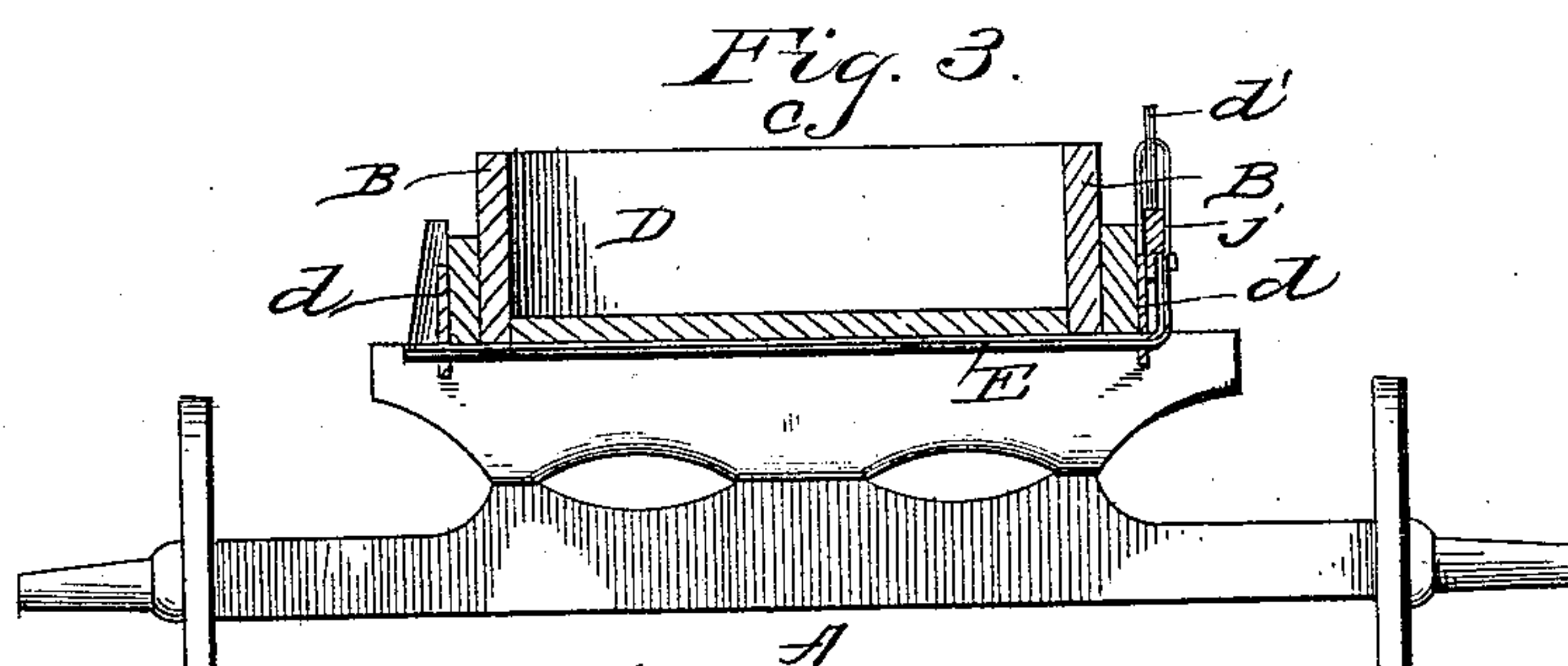
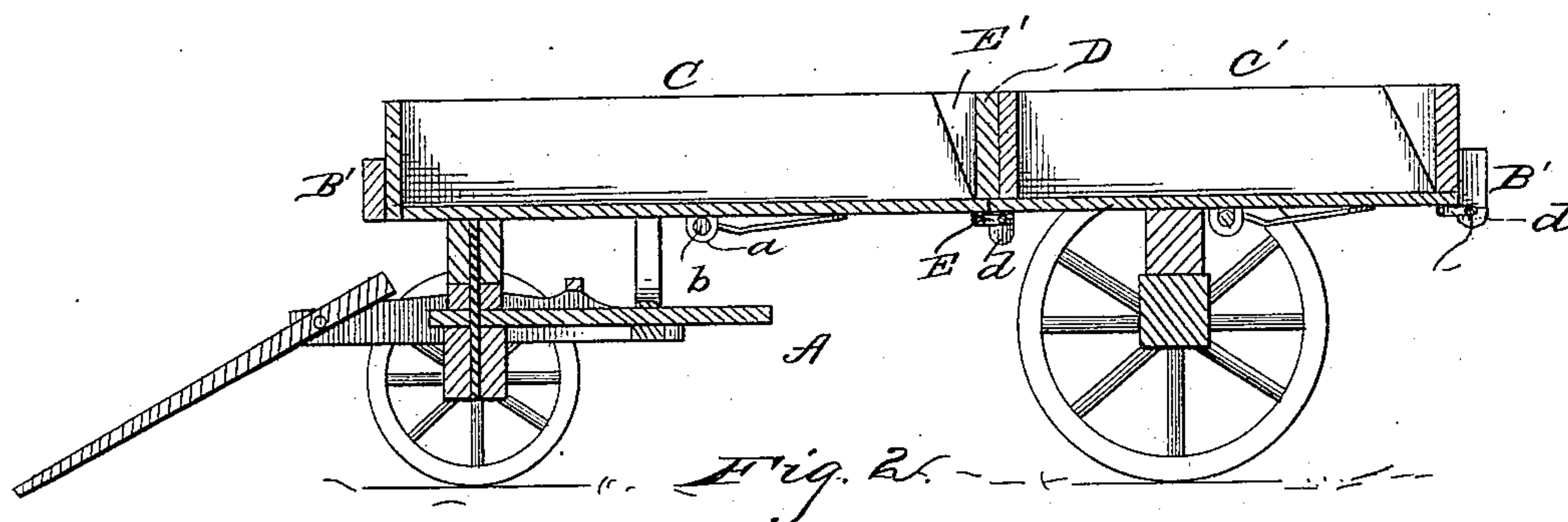
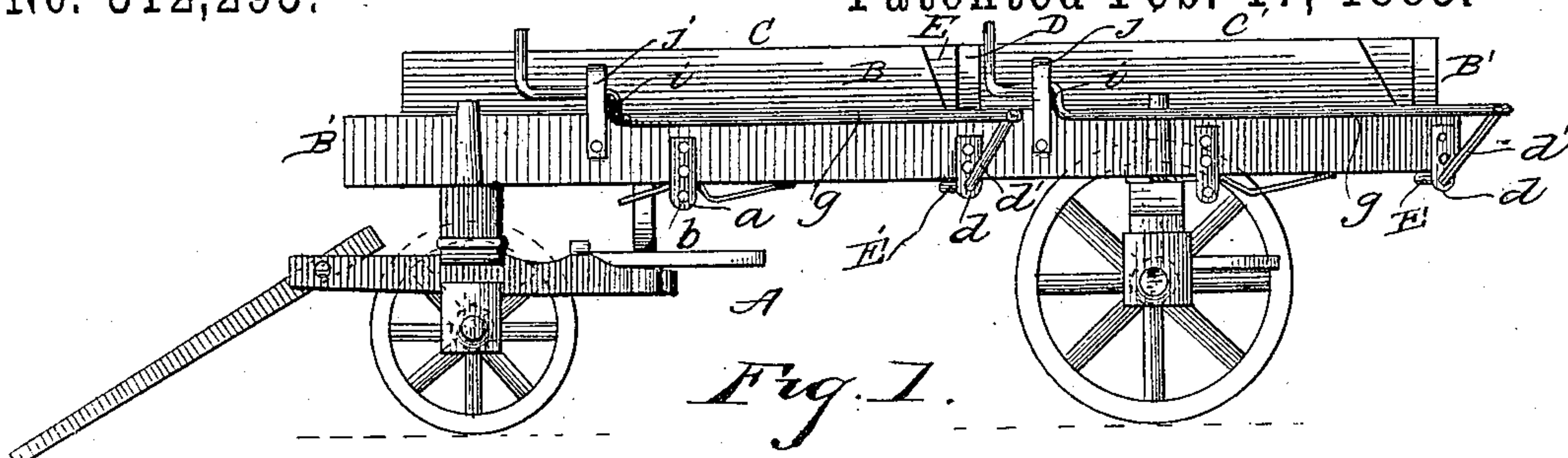


(No Model.)

G. W. REED.
DUMPING WAGON.

No. 312,295.

Patented Feb. 17, 1885.



WITNESSES

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GEORGE W. REED, OF EAST BLOOMFIELD, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 312,295, dated February 17, 1885.

Application filed November 4, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. REED, a citizen of the United States, residing at East Bloomfield, in the county of Ontario and State of New York, have invented new and useful Improvements in Dumping-Wagons, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to dumping-wagons, and more particularly to that class in which two or more boxes are employed, and are adapted to be dumped independently of each other; and it has for its object to provide a wagon of this class with improved means for dumping the boxes and holding them in place when loaded.

A further object of the invention is to provide a dumping-wagon which shall be cheap and simple in its construction, effective in its operation, and one that will be strong and durable.

With the above and other objects in view the invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a dumping-wagon constructed in accordance with my invention. Fig. 2 is a longitudinal vertical section of the same, and Fig. 3 is a transverse vertical section.

In the accompanying drawings, in which like letters of reference indicate corresponding parts in all the figures, A represents the running-gear of an ordinary wagon, and B B' the side and end rails thereof, all being constructed and arranged in any usual or well-known manner.

Upon the side rails, B, are provided downwardly-extending plates *a*, in the ends of which are mounted rods *b*.

C represents the forward, and C' the rear, dumping-box. The box C is pivoted upon the forward rod so that it will dump about midway between the ends of the wagon, while the box C' is pivoted upon the rear rod so that it will dump in rear of the rear axle.

About midway between the two ends of the wagon, and at the rear end thereof, are provided stationary strips or boards D, provided at their ends with forwardly-extending strips E, having their front faces cut off obliquely.

The rear ends of the sides of the dumping-boxes C C' are cut off obliquely, so that when said boxes are raised, as shown in Fig. 1, the said ends of the sides of the boxes will bear against the strips on the stationary boards, and in this manner prevent further upward movement of the rear of the dumping-box, the forward end of the box C resting on the front bolster. By this arrangement, when the boxes are lowered to dump a load, it obviates the necessity of having to remove tail-boards from said boxes.

Upon the under sides of the side rails, adjacent to the rear ends of the dumping-boxes, are provided locking-bars E', the ends of which have bearing in plates *d*, secured to the side rails. The said bars are preferably of metal, and are curved inwardly, as shown. Said locking-bars are also bent upwardly at one end to form crank-arms *d'*. The ends of these crank-arms are pivoted to levers *g*, which are bent to form seats *i* near their forward ends. These levers work in brackets or boxes *j*. It will thus be seen that when the locking-bars are in engagement with the under sides of the dumping-boxes, by pushing said lever downwardly, the angular portions or seats will bear against the rear sides of the brackets and lock the boxes. It will thus be seen that either of the boxes may be dumped independently of the other, and without the necessity of leaving the wagon, the boxes being so pivoted that when the locking-bars are withdrawn from engagement with the rear ends thereof they will drop and dump the load. I have provided flat springs *j'* upon the under sides of the side rails. By this arrangement as soon as the boxes are relieved of their load they are returned to their normal position by means of said springs. The locking-bars may then be thrown into engagement with said boxes by means of the pivoted levers, which, as before described, are connected therewith.

A dumping-wagon constructed as above described is simple, may be manufactured and supplied at a comparatively slight cost, is effective in its operation, and strong and durable.

Having fully 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 pivoted boxes, of springs for return-

ing said boxes to their normal position after being relieved of a load, as set forth.

2. In a dumping-wagon, the combination, with the pivoted boxes, of flat springs adapted to bear against the under sides of the same, locking-bars adapted to support the rear ends of the boxes, and means, substantially as described, for throwing said bars into and out of engagement with the said boxes.

3. In a dumping-wagon, the combination, with the pivoted dumping-boxes, of locking-bars pivoted in plates secured to the sides of the wagon, said bars having crank-arms formed integral therewith at one of their ends, and means, substantially as described, for throwing said locking-bars into and out of engage-

ment with the rear ends of said dumping-boxes, as set forth.

4. The combination, in a dumping-wagon, with pivoted dumping-boxes, of locking-bars adapted to support the rear ends thereof, said locking-bars having integral crank-arms, and rods connected to said cranks, and having their forward ends bent to form seats to engage boxes *j*, substantially as set forth.

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

GEORGE W. REED.

Witnesses:

THEO. MUNGEN,
WM. N. MOORE.