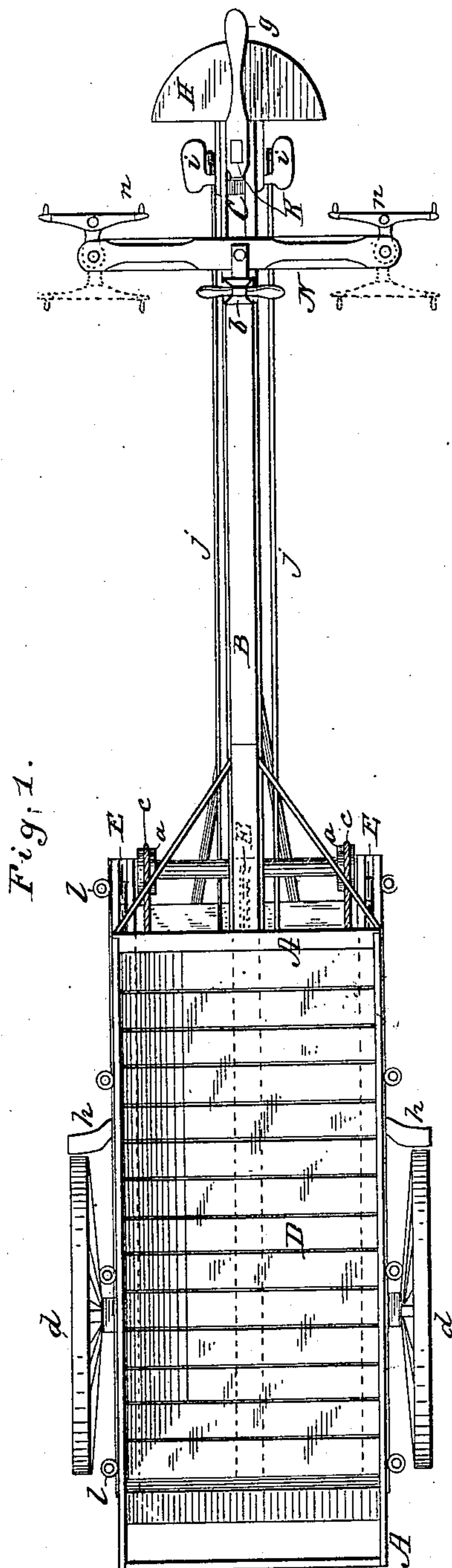


(No Model.)

H. HILD.
DUMPING WAGON.

No. 306,922.

Patented Oct. 21, 1884.

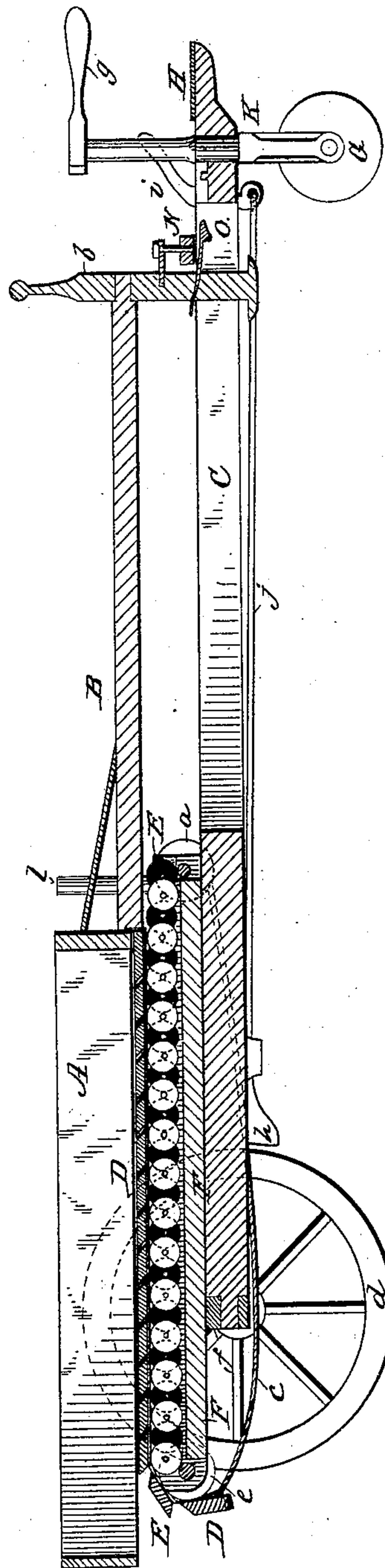


WITNESSES:

Thos. Houghton.

W. X. Stevens.

Fig. 2.



INVENTOR:

Henry Hild
BY *Wm. L.*

ATTORNEYS:

UNITED STATES PATENT OFFICE

HENRY HILD, OF BRITT, IOWA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 306,922, dated October 21, 1884.

Application filed February 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY HILD, a citizen of the United States, residing at Britt, in the county of Hancock and State of Iowa, have
5 invented a new and useful Improvement in Dumping-Wagons, of which the following is a specification.

My invention relates to that class of dumping wagons or carts which discharge their load
10 at the will of the driver without being tipped up; and it has for its object to provide means whereby the driver may direct the power of the team either to haul the load, to dump it, or to return the parts of the wagon to their
15 normal position after dumping; and it consists in the construction and combination of parts forming a dumping-wagon, hereinafter described and claimed, reference being had to the accompanying drawings, in which—

20 Figure 1 is a plan view; and Fig. 2 is a longitudinal vertical section, part in elevation, showing my invention.

A represents the box of the wagon, consisting of vertical sides and end-boards well
25 framed together. This box is secured by its hind board firmly to a beam, B, which is provided with a supporting-post, b, that enters a slot in and is supported on the tongue C.

30 The bottom D of the wagon-body consists of a series of cross-boards beveled at their edges and secured together at their lower edges by iron linges or by links forming two or more chains. The rear slat is secured to the box A.

35 E represents two or more series of rollers journaled in the wagon-frame F, which is mounted rigidly on the axle f of the fore wheels and on the tongue C, which is rigidly framed at its forward end into the axle f of
40 the fore wheels, d, and is supported at its rear end on a rudder or guide-wheel G. A series of rollers, E, consists of two or more rows of rollers, one roller being directly behind the other on one row, and the rollers of
45 one row extending their axes across between the rollers of the other row. Thus the rollers are so journaled that each board or slat of the wagon-bottom rests at each end on two rollers, and the body may be slid endwise on
50 these rollers. A similar series of rollers is

also journaled in a timber under the middle of the wagon-body. At the forward end of the wagon a roller, e, and at the rear end a roller, a, are journaled in the side beams, F. Under these rollers extend two chains or ropes, 55 c, which connect the forward slat with the rear slat, forming a complete belt.

The wagon is drawn by horses hitched to the post b of beam B by means of the double-tree N and whiffletree n. 60

To dump the wagon, the hook O is raised, the horses are driven ahead, pushing the beam B, and with it the wagon-box, the slats of the bottom being drawn under the axle by the chains c. Thus the contents of the wagon will
65 be dumped as the slats of the bottom pass over roller e. The post b of beam B has a cap on its lower end sliding beneath the tongue C, to prevent the beam from being tipped up by the body-box when extended over the forward
70 end of the frame. The hook O secures post b to the pole C, whereby the wagon may be pushed by the team, instead of sliding the body ahead. The whiffletrees are reversibly attached to the double-tree. 75

The wagon-wheels d are provided with a brake, h, which is operated by the driver, who occupies the platform H, by means of a foot-lever, i, and connecting-rod j. The rear wheel, G, is journaled in a vertical revolving post, 80 K, which is provided with a lever, g, by which the driver may use said wheels as a rudder to guide the wagon as he pleases; thus in some measure forcing the team to go as desired.

As the wagon-bottom runs on rollers, and is
85 hauled to and fro by the team, and as each slat of the bottom dumps its load on arriving at the end of the wagon, a load or any portion thereof of very heavy material—such as earth, stones, ore, coal, &c.—may be dumped at the
90 desired spot and all parts returned to their normal position with ease both to the driver and team.

The short vertical stakes l beside the body are provided with rollers to allow the body to
95 pass them easily.

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

1. The combination, with the body A, hav- 100

ing a bottom composed of hinged cross-boards D, of the supporting-frame F, and two rows of wheels, E, journaled at each edge of the said frame, the journals of one row passing
5 between the wheels of the other, and the wheels overlapping each other, as shown and described.

2. The combination, with the box A, the hinged slat bottom D, secured to said box at
10 the rear end thereof, the beam B, and post b, secured thereto, in combination with the frame F, the rollers e and a, the axle f, and the vertically-slotted pole C, as shown and described.

3. The combination, with the wagon-body
15 described, having the beam B and post b, and the frame having the slotted pole C, of a double-tree, N, secured to post b, and means of securing the horses thereto, as shown and described.

4. The combination, with a wagon having 20 a pole, of a platform on the rear end of the pole to carry a driver, a wheel journaled in a post supporting said rear end of the pole, and a handle on said post, substantially as described, whereby the driver supported on said 25 platform may turn said wheel to guide the wagon, as specified.

5. The combination, with the pole C, the beam B, and post b sliding thereon, and the team-connections for hauling the beam B both 30 ways, of the hook O, detachably securing said beam and pole together, as shown and described.

HENRY HILD.

Witnesses:

P. L. ELLSWORTH,
R. B. POPE.