

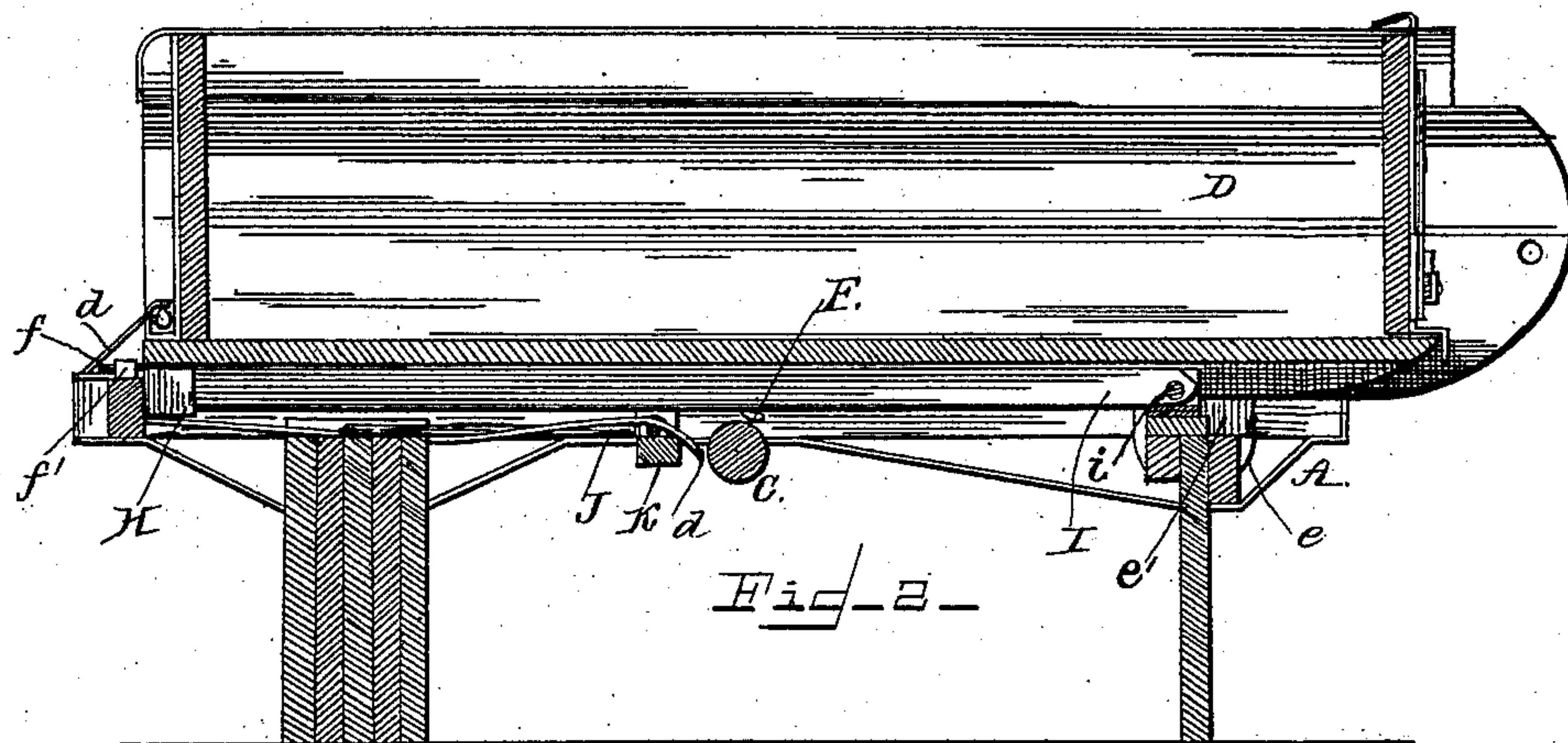
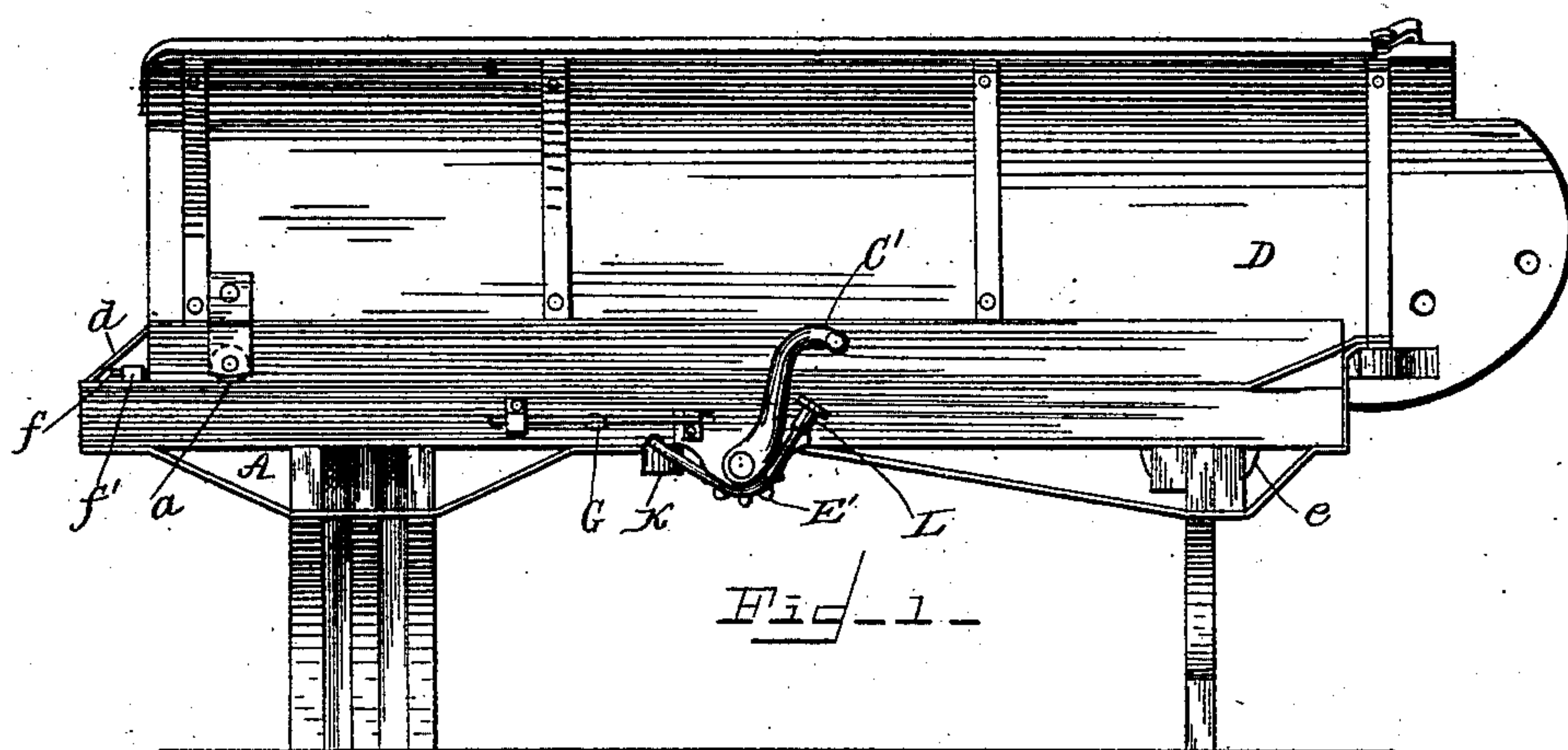
(No Model.)

2 Sheets—Sheet 1.

J. W. DUNHAM & F. P. & G. W. KISINGER.
DUMPING WAGON.

No. 360,799.

Patented Apr. 5, 1887.



J. W. Dunham
F. P. Kisinger
G. W. Kisinger
Inventors

Witnesses
R. W. Bishop.
J. W. Finch.

By their Attorney

H. F. Tunn's

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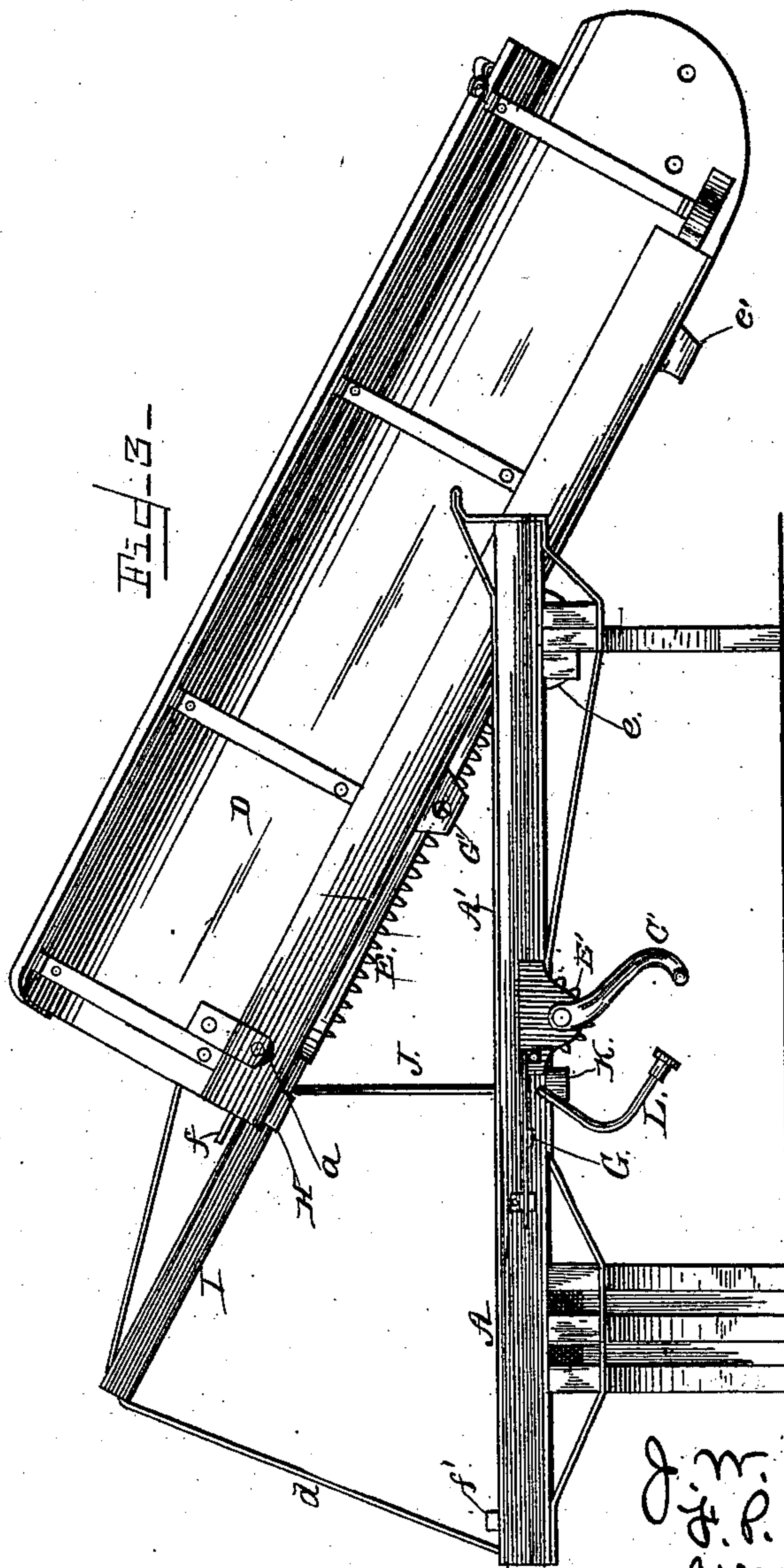
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UNITED STATES PATENT OFFICE.

JOSEPH W. DUNHAM, OF ENGLEWOOD, AND FRANK P. KISINGER AND
GEORGE W. KISINGER, OF DANVILLE, ILLINOIS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 360,799, dated April 5, 1887.

Application filed August 11, 1886. Serial No. 210,611. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH W. DUNHAM, a citizen of the United States, residing at Englewood, in the county of Cook and State of Illinois, and FRANK P. KISINGER and GEORGE W. KISINGER, citizens of the United States, residing at Danville, in the county of Vermilion and State of Illinois, have invented certain new and useful Improvements in Dumping-Wagons; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to dumping-wagons; and it consists in certain improvements on the wagon for which Letters Patent No. 340,494 were granted to us on April 20, 1886, as will be hereinafter fully set forth, and then pointed out in the claims.

In the accompanying drawings, which fully illustrate our invention, Figure 1 is a side elevation of our improved wagon. Fig. 2 is a central vertical longitudinal section, and Fig. 3 is a side elevation showing the device in position for dumping.

A represents a wagon-bed mounted on wheels in the usual manner, and having its side bars provided with metallic strips A' on their upper edges, which serve as a track for the rollers a, as will be hereinafter more fully referred to. To this bed is journaled the shaft C, which is located, preferably, midway the bed, and is provided with a crank, C', by means of which the shaft is turned.

The wagon-body D is connected to the shaft C by a rope, d, in a manner similar to that shown in our before-mentioned Patent No. 340,494.

The wagon-body D can be of any desired length, and is supported upon the wagon-bed by means of the small rollers a, which are secured to the wagon-body near the front end of the same and run upon the track A'. The rear end of the wagon-body rests upon rollers journaled in the castings e, secured to the rear cross-bar of the wagon-bed, and are also sup-

ported by the blocks e', which are secured to the under side of the wagon-body and rest upon the said rear cross-bar of the wagon-bed.

The wagon-body is also provided on its under surface with a rack-bar, E, adapted, when the body is in its normal position, to rest in contact with a pinion, E', rigidly secured to the shaft C, and with the stops or abutments F, which latter are located in a line with the rollers secured in the castings e, and adapted to strike said rollers when the wagon-body is moved rearwardly sufficiently to cause it to tilt or dump. These stops are located near the opposite side edges of the wagon-body at or approximately at the center of gravity of said body, and the rear ends thereof are made hook-shaped, to enable them to take under the rear rollers and prevent them being drawn over the rollers.

The wagon-body is also provided at its forward end with the projecting rods or strips f, which engage the loops f' on the wagon-bed, and thereby aid in holding the wagon-body in position on the bed. A bolt or latch, G, is secured upon the side of the wagon-bed and engages a perforated plate, G', on the under side of the wagon-body, and thereby locks the body in position when being loaded, and holds it against dumping while being drawn along the road.

On the under side of the wagon-body, at its front end and midway the two sides, we secure the stirrup H. A stay-bar, I, has its forward end inserted in this stirrup, and its rear end is pivotally secured between two lugs on the upper side of the rear cross-bar of the wagon-bed by means of the pivot-pin i, passed through the said lugs and the end of the stay-bar. When the body is tilted, the stirrup H will raise the front end of this bar, and the stay-bar will be carried to the height to which the body is carried, and as the bar can have no motion from side to side it follows that the wagon-body can have none, and a steady motion of the same will be obtained. Upon reference to the drawings it will be seen, also, that the wagon will be guided in a straight line in its backward motion by the stay-bar and the stirrup before it begins to tilt.

J is a prop, which is supported upon a cross-

beam, K, of the wagon-bed, and it is formed with an arm which extends through the side beam of the wagon-bed, and the end of this arm is bent to form the operating lever and handle L, by means of which the prop is elevated to support the wagon-body when tilted, as shown, and turned down flat upon the wagon-bed when not in use.

The operation of our present wagon is the same as that covered by the hereinbefore-mentioned Patent No. 340,494, and a detailed description of the same need not be here given.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the bed and the body of a dumping-wagon, of a prop secured upon the bed and adapted to support the body, the said prop having an arm which rests upon a cross-bar of the bed and extends to and past the side thereof, and having its end bent to

form an operating-lever, substantially as set forth.

2. The combination, with the wagon-body and the bed, of a perforated plate secured to the body and a bolt secured to the bed engaging the perforation in the plate on the body, substantially as specified.

3. The combination of the wagon-bed, the body, a stirrup secured to the under side of the body at its forward end, and a stay-bar pivotally supported upon the rear cross-bar of the bed and engaging the stirrup on the body, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

JOSEPH W. DUNHAM.

FRANK P. KISINGER.

GEORGE W. KISINGER.

Witnesses:

A. P. NOYES,

BYRON N. ROOKS.