

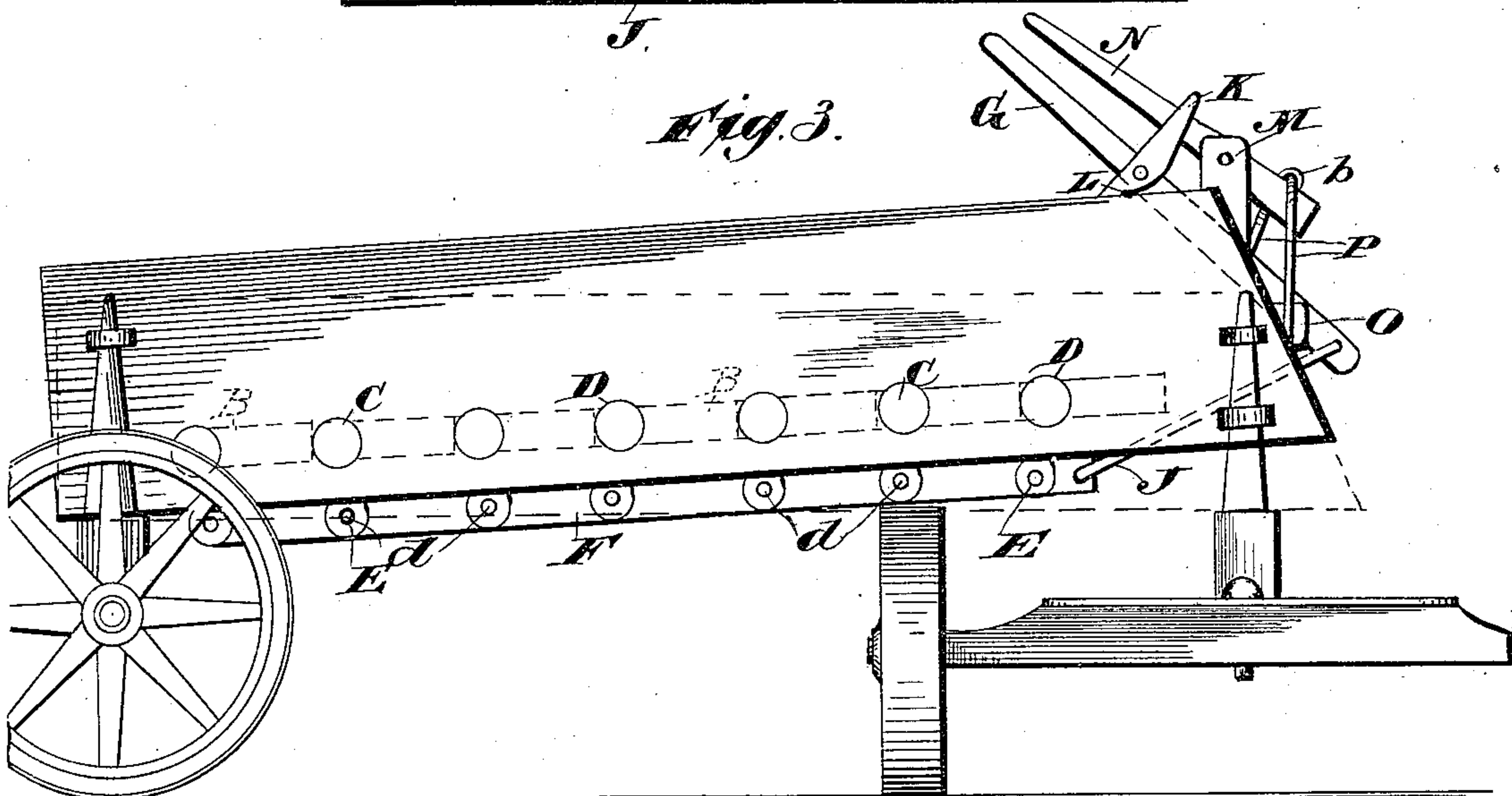
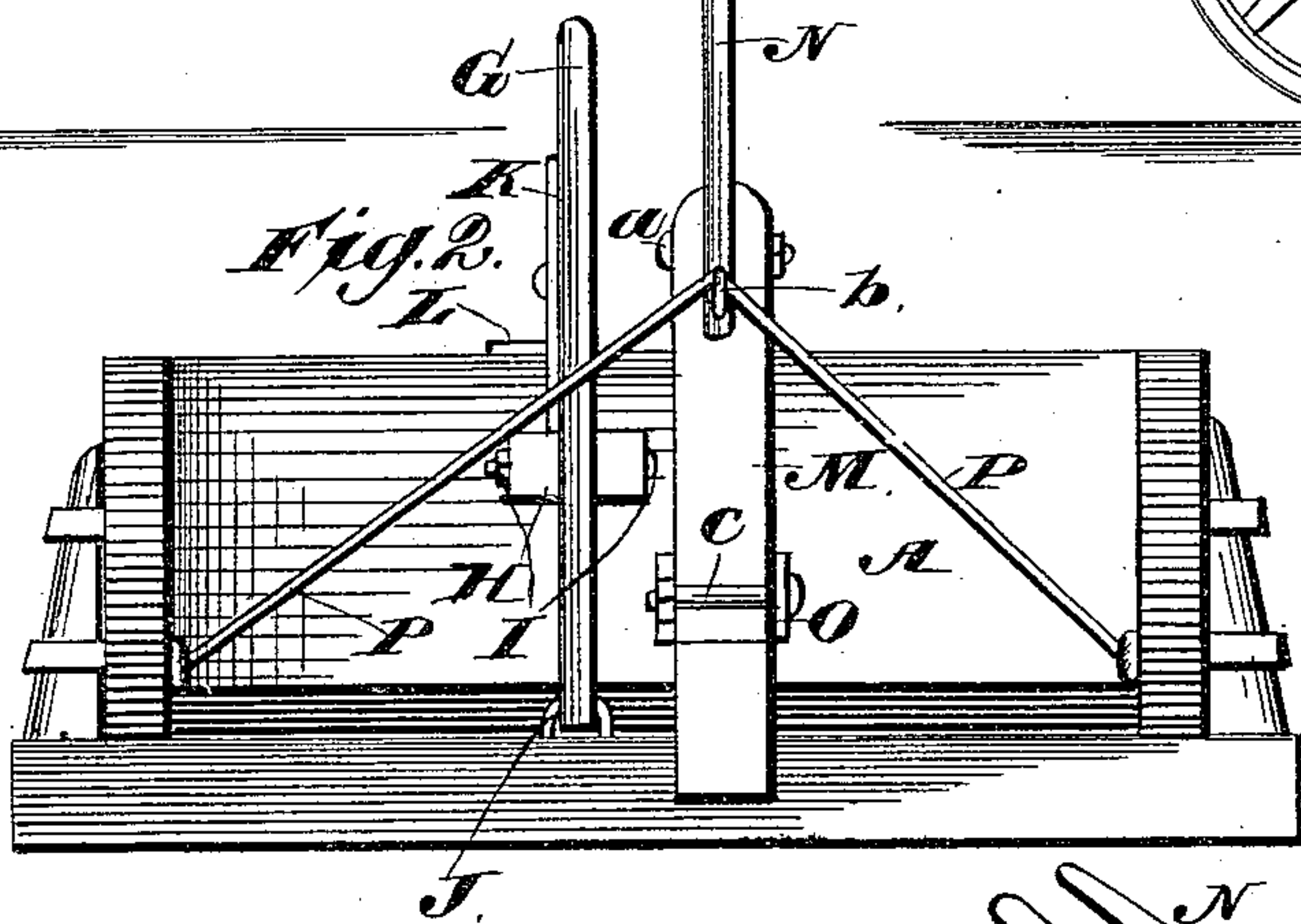
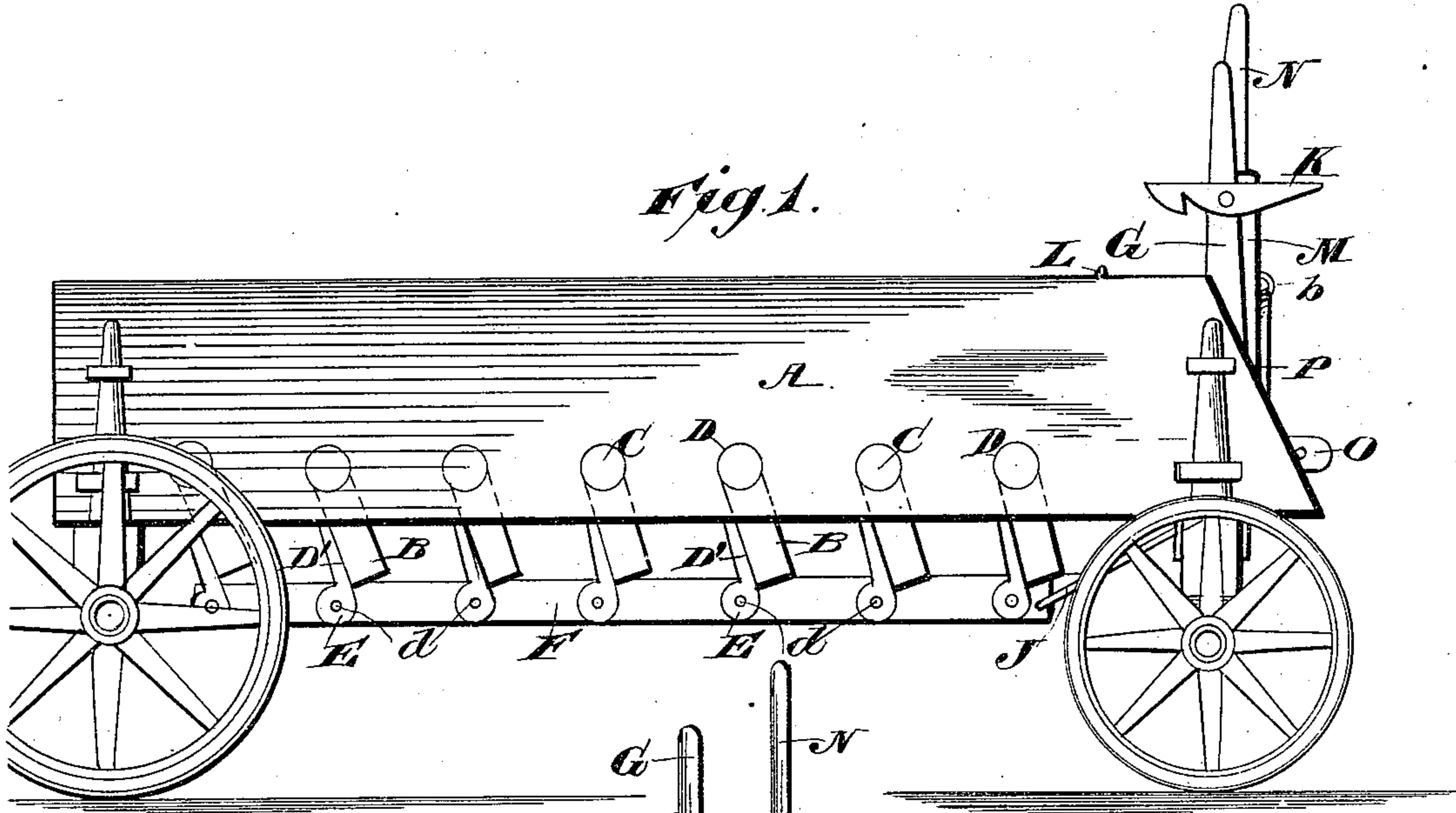
(No Model.)

R. D. SHACKLEFORD.

DUMPING WAGON.

No. 308,385.

Patented Nov. 25, 1884.



Witnesses:
Charles S. Boyer
Ed. Dick

Inventor:
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UNITED STATES PATENT OFFICE.

RICHARD D. SHACKLEFORD, OF PETTIS COUNTY, MISSOURI.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 308,385, dated November 25, 1884.

Application filed July 12, 1884. (No model.)

To all whom it may concern:

Be it known that I, RICHARD D. SHACKLEFORD, of Pettis county, (near Brownsville,) in the State of Missouri, have invented certain new and useful Improvements in Dumping Wagons, Carts, and Cars, &c., of which the following is a full, clear, and exact description.

My invention relates to dumping wagons, carts, and like means for transporting gravel, sand, and similar matters. It is, however, directed mainly to the mechanism for operating the slatted bottom, and also to the mechanism for elevating the front end of the wagon or other vehicle, whereby short turns may be easily, quickly, and safely made.

The nature of my invention and the manner in which the same is or may be carried into effect can best be explained and understood by reference to the accompanying drawings, in which—

Figure 1 is a side elevation of the wagon. Fig. 2 is a front view of the same. Fig. 3 is a side view of the wagon, showing the front end of the same raised above the wheels.

In the accompanying drawings, A is the body of the wagon. It is provided with a bottom formed of a series of transverse slats, B. These slats are provided with continuations or projections C, which enter apertures D, formed in the sides of the wagon-body. Said slats are of such a width that when closed they will fit so closely together that no spaces or crevices will occur. The projections C are preferably formed nearer one edge than the other to facilitate the opening and closing of the slats. Rigidly secured to the under side of the slats forming the bottom of the wagon, and substantially in the center thereof, are cranks D', which are slotted at E, to receive the longitudinal bar F, by means of which they are manipulated, said bar being secured to cranks D' by means of bolts or pivots d, as indicated. It will thus be seen that by placing the longitudinal bar directly in the center of the slatted bottom it will serve very materially to brace and hold in position the series of slats, and prevent any danger of the wagon unloading before desired, in case any of the parts operating directly upon the unloading mechanism should become broken or injured.

To allow of the longitudinal bar D² being operated without the driver having to leave

his seat, I have arranged a lever, G, at the front end of the wagon. To the front end of the wagon is secured a slotted bar, H. Lever G is loosely secured thereto at a suitable point by means of a bolt, I. A rod, J, connects the longitudinal bar D² and lever G, which has secured near its upper end a hook, K, which engages a bar, L—when the slatted bottom is closed—formed on the wagon-body, as indicated.

I now come to describe the mechanism for raising the front end of the wagon, so that short turns may be easily and quickly made. In order to accomplish this result I secure to the front end of the running-gear of the wagon an upright, M, which must be very stout and strong, and is suitably slotted at its upper end to receive a lever, N, held therein by means of a bolt, a. At the lower end of lever N is a staple, b.

To more securely steady the upright M and prevent any chance for movement one way or the other, I secure to the front end of the body of the wagon a second bar, O, which is slotted to receive and support upright M, which is held firmly therein by means of bolt c, as seen in the drawings.

To the front ends of the two sides of the wagon is secured a chain or brace-rod, P, which connects with the staple b.

It will now be seen that by forcing the lever N to the position shown in Fig. 3 the wagon-body will be elevated so as to allow the wheels to pass under it, thereby enabling short turns to be made without any liability of upsetting or otherwise injuring the wagon.

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

1. The combination of the body, movable slats provided with projections, connecting-cranks, and longitudinal bar arranged underneath said slats, substantially in the center thereof, and mechanism, substantially as described, for elevating the front end of the wagon, as and for the purposes set forth.

2. The combination of the wagon-body, movable slats, connecting-cranks, longitudinal bar, connecting-rod J, and mechanism, as described, for locking the said lever to the wagon-body, thereby firmly holding the movable slats—through the intermediary of the longitudinal

bar—in their raised position, for the purposes specified.

3. In combination with a wagon, cart, or other vehicle, an upright secured to the running-gear thereof, bar O, connecting-chain P, and lever N, substantially as and for the purposes set forth.

4. The combination of the wagon-body, movable slats, connecting-crank, longitudinal bar, connecting-rod J, mechanism, substantially as

described, for locking the lever to the wagon-body, upright M, bar O, connecting-chain P, and lever N, all arranged and operating substantially as and for the purposes set forth.

In testimony whereof I have hereunto set my hand this 28th day of June, 1884.

R. D. SHACKLEFORD.

Witnesses:

WILLIAM OWENS,
J. L. FERGUSON.