slide the supporting pins or trunnions of the body, hereinafter described.

On the under side of the bars *b b* are affixed bearings *b<sup>3</sup> b<sup>3</sup>*, which support the axis *c* of the gear-wheel *c'*, arranged centrally under the body, as shown. *d d* are two pairs of guide-bars, secured to the cross-bars *b<sup>1</sup>* parallel with the side bars *b*. They have journaled between them the friction-rollers *d'*, on which slide the friction-bars of the body.

*e* is the body. It has affixed on its sides the supporting pins or trunnions *e<sup>1</sup> e<sup>1</sup>*, which project outward horizontally and into the slots *b<sup>2</sup>* in the side bars *b*. The trunnions *e<sup>1</sup> e<sup>1</sup>* are arranged slightly forward of the center of the body *e*, so that the latter will readily tilt when run back on the frame-work.

On the under side of the body *e* are affixed the friction bars or strips *e<sup>2</sup> e<sup>2</sup>*, which project downward between the bars *d d*, and slide on

the rollers *d'*. *f* is a cog-rack, affixed centrally on the under side of the body *e*, and so that it is engaged by the pinion *c'*.

The guide-slots *b<sup>2</sup>* formed in the inner sides of the side bars *b b* hold and prevent the trunnions *e<sup>1</sup> e<sup>1</sup>* on the body *e* from jumping out of place as the body is run back on the frame in the act of dumping, thus obviating a serious difficulty often met with in dumping-wagons of ordinary construction. The bars *b b* are provided with small openings *b<sup>4</sup>*, which give the necessary facilities for lifting the body from the running-gears, when desired. The openings *b<sup>4</sup>* may be closed by strong pivoted buttons *b<sup>5</sup>*, if desired.

*g* is a retaining bolt or pin, which is put through a suitable hole in the bars *b* to hold the bed *e* in place on the running-gear.

The operation of this dumping-wagon will be readily understood by reference to the drawings.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a rear-dumping wagon, the side bars *b b*, secured to the running-gear of the wagon and provided with the slots *b<sup>2</sup> b<sup>2</sup>*, formed in their inner sides for the reception of the trunnions or supporting-pins *e<sup>1</sup> e<sup>1</sup>* on the body *e*, and having the openings *b<sup>4</sup>* and retaining-pins *g*, substantially as and for the purpose set forth.

2. In combination with the body *e*, provided with the trunnions *e<sup>1</sup> e<sup>1</sup>* and friction-bars *e<sup>2</sup> e<sup>2</sup>* of the side bars *b b*, having grooves or channels *b<sup>2</sup>*, guide-bars *d d*, having rollers *d'*, rack *f*, and pinion *c'*, all arranged to operate substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of September, A. D. 1875.

JOHN W. HARRISON.

In presence of—

JAMES V. KELLOGG,  
E. LUTHER GAY.