

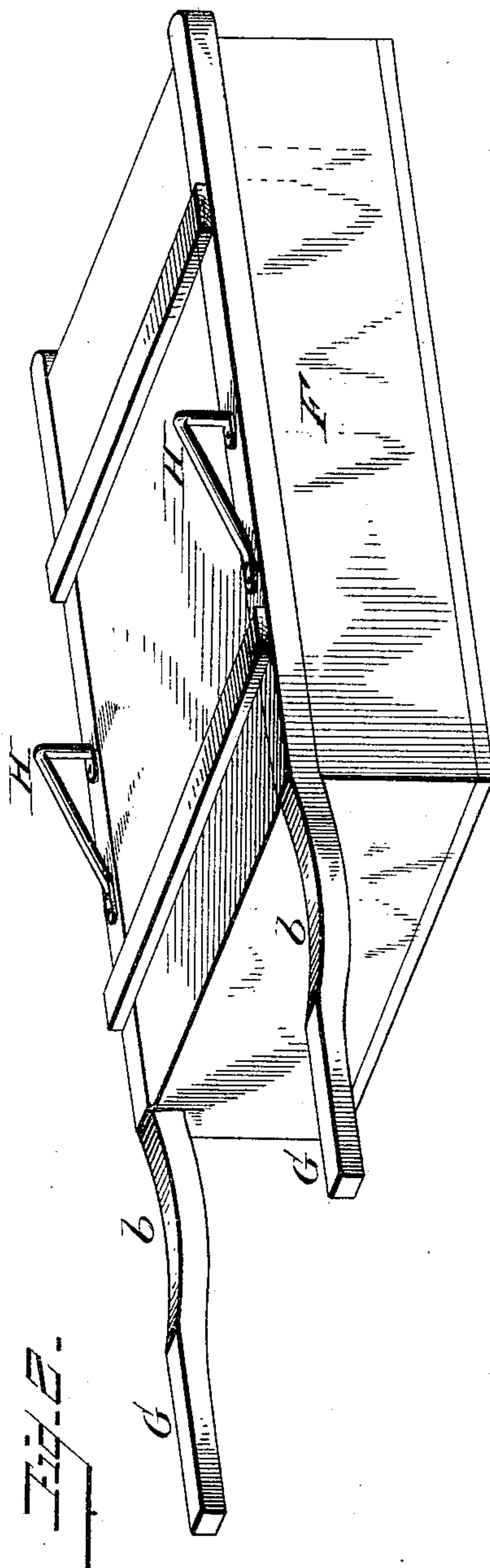
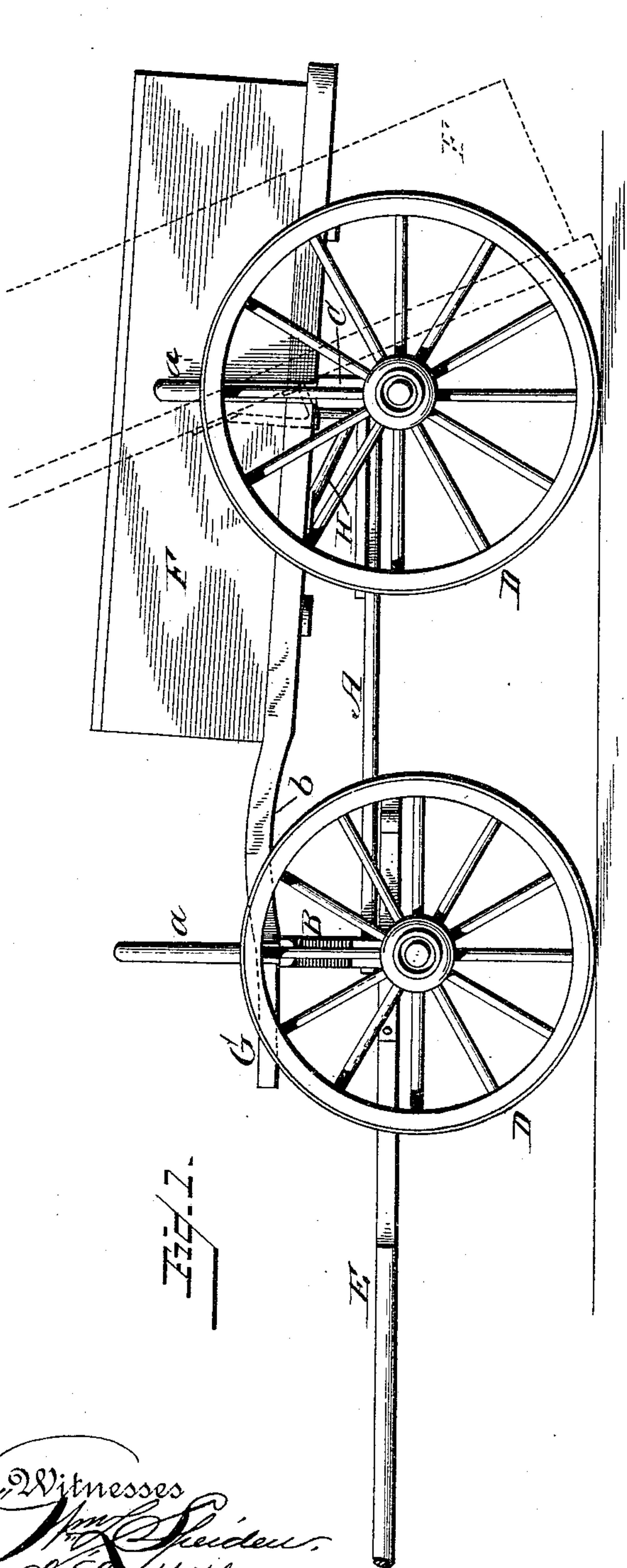
(No Model.)

A. S. MILLER.

DUMPING WAGON.

No. 328,504.

Patented Oct. 20, 1885.



Witnesses
Alfred S. Miller
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UNITED STATES PATENT OFFICE.

ALFRED S. MILLER, OF RICHLAND, MIAMI COUNTY, INDIANA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 328,504, dated October 20, 1885.

Application filed August 6, 1885. Serial No. 173,727. (No model.)

To all whom it may concern:

Be it known that I, ALFRED S. MILLER, a citizen of the United States, residing at Richland township, in the county of Miami and State of Indiana, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side elevation of my improved dumping-wagon, showing in dotted lines the body thereof in position to dump the load, and Fig. 2 a detail view, in perspective, of the under side of the wagon-body.

The present invention has relation to that class of dumping-wagons in which the body thereof is provided with stops a short distance back of its center or balance line to come against the axle, or a bar or rod above it; to form a central fulcrum in dumping the wagon.

The object of the invention is to improve the construction of the above-mentioned class of dumping-wagons, whereby the employment of grooved track and rollers and latching devices heretofore in use are rendered unnecessary; and the invention therefore consists in the details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, that portion of the wagon which I prefer terming the "bed" consists of the reach A and front and rear bolsters, B C, respectively, the bolsters having the usual standards, a, wheels D, supported by the axles, and a tongue provided, as shown at E, to which the team is hitched.

The parts above enumerated are all of the ordinary construction, the term "bed" being used to cover all classes of wagons independent of the wagon-body, and I therefore desire it understood that my invention is equally applicable to any wagon-bed, of whatever construction, or any wagon in which the body or box thereof is capable of removal.

The wagon-body, as shown at F, may be of a size to adapt itself to the size and shape of

the bed or frame upon which it rests, and is provided upon its under side with stops H, which rest against the bolster C when the body is tipped to discharge its load, the bolster serving as the fulcrum, and the handles G the levers.

The handles G, which are at the forward end of the body F, are curved, as shown at b, so that when the wagon-body is brought forward a sufficient distance the curved portion of the handles will rest on the front bolster, B, so that the body will be on a horizontal plane after the load has been discharged.

When the load is being carried, the forward ends or straight portion of the handles G rest on the bolster B, bringing the body F on an incline, as shown in Fig. 1, thereby enabling the load to be more readily dumped, and when not required as a dumping-wagon the body can be removed and the wagon used for any other purpose desired, such as hauling lumber or for general farm use.

When the wagon is loaded and the body thereof in position, as shown in Fig. 1, the greater weight is forward, and in dumping the load the driver stands on the forward axle or bolster, taking hold of the handles and raising them up to such height that the center of gravity or greater weight of load is back of axle, when the body and load tips into position, as shown in dotted lines, and the load emptied, the stops holding the body from sliding backward, after which it regains its position.

As will be noticed, no hinges or other like devices are used to fasten the body to the wagon-bed, or no latches or locking devices employed for holding the wagon-body in position, all these attachments being dispensed with, thus enabling the body to slide on the bed of the wagon to be tilted, and removed to adapt the wagon to other uses.

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

1. In a wagon, the combination, with the bed or frame thereof, of a removable body or box having lever-handles at its forward end, and stops upon its under side to serve as fulcrums

to dump the load, substantially as and for the purpose set forth.

- 5 2. In a wagon, the combination, with the bed or frame thereof, of a sliding, tilting, and removable body or box provided upon its underside with stops, and having curved lever-handles at its forward end, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ALFRED S. MILLER.

Witnesses:

NOTT N. ANTRIM,
JAMES M. BROWN.