

(No Model.)

2 Sheets—Sheet 1..

T. D. SLAUSON.
DUMPING WAGON.

No. 248,222.

Patented Oct. 11, 1881.

Fig. 1.

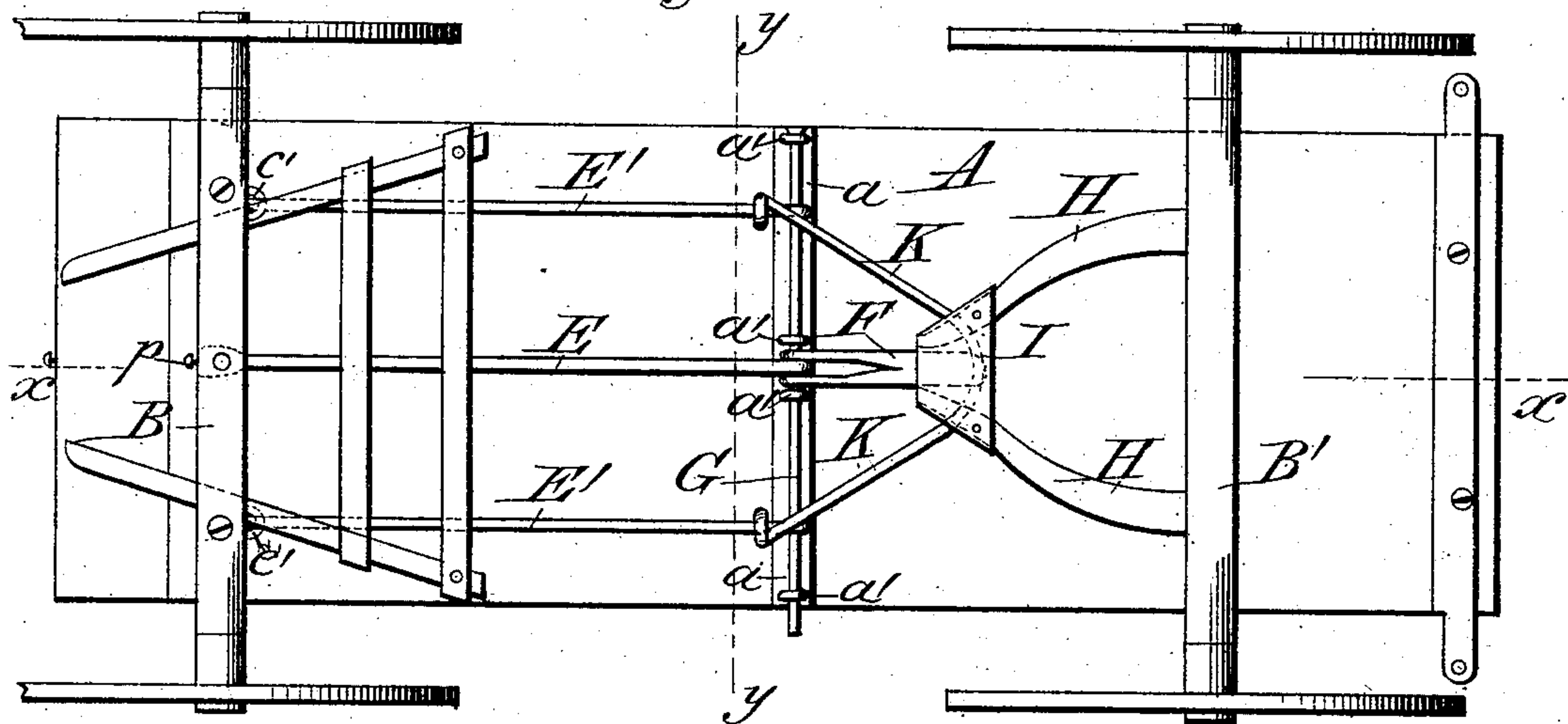


Fig. 2.

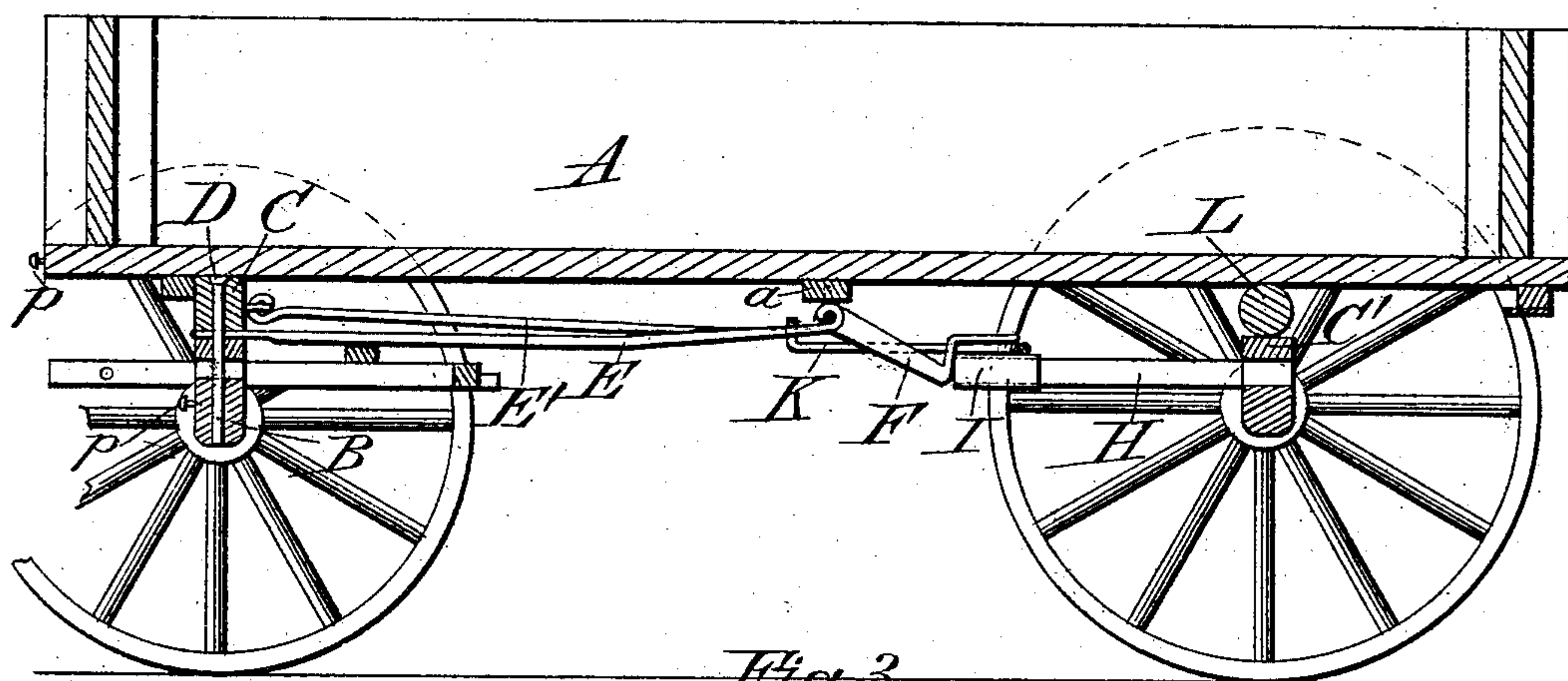
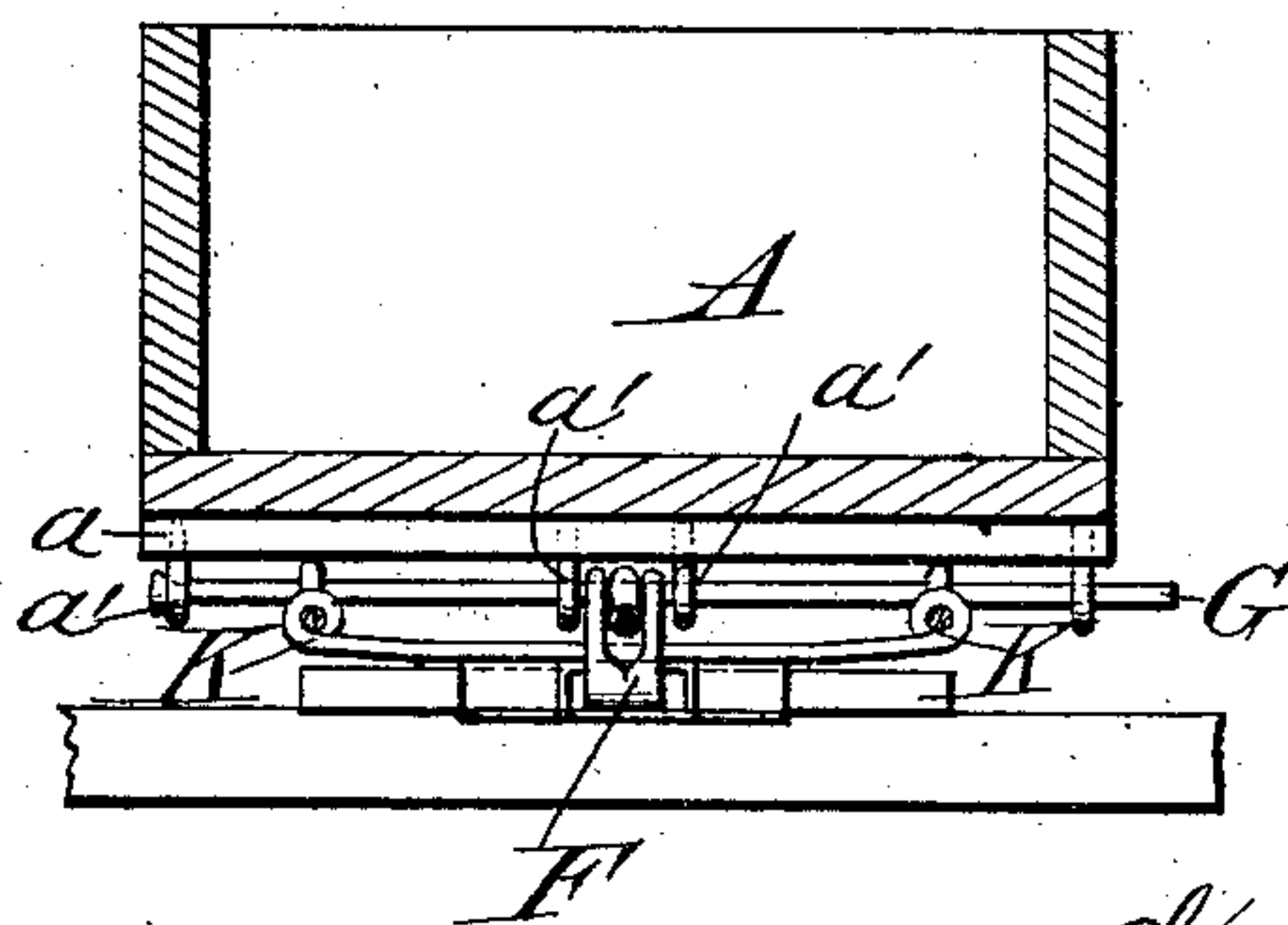


Fig. 3.



Attest:

J. H. Schott.

A. R. Brown

Inventor:

Thomas D. Hanson

Yr O^H Watson & Co
attys

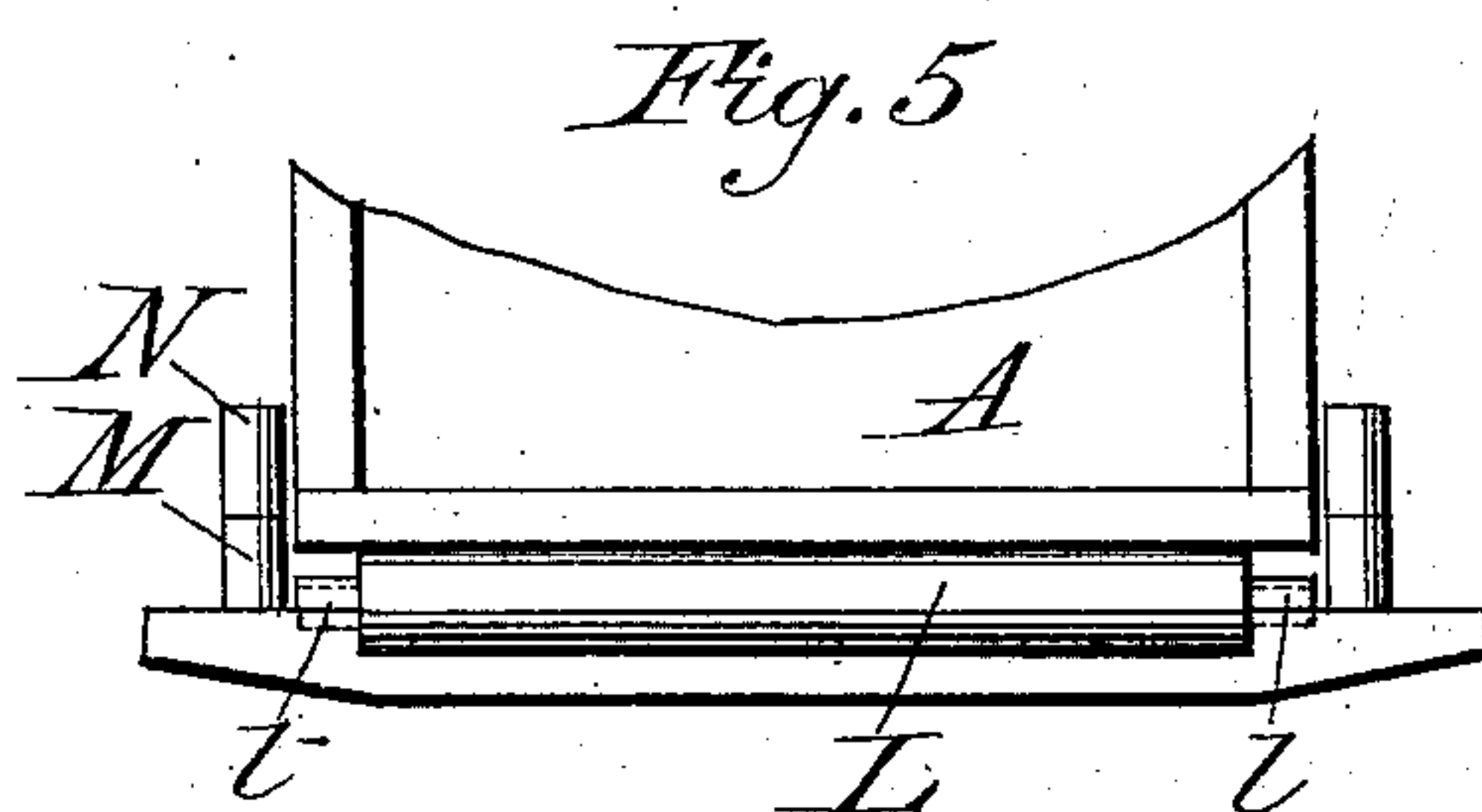
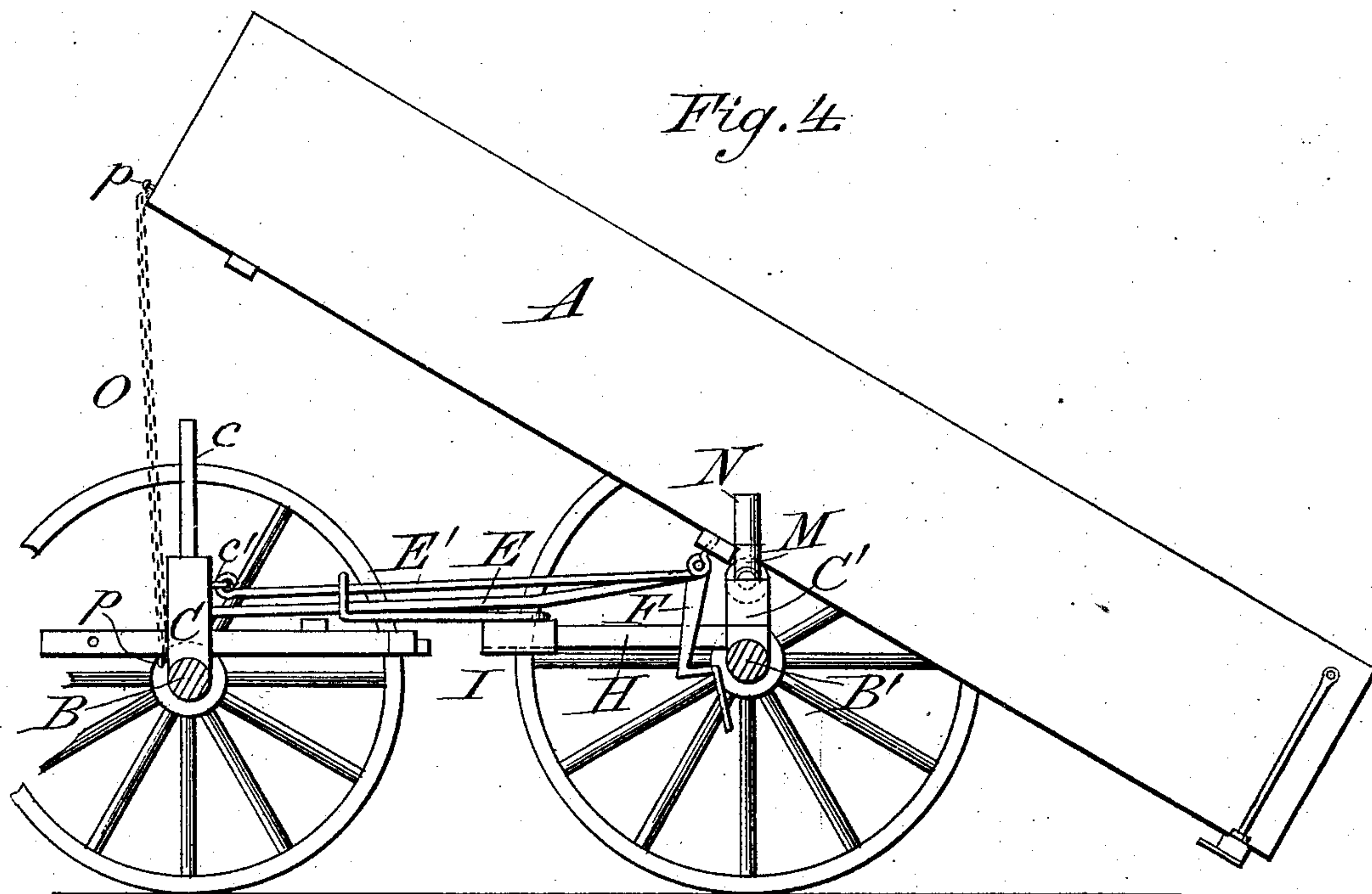
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H. Y. Schott,
A. R. Brown

Inventor.

Inventor.
Thomas D. Slawson.
J. C. Matson & Co
attys

UNITED STATES PATENT OFFICE.

THOMAS D. SLAUSON, OF WATKINS, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 248,222, dated October 11, 1881.

Application filed August 18, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMAS D. SLAUSON, of Watkins, in the county of Schuyler and State of New York, 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, which form a part of this specification.

This invention relates to certain new and useful improvements in dumping-wagons; and it consists in the construction and arrangement of parts, as will be hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a bottom view of a wagon-body embodying my invention. Fig. 2 is a vertical longitudinal section on line *x x* of Fig. 1. Fig. 3 is a cross-section through line *y y* of Fig. 2. Fig. 4 is a view showing the wagon in position for dumping. Fig. 5 is a rear view, showing rollers.

Similar letters indicate similar parts throughout the several views.

A represents an ordinary wagon-body, having the usual front and rear axles, B B', and also the front and rear bolsters, C C', provided with suitable studs or guides, M M. To the center of the bottom of the body A is attached a cross bar or cleat, *a*, having eyes or staples *a'*.

D is the king-bolt, which is inserted through the bolster C and axle B, and also through the eye in the forward end of the center bar, E, which is placed between said bolster and axle.

E' E' are two side bars or rods, whose forward ends are bent into the form of a hook and inserted through two small staples, *c' c'*, in the rear side of the bolster C. The rear ends of the rods E' E' E' are curved or bent to form eyes.

F is a locking-bar, bent and curved in the form shown in the drawings. The rear or bent portion of the locking-bar F is made solid, and the front bifurcated portion or ends are bent outward, and have eyes formed in them.

G is a headed bolt or cross-bar, which is inserted through the eyes *a' a'* of the cleat *a*, and also through the eyes in the rear ends of the

bars E' E' E' and the eyes in the front ends of the locking-bar F.

To the rear axle, B', are attached the curved rear hounds, H H, whose forward ends are confined in the box or casing I. Upon the top of said box I is attached the rear portion of a V-shaped rod, forming oblique braces or guide-rods K K, whose ends are bent upward and curved, so as to form eyes for the passage of the side bars, E' E'.

The rear bolster, C', has attached to its upper portion the anti-friction roller L, which is journaled in suitable bearings, *l*. The studs or guides *m m* on the rear bolster also have anti-friction rollers N N.

A chain, O, or other suitable device is attached to the front end of the body A and the front side of the axle B by means of the pins *p p*.

Instead of the center bar or rod, E, a short reach may be employed, extending back from the king-bolt D, where it is rigidly secured, and having its other end free, so that it can slide back and forth through the box I. When the rear portion of the locking-bar F rests upon the top of the box I, with its bent portion or shoulder bearing against the forward end of the box, the wagon may be backed without danger of dumping.

If it is desired to dump the contents of the wagon, the locking-bar F is released by forcing it upward, so as to disengage its shoulder from contact with the front edge of the box I. The rear wheels are then chocked, when, by backing the team, the side bars, E' E', are caused to slide through the eyes or loops in the ends of the oblique guides K K until the cleat *a* comes in contact with the rear bolster. As the rear ends of the bars or rods E' E' E' are rigidly secured to the wagon-body through the means of the cleat *a* and the connecting bolt or pin G, the forcing back of said bars will necessarily cause the body A to be forced back until its balancing-point rests directly over the axle B. A small amount of pressure exerted upon the wagon-body A, when it is in this position, will cause said body to tilt and thus empty the load it contains. As the body A is forced back, as above described, it causes the rollers L N N to revolve, and by this means lessens to a great extent the friction caused by moving the wagon-body. When the load

has thus been emptied, and it is desired to return the body A to its former position, it is only necessary to reverse the operation by starting the team forward, which will cause the front wheels to revolve, and thus the side bars are made to slide forward through the eyes in the ends of the guides K until stopped by the cleat *a* coming in contact with said eyes. By means of the bars or rods E E' E', the cleat *a*, and the bolt G, the wagon-body A is carried forward, and is guided into proper position upon the bed between the studs *cc* on the bolster C by the studs or guides M M on the bolster C'. As soon as the balancing-point of the wagon-body is brought in front of the rear axle, B', said body drops down upon the bed, and when the cleat *a* comes in contact with the eyes in the ends of the guides K the self-acting locking-bar F drops into place, and then the wagon can be backed without causing it to be dumped.

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

1. In a dumping-wagon, the combination, with the body A, having cleat or cross-bar *a* and rod G, supported in clips or staples se-

cured thereto, of the axles B B', bolsters C C', rods or bars E E' E', extending from the front bolster to the rod or cross-bar G, and the oblique guide-rods K K, attached to the rear hounds, and provided with eyes or loops for the passage of the side bars or rods, E' E', substantially as and for the purpose specified.

2. The combination, with the wagon-body A, of the rear bolster, C', having horizontal roller L, and vertical guide-studs M M, provided with rollers N N, substantially as and for the purpose set forth.

3. The combination, with the wagon-body A, having cross bar or cleat *a* and rod G, clipped thereto, and the rear hounds, H, provided with box I, of the locking-lug F, pivoted on the cross-bar G, and adapted to engage with the box or casing at the front end of the rear hounds, substantially as and for the purpose described.

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

THOMAS D. SLAUSON.

Witnesses:

JOHN H. GAGE,
JAS. D. VOAK.