

(No Model.)

J. TOWNSEND.
Dumping Wagon.

No. 233,049.

Patented Oct. 5, 1880.

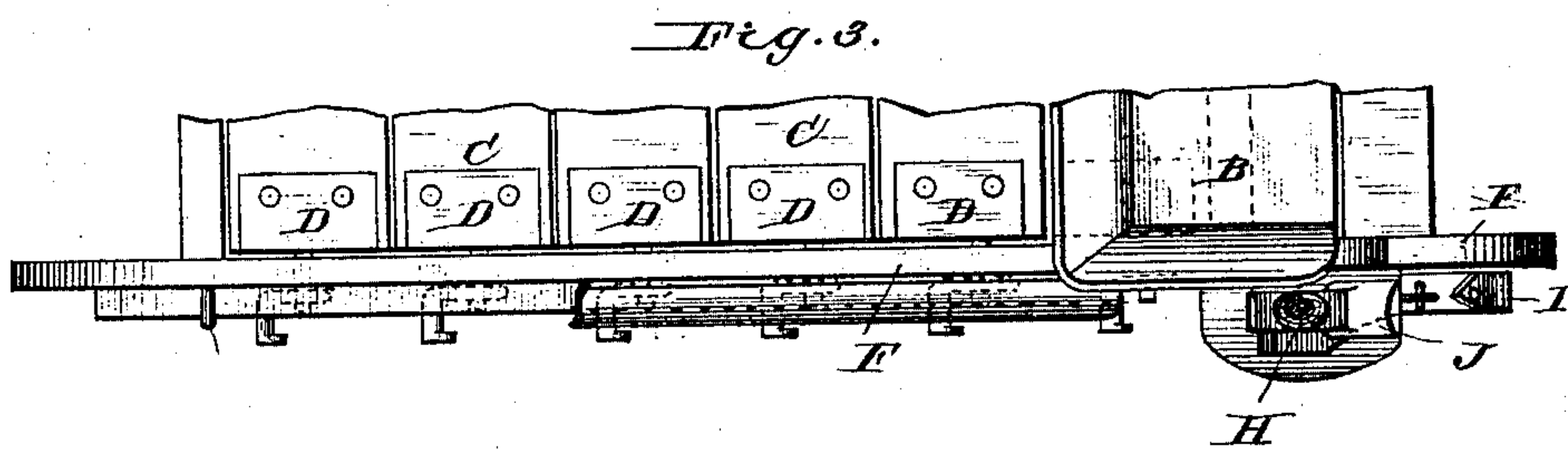
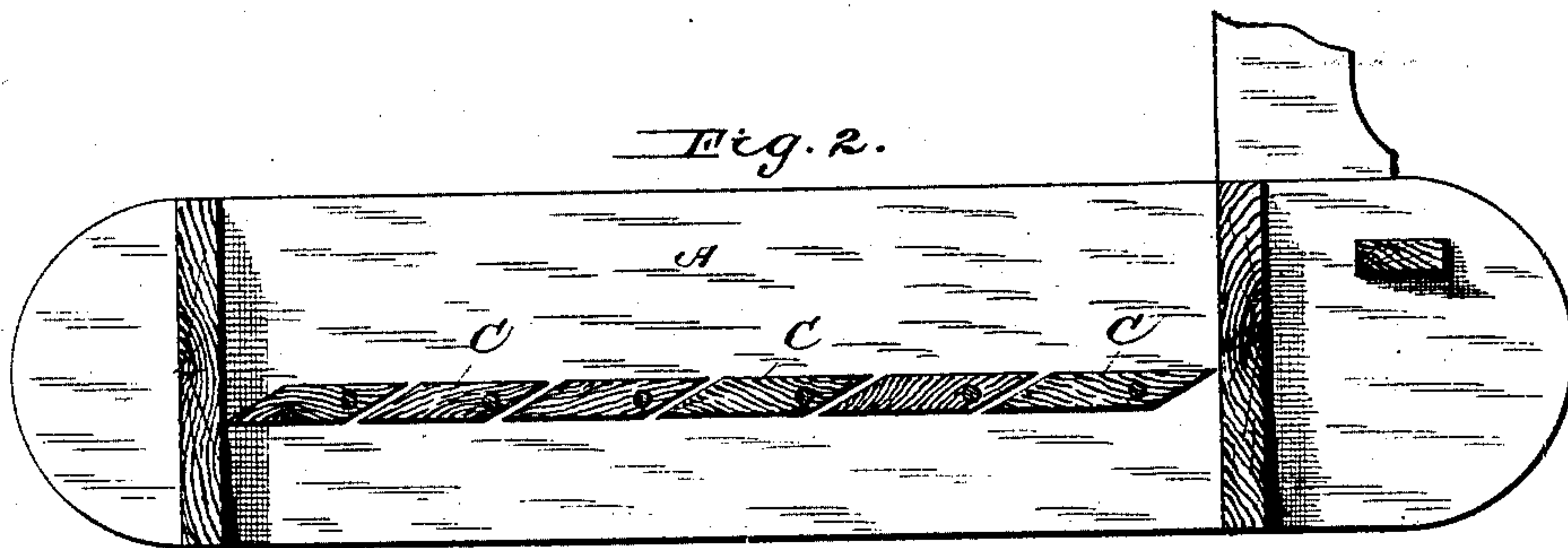
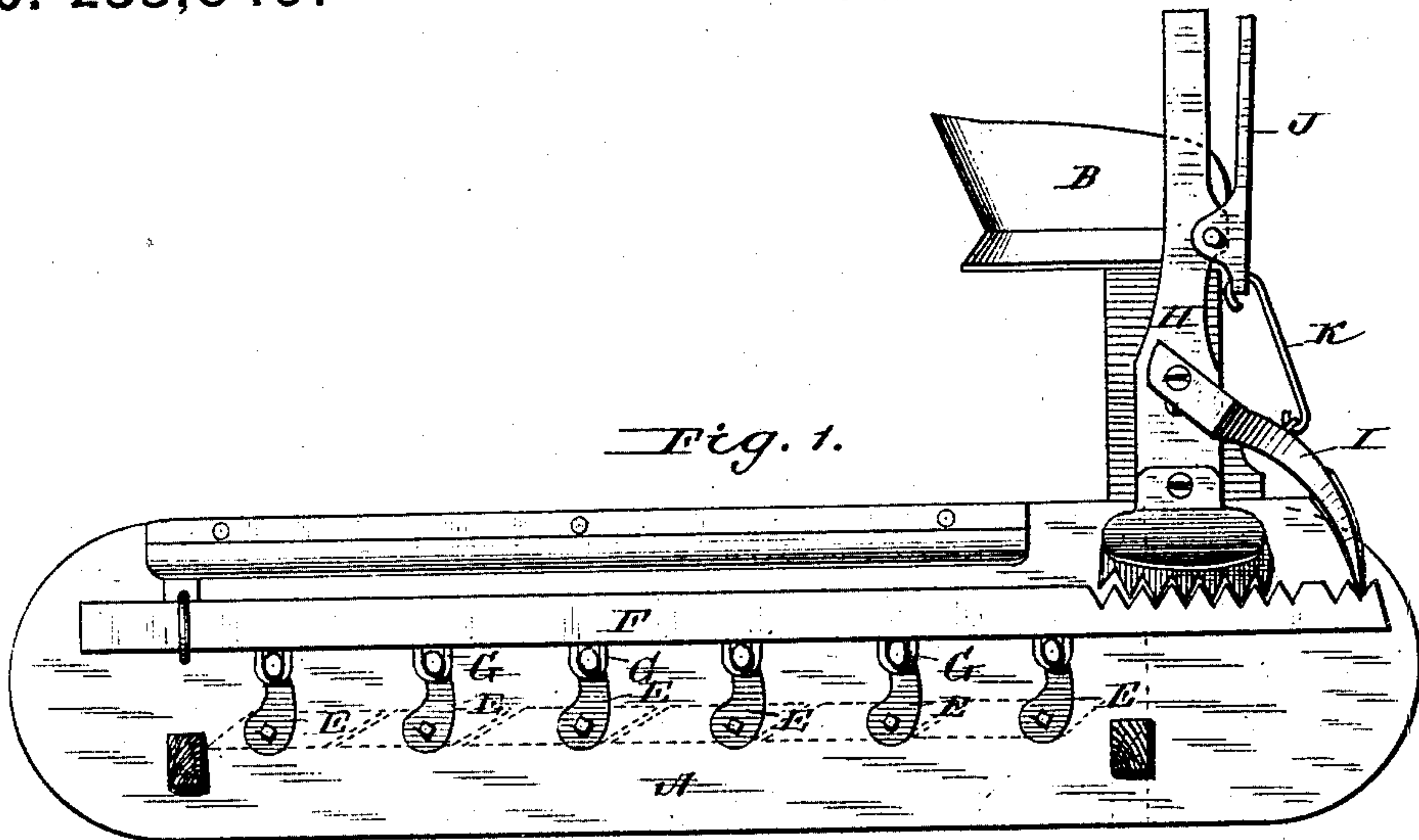
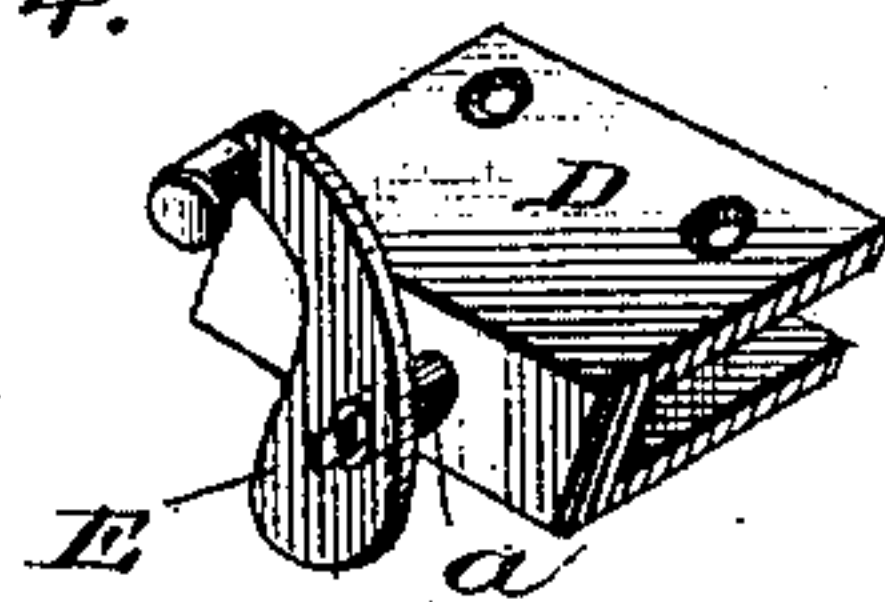


Fig. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

JACOB TOWNSEND, OF JOLLIETTVILLE, INDIANA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 233,049, dated October 5, 1880.

Application filed August 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, JACOB TOWNSEND, a citizen of the United States, residing at Jollietville, in the county of Hamilton and State of Indiana, have invented certain new and useful Improvements in Dumping Wagons, Carts, Cars, &c.; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a side elevation of the wagon; Fig. 2, a longitudinal section; Fig. 3, a plan view, a portion of the body being broken away longitudinally; and Fig. 4, a perspective of the clamp and crank detached from the other parts.

My invention relates, generally, to dumping wagons, carts, and like means for transporting gravel, sand, and such matters, and particularly to the construction, whereby the matter may be discharged from the conveyance by turning a slatted bottom to the conveyance; and it consists in the construction hereinafter described and claimed.

In the accompanying drawings, the letter A indicates the body of the conveyance, which may be provided with a seat, B, for the person having it in charge.

The conveyance is provided with a bottom consisting of a series of slats, C, pivoted at their ends to the sides of the conveyance, the slats being preferably beveled along their edges, as indicated, so that when closed they will fit quite close together, and the pivotal points are usually nearer one edge than the other, in order that the slats may be more quickly and readily manipulated.

The pivots of the slats project through one side of the body of the conveyance, and have connected to them cranks, which are joined to a longitudinal bar, by means of which they are simultaneously operated, said bar being moved by means of a suitable lever. I have described these slats as connected at one end to the longitudinal operating-bar, but it is ob-

vious that they may be connected thereto at both ends.

The means which I employ for pivoting the slats is a clamp, D, slotted edgewise, so that it may fit on both sides of the slat, to which it is screwed or otherwise fastened, thereby bracing the ends of the slats and preventing them from splitting.

The clamps are cast, struck up, or otherwise formed, usually of any suitable metal, and are provided with pivots *a*, which may have a square shoulder, and which project through the side of the body of the conveyance, and have connected to their projecting ends a crank, E. These cranks are connected to the longitudinal bar F by means of loops or staples G, which fit over the cranks, and are kept from slipping therefrom by a knob on the end of the crank, as shown. This bar F is supported in suitable guides on the side of the conveyance, and is notched at one end on its top, and is operated by a hand-lever, H, which is pivoted to the side of the conveyance or an upright, and has its lower end notched, so that it may engage with the notches of the bar F.

The lower end of the lever H is preferably made of the form shown—that is, of greater width than the lever-arm, and also curved, so that it may turn or rock on the bar.

A pawl, I, is hinged to the lever H, and is adapted to fit into the notches of the bar F, so that it may hold said bar at the longitudinal adjustment given to it, and is connected to a secondary lever, J, by means of a hook, chain, or other suitable connection, K.

The lever J is fulcrumed to the lever H, and is manipulated by the hand of the operator at his volition.

In operation, (assuming the operator to be on the seat B,) when it is desired to discharge the load from the conveyance the levers H and J are grasped so as to release pawl I from bar F, and then lever H is moved so as to shift bar F longitudinally, thereby opening the slats and letting the gravel or sand fall between them to the desired spot.

A further description of the operation is unnecessary, since it is plain from the foregoing description and operation of the several parts.

Having described my invention, what I claim is—

1. The combination of body A, movable slats C, clamps D, cranks E, bar F, and an operating-lever, substantially as set forth.
2. The combination of body A, slats C, connected to sliding notched bar F, notched lever H, pawl I, and lever J, the several parts adapted to operate as set forth.
3. The combination of body A, slats C, pro-

vided with clamps, and pivoted, as described, cranks E, levers H and J, and pawl I, the several parts adapted to operate as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JACOB TOWNSEND.

Witnesses:

J. N. PARR,

M. F. CONRAD.