

(No Model.)

G. M. WALLACE.
DUMP WAGON.

No. 283,937.

Patented Aug. 28, 1883.

Fig. 1.

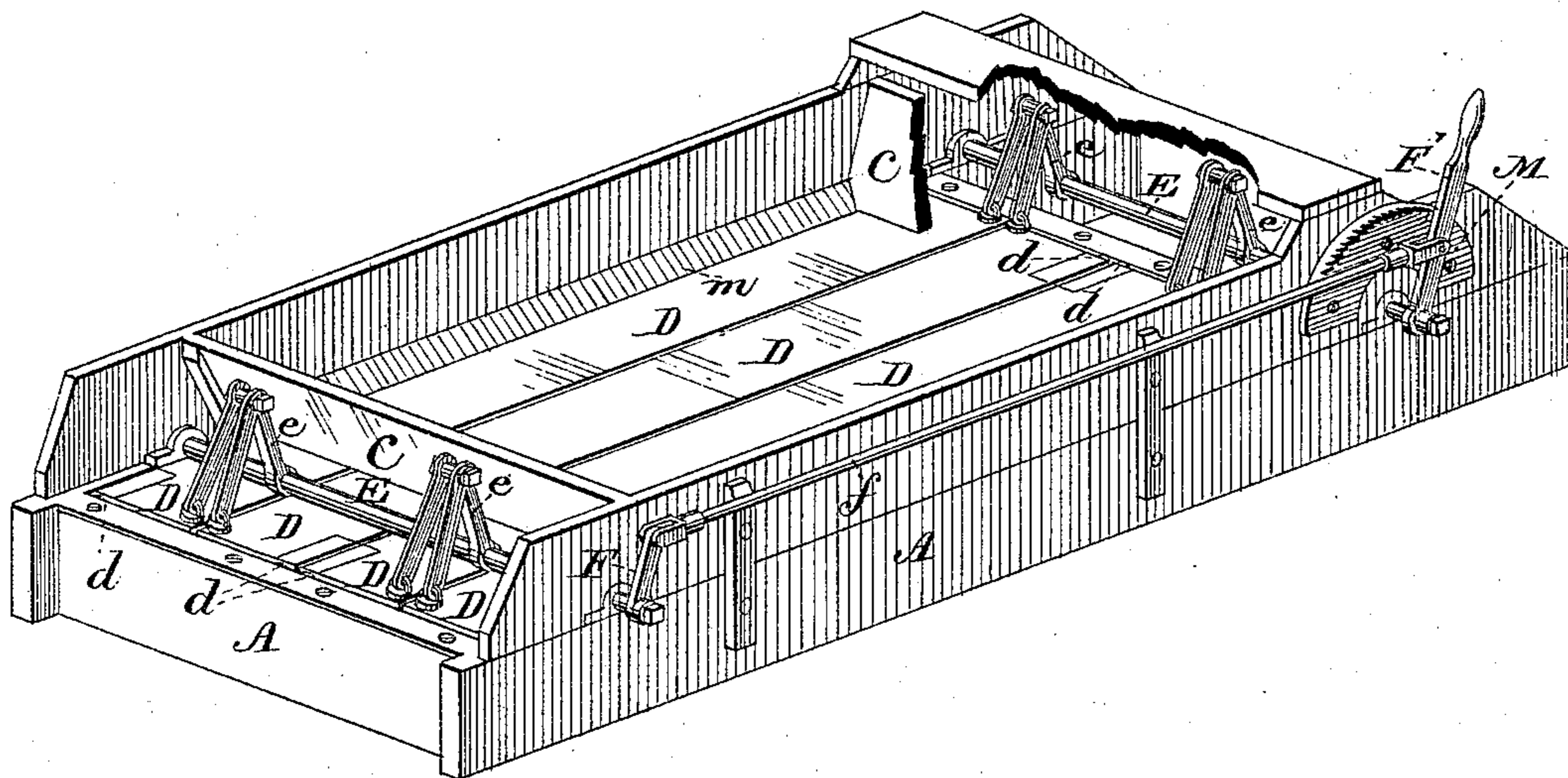


Fig. 2.

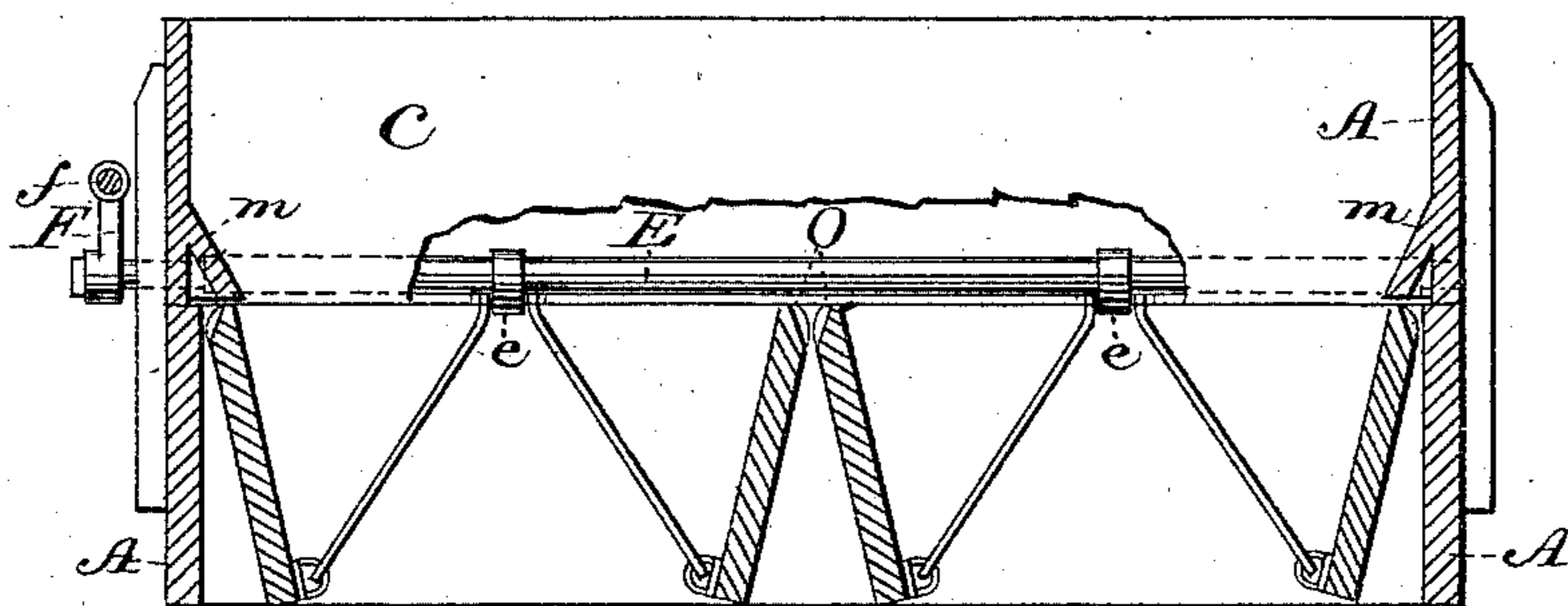
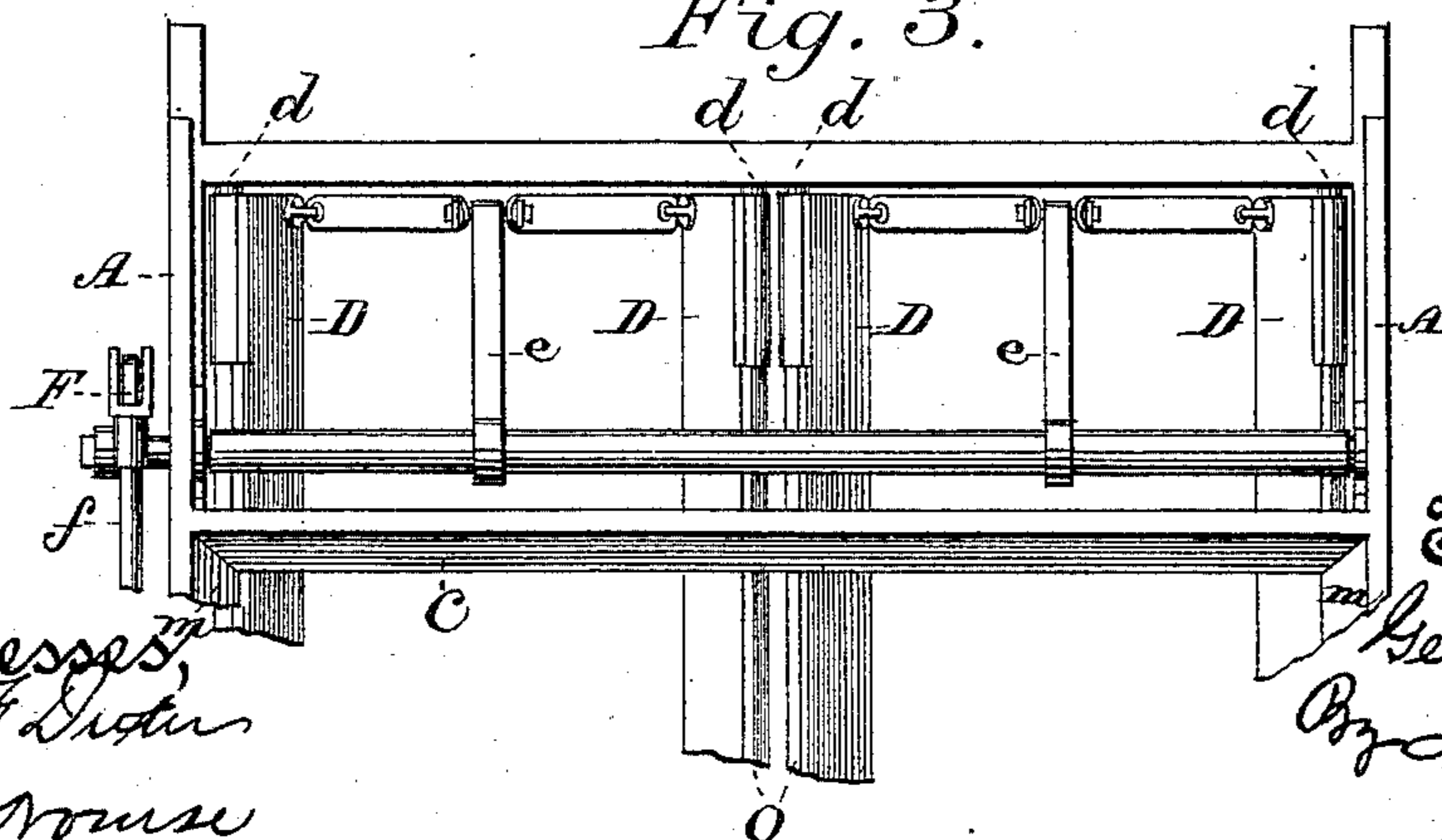


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE M. WALLACE, OF YUBA CITY, CALIFORNIA.

DUMP-WAGON.

SPECIFICATION forming part of Letters Patent No. 283,937, dated August 28, 1883.

Application filed June 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. WALLACE, of Yuba City, county of Sutter, and State of California, have invented an Improvement in Dump-Wagons; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to a new and useful wagon for dumping loads, and commonly known as a "dump" wagon.

It consists in the arrangement of a hinged bottom and the means for operating it, hereinafter described.

Referring to the accompanying drawings, Figure 1 is a perspective view of my dump-wagon, a portion of the front end-gate, C, being cut away to show the shaft E. Fig. 2 is a transverse section with a portion of the rear end-gate, C, cut away in order to show shaft E. The longitudinal boards D are here shown in dumped position. Fig. 3 is a portion of a plan of the rear end of my dump-wagon.

A represents the frame of the wagon, and C the end-gates, set in an inclination, as shown. The bottom of the body is formed of longitudinal boards D, having at each end, at one edge, pins *d*, forming journals or pivots, which are suitably mounted in the end timbers of the frame A.

Mounted transversely at each end upon the frame A are shafts E, adapted to be oscillated by levers F F', connected by a rod, *f*. The lever F' engages with a rack, M. These shafts have cranks *e*, each of which, by means of rods *g*, are connected with the ends of two of the bottom boards at their edges opposite to the pivot-edge. By throwing the main lever F' one way, the shafts are oscillated to throw their cranks down to a horizontal position, and thus to force or allow to separate under the weight of the load the bottom boards, D, which move from a horizontal toward a vertical position. In separating they part in pairs, leaving spaces through which the load may fall. By pivoting them at one edge and making the connection with the other, the boards move wholly downward, no part rising, as one edge would do if they were centrally pivoted. This renders them easy

to operate, as they have no weight to raise. The adjacent edges of each pair are beveled underneath at *o*, so that when the boards are separated these edges are turned up on top and form kind of troughs, in which some of the dirt will settle; but in being brought back to a horizontal position these troughs are opened by the separation of the beveled edges, and thus allow what little dirt they have caught to fall through. In order to prevent dirt from lodging upon the edges of the strips next to the frame, I have protecting-strips *m*, secured to the sides of the frame and covering the edge of the inner strips. When in a horizontal position, the bottom boards lie close together and retain the load, but when thrown down on their edges in a vertical or inclined position they are so separated or opened that the load of dirt or other material will fall through. This operation is easily accomplished, because in dumping, as I have described, the boards fall, and therefore no raising or lifting has to be done until the load is disposed of, when they can be readily returned to position.

By decreasing the number of boards and increasing the width of the spaces, rock may be dumped with as much facility as dirt. The inclined ends or gates give greater capacity to the body, and also furnish a protection or cover for the oscillating shafts.

The arrangement of swinging bottom which I have shown is not in the way of the running-gear of the truck or vehicle upon which the body is placed.

The device can be made at small cost, and will save much time in unloading.

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

1. In a dump-wagon, the frame A, in combination with the independent bottom boards, D, pivoted at one edge of their ends in said frame, and the means for turning said boards edgewise, consisting of the oscillating shafts E, having cranks *e* and rods *g*, connecting said cranks with the other edge of the ends of the boards, the levers F F', and connecting-rod *f*, all arranged and operating substantially as herein described.

2. In a dump-wagon, the frame A, having
ends C, flaring or inclined outwardly, in com-
bination with the pivoted independent bot-
tom boards, D, oscillating shafts E under said
5 flaring ends, the cranks *e*, connecting-rods *g*,
levers F F', and rod *f*, substantially as herein
described.

In witness whereof I have hereunto set my
hand.

GEORGE M. WALLACE.

Witnesses:

O. WALLACE,
R. W. MCGREW.