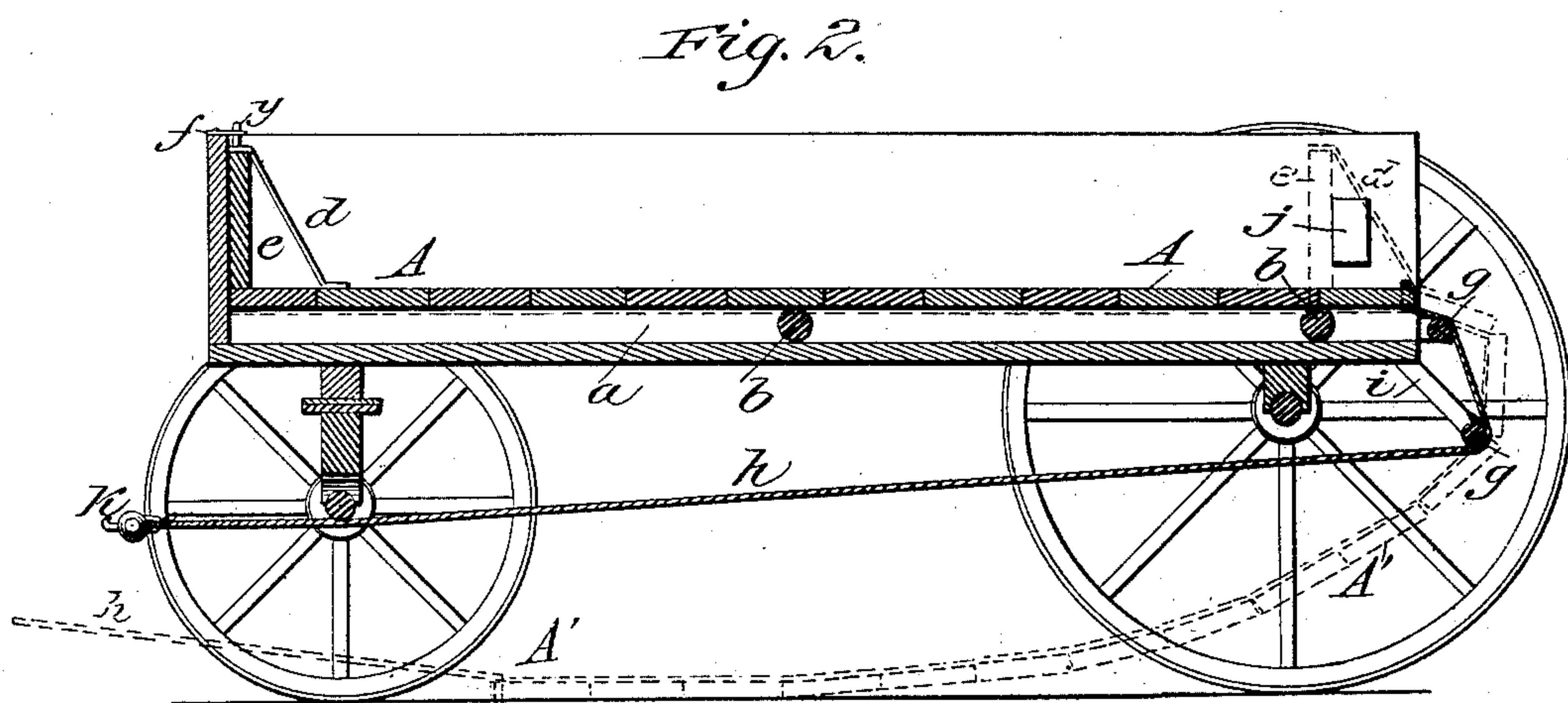
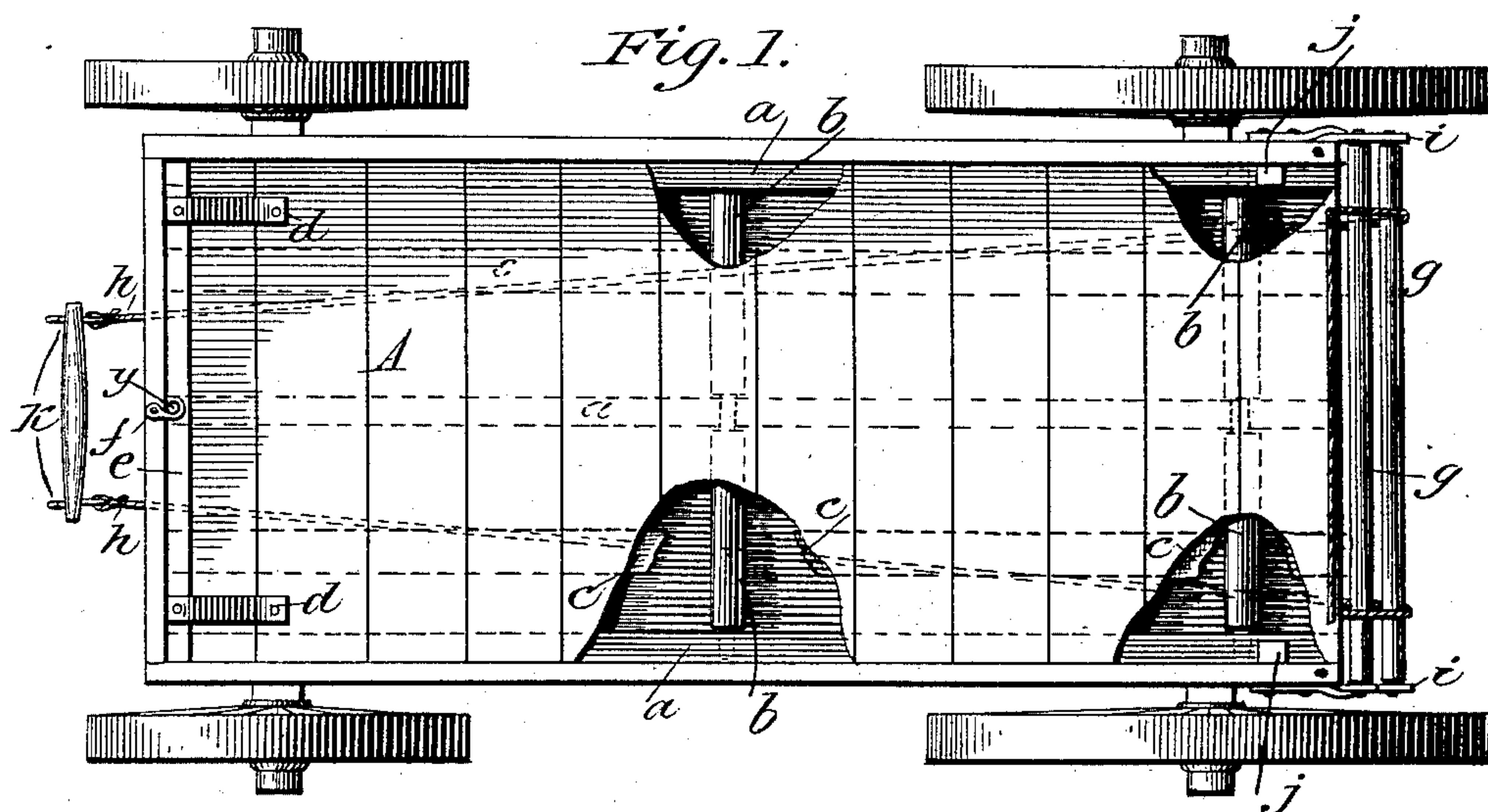


(No Model.)

J. WAGNER.  
DUMPING WAGON.

No. 360,493.

Patented Apr. 5, 1887.



Witnesses.  
Frederick Krouse  
Frank Ramsey

Inventor.  
John Wagner

# UNITED STATES PATENT OFFICE.

JOHN WAGNER, OF OLEAN, NEW YORK.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 360,493, dated April 5, 1887.

Application filed November 13, 1886. Serial No. 218,816. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN WAGNER, a citizen of the United States, residing at Olean, in the county of Cattaraugus and State of New York, have invented a new and useful Dumping Apparatus, of which the following is a specification.

My invention is an apparatus for dumping any material from any wagon, cart, truck, car, railroad-car, and all vehicles having boxes or platforms in which or on which any material is conveyed or contained, or from any stationary receptacle, box, or platform.

The objects of my invention are, first, to lessen the amount of labor at present required for unloading any vehicle, box, or platform above referred to; second, to lessen the amount of time at present required for accomplishing said labor, and, third, to accomplish the same without human effort. I attain these objects by the apparatus illustrated in the accompanying drawings, in which—

Figure 1 is a top view in perspective of the entire apparatus in the box on an ordinary lumber-wagon; Fig. 2, a vertical section of the entire apparatus and wagon.

Similar letters refer to similar parts in both views.

*a a a* represent three small timbers extending lengthwise in the bottom of the box, in which the rollers *b b b b*, extending crosswise, fit and revolve in wood or metal bearings.

*c c* represent two strips of strong leather belting or other stout flexible material, or two series of hinges, extending lengthwise, to which are fastened separately the boards composing the platform *A A*.

*d d* are two braces, of iron, fastened to the platform *A A* and the front or dash board, *e*, to keep it at all times in proper upright position.

*f* is a hook or link hooked over the small standard *y*, fastened to front board, *e*, to keep the platform *A A* in position when not unloading.

*g g* are two rollers fastened to the box by

means of the irons *i i i i*, around which said rollers roll when in the operation of dumping the platform *A A*, and the cables or chains *h h* fastened to the end of the platform. At the end of the cables or chains are hooks *k k*, to which may be hitched a team for dumping.

*j j* are two small cleats fastened on the inside to the sides of the box, to prevent the front part of platform from dropping out to the ground.

In Fig. 2, *A A* represent the platform's position when in the box, and *A' A'* its position immediately after dumping.

I claim—

1. A dumping-wagon having the hinged sectional platform *A*, the rollers *b*, the rope or equivalent device *h*, attached at one end to the rear of said platform *A* and provided at the other and loose end with means for the attachment of a motive power whereby the platform can be withdrawn from the end of the wagon, as set forth.

2. The combination, in a dumping-wagon, having the platform *A*, dash-board *e*, braces *d*, and means for attaching said platform to the front end of the wagon, of the sides of the wagon provided with the cleats *j j*, and the rear end of the platform provided with means for withdrawing the same from the body, as set forth.

3. A dumping-wagon having the platform *A*, rollers *b*, and rollers *g*, the latter attached to the end of the wagon-box by the irons *i*, and means, as set forth, for withdrawing said platform from the wagon.

4. The herein-described dumping-wagon, consisting of the body having the timbers *a*, in which are journaled rollers *b*, the hinged sectional platform *A* and cables *h*, attached to said platform and having hooks *k*, all as described.

JOHN WAGNER.

Witnesses:

FREDERICK W. KRUSE,  
FRANK RUMSEY.