

(No Model.)

2 Sheets—Sheet 1.

I. B. HAMMOND.
DUMPING WAGON.

No. 277,483.

Patented May 15, 1883.

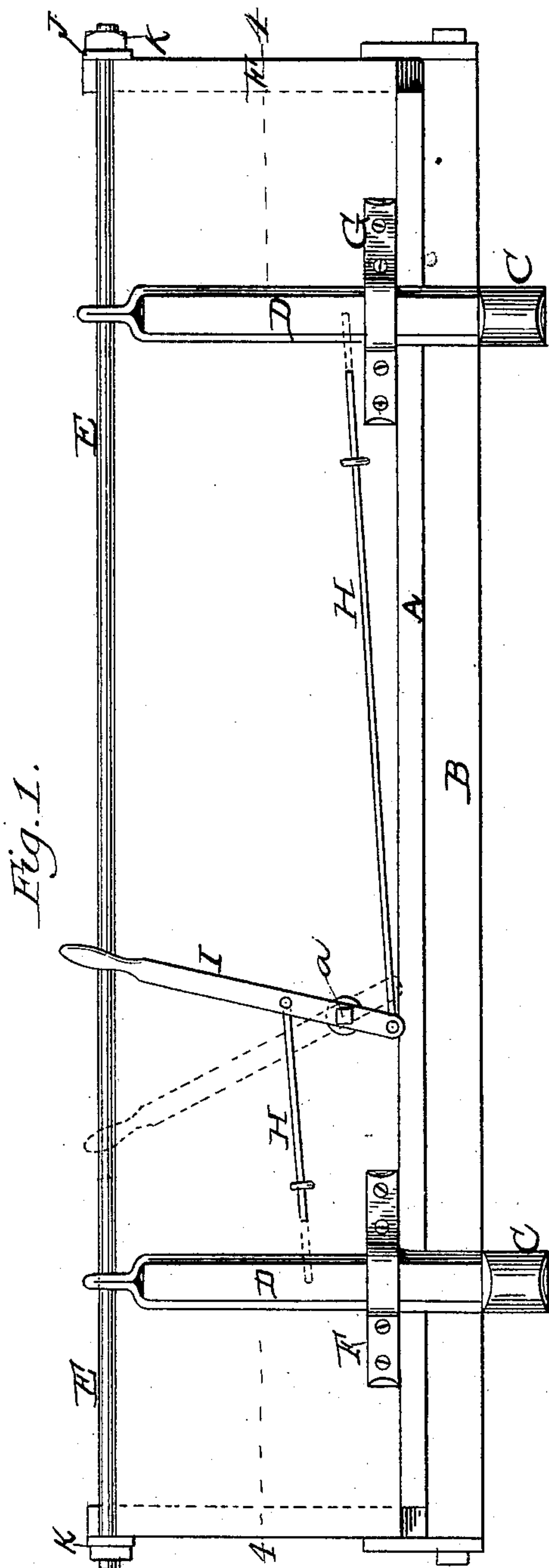


Fig. 1.

Witnesses:

Frank S. Blanchard.
Chris J. Gooch.

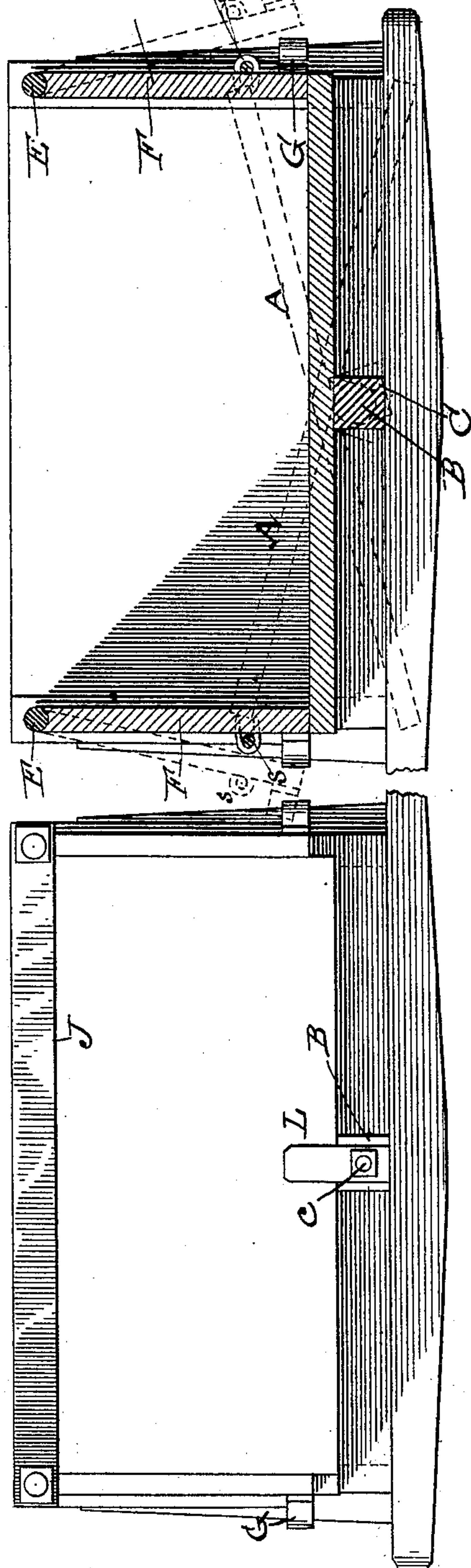


Fig. 3.

Fig. 2.

Inventor:

Isaac B. Hammond
Wm H Lotz
Attorney.

/ By

(No Model.)

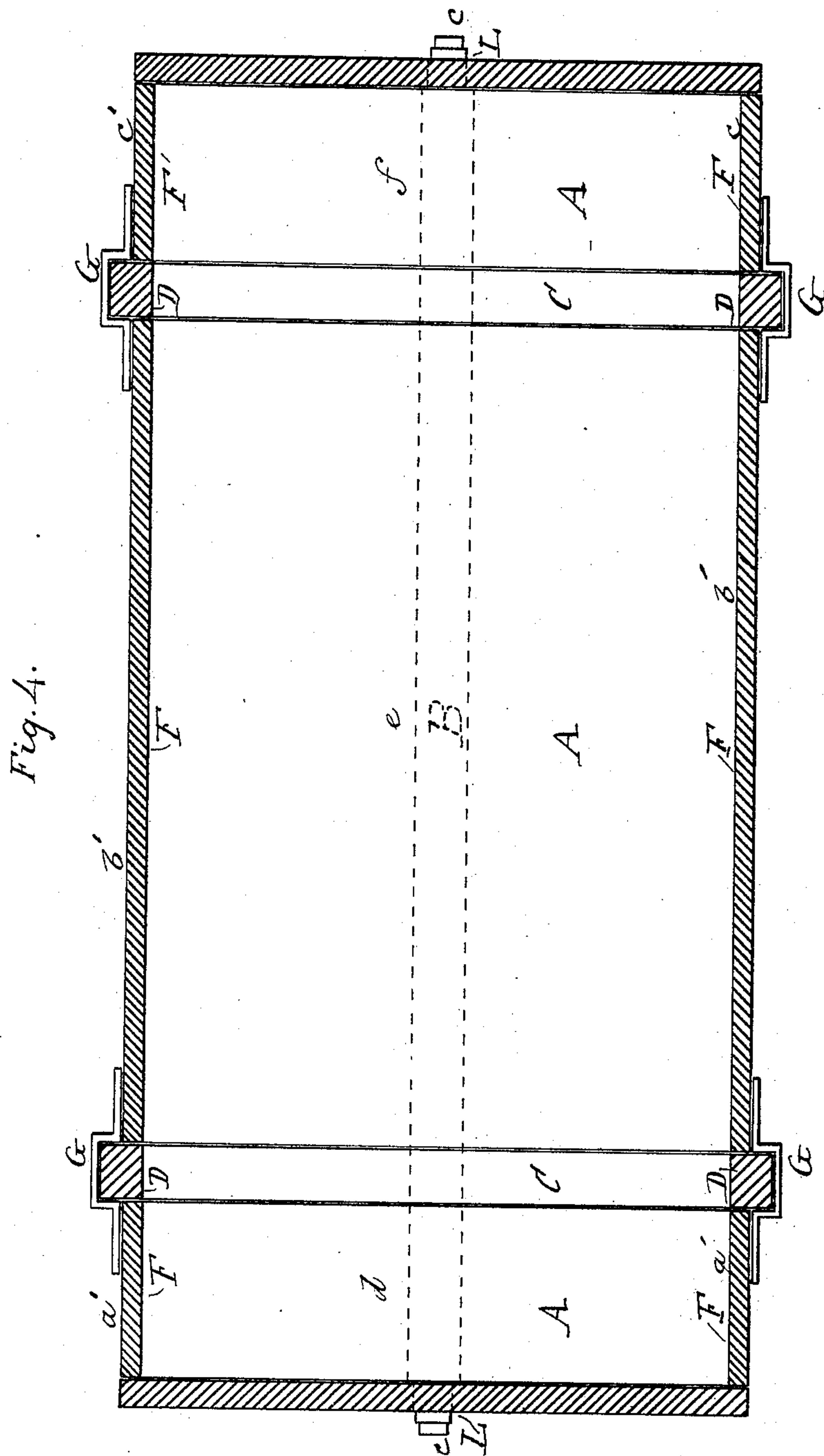
2 Sheets—Sheet 2.

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WITNESSES:

Louis Notting
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UNITED STATES PATENT OFFICE.

ISAAC B. HAMMOND, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-THIRD
TO EDMUND ELLIOTT, OF CHESTER, MINNESOTA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 277,483, dated May 15, 1883.

Application filed December 2, 1882. (No model.)

To all whom it may concern:

Be it known that I, ISAAC B. HAMMOND, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dump-Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention consists in certain improvements in dumping-wagons, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation, Fig. 2 an end elevation, and Fig. 3 a cross-section, of my improved device. Fig. 4 represents a horizontal section on the line 4 4 of Fig. 1, the operating lever and rods being removed.

According to my construction the bottom A is secured to and supported on a longitudinal central beam, B, which is made cylindrical just above the bolsters C, so as to turn therein, and to adapt the same to be swung in either direction, as shown in dotted lines, Fig. 3. The standards D are rigid with the bolsters C, and to the top of these standards are pivotally secured rods E, to which are suspended the side boards, F, of the wagon-box. These sides are made in sections *a' b' c'* to clear the standards, and the sections are connected by stirrups G. The bottom is also made in sections *d e f*, that fit between the bolsters and clear the same in swinging in either direction. The bottom is held in its horizontal position by the sides, when closed, fitting over the side edges. These sides are held closed by rods H, that are connected to a lever, I, above and below the fulcrum *a* of the same, which rods are guided in staples *s*, attached to the sides of the wagon-body, and enter a hole in the standards D. The ends of the wagon-box are held on top by a bar, J, through which the rods E are passed, said rods being secured by a nut, K, at each end. The box is held at its bottom by a cleat, L, which is secured by a bolt and nut, *c*, against the end of the beam B.

When it is desired to unload the wagon the lever I, on the side opposite to that at which

the wagon is to be dumped, is turned in the direction indicated by dotted lines, Fig. 1. This action will draw the inner ends of the rods H out from the staples *s* and the holes in the standards D, within which the inner ends of said rods rest when in locking position, and thereby unlock the side A opposite to that where the dumping is to take place. Immediately on the rods being withdrawn the pressure of the dirt on that side will cause the side and bottom to slightly open and permit a small quantity of the dirt to escape. This will render that side lighter than the opposite side of the wagon, and as the other side is now the heaviest the weight of the earth at such opposite side will overbalance the lighter side and cause the wagon to tilt over toward the heavier side. When the wagon has so tilted, the tilted side and bottom are released by turning the lever I on that side, and the whole of the dirt remaining in the wagon then drops out through the opened side and bottom.

Having thus described my invention, what I claim is—

1. A dump-wagon having sectional sides and bottom, and means for operating the same, substantially as and for the purpose set forth.

2. A dump-wagon having sides composed of the sections *a' b' c'*, substantially as and for the purpose set forth.

3. A dump-wagon having bottom A, composed of sections *d e f*, sides F, composed of sections *a' b' c'*, semi-cylindrical central beam, B, and bolsters C, substantially as and for the purpose set forth.

4. A dump-wagon having sectional side and bottom boards, standards D, beam B, and bolsters C, substantially as and for the purpose set forth.

5. The standards D, rods E, and side boards, F, substantially as and for the purpose set forth.

6. The sectional side boards, F, rods H, and lever I, substantially as and for the purpose set forth.

7. The combination of the sectional side boards, F, and pivotal rods E, substantially as and for the purpose set forth.

8. The combination of the sectional side boards, F, and the stirrups G, substantially as and for the purpose set forth.

5 9. The combination of the bar J, rods E, and nut K, substantially as and for the purpose set forth.

10. The combination, with the bolsters C, of the standards D, rods E, and side boards, F.

In testimony that I claim the foregoing as my invention I affix my signature in presence 10 of two witnesses.

ISAAC B. HAMMOND.

Witnesses:

LOUIS NOLTING,
H. W. HUEHL.