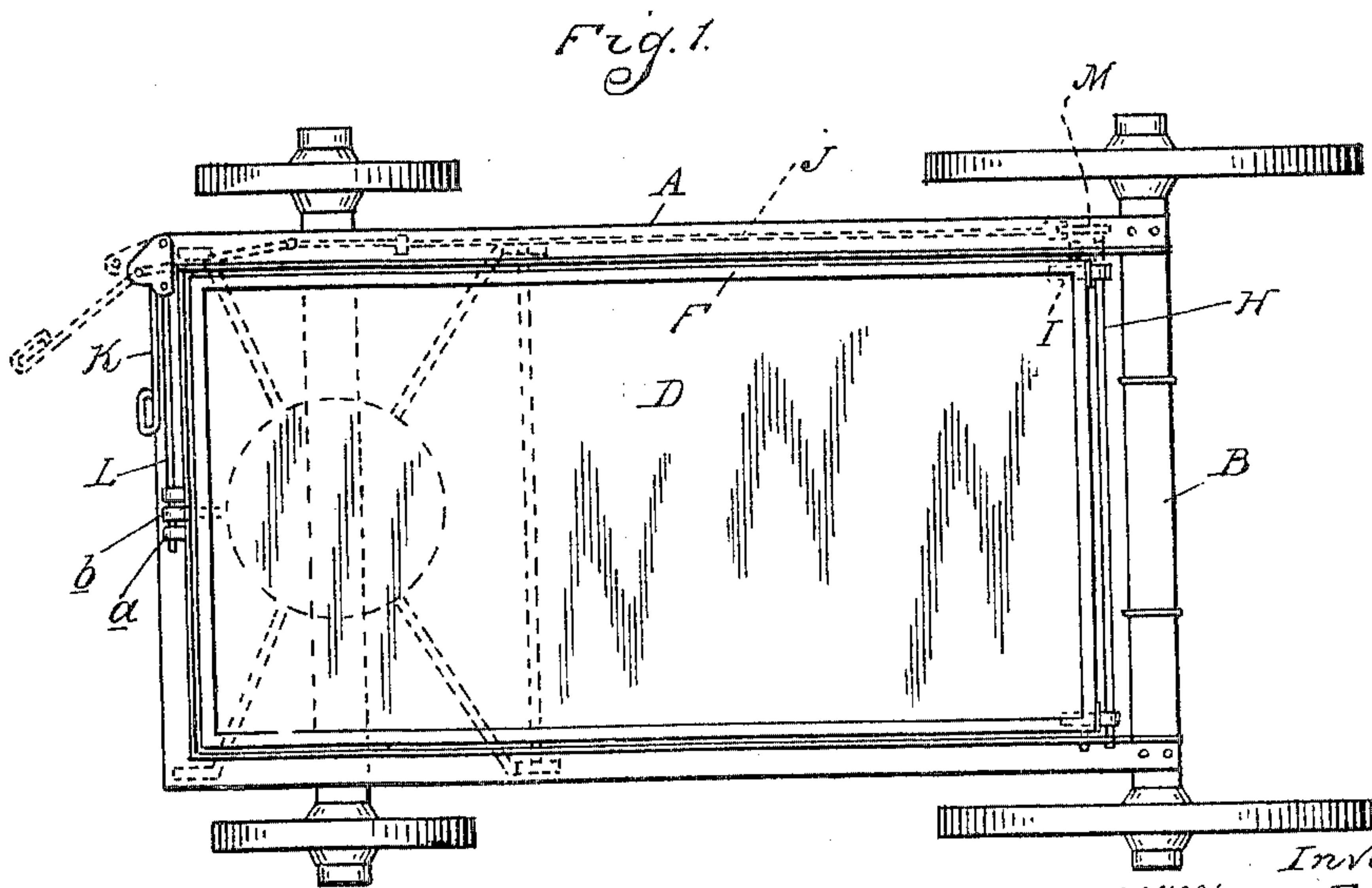
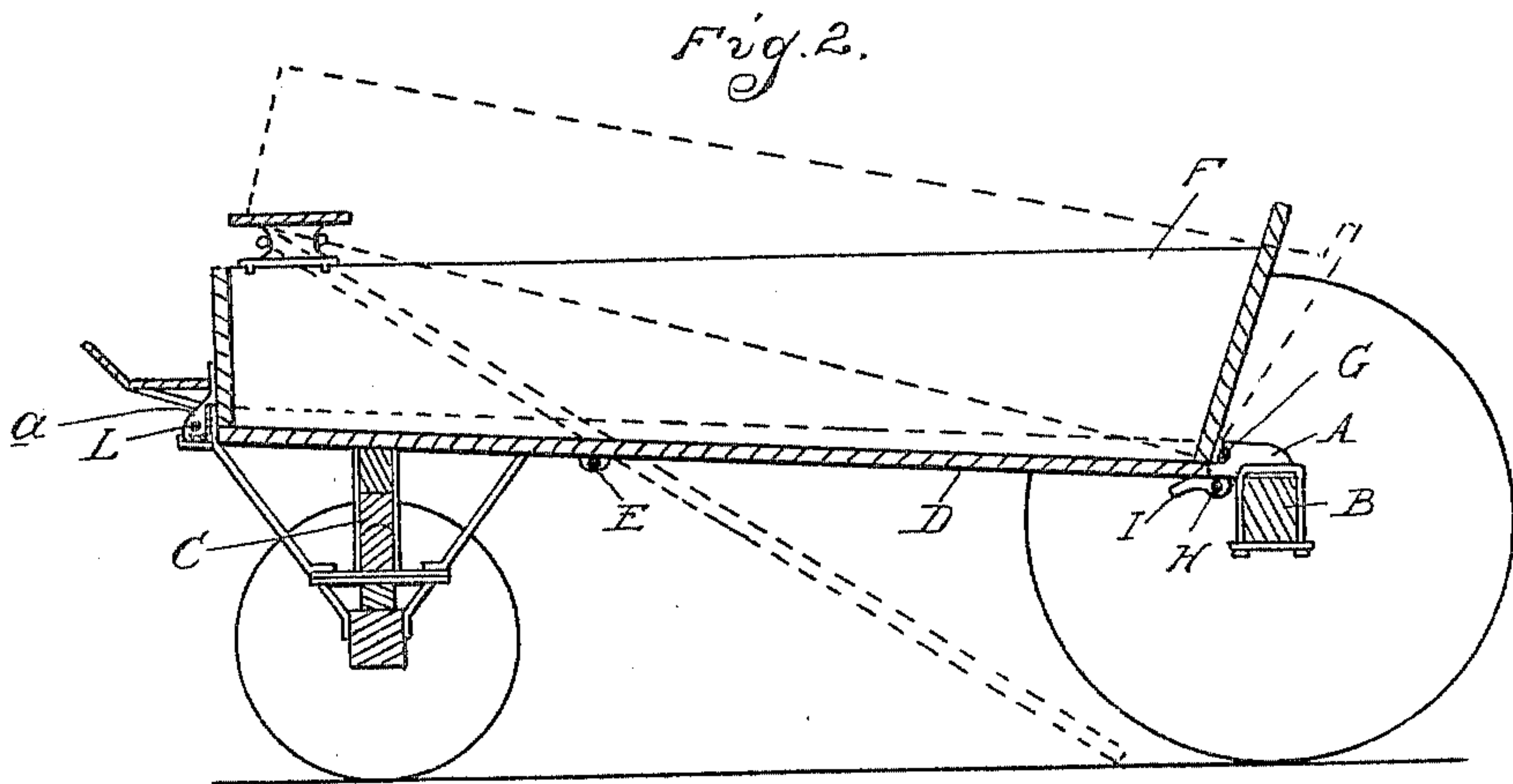
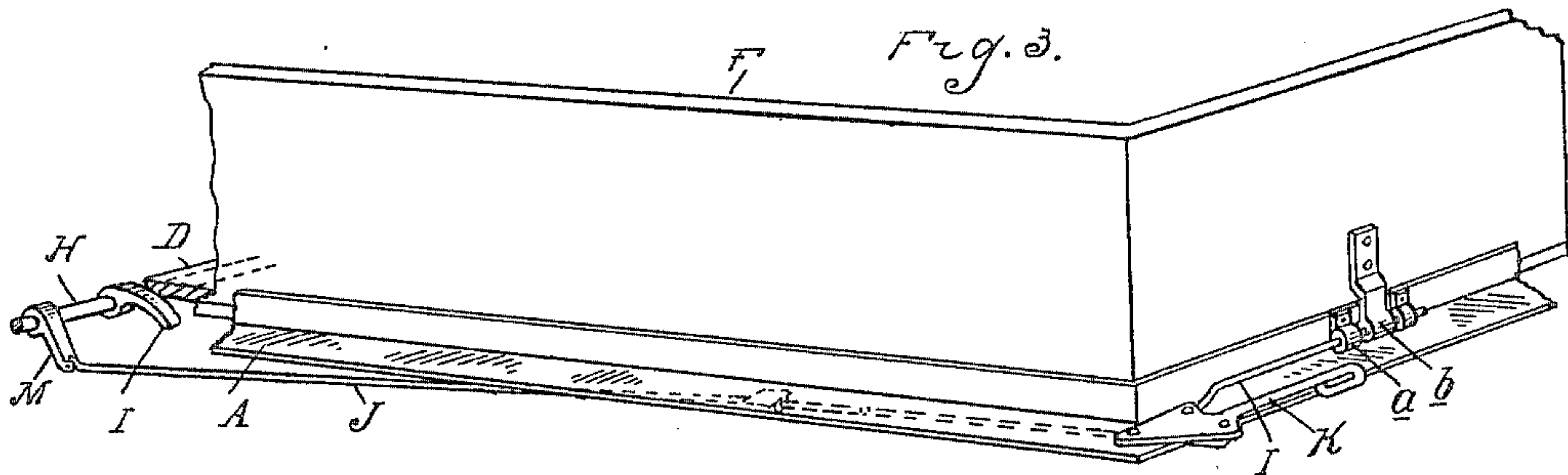


No. 797,794.

PATENTED AUG. 22, 1905.

W. E. CURRIE & H. J. CONN.  
DUMPING WAGON.

APPLICATION FILED NOV. 28, 1904.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM E. CURRIE AND HERBERT J. CONN, OF DETROIT, MICHIGAN.

## DUMPING-WAGON.

No. 797,794.

Specification of Letters Patent.

Patented Aug. 22, 1905.

Application filed November 28, 1904. Serial No. 234,525.

*To all whom it may concern:*

Be it known that we, WILLIAM E. CURRIE and HERBERT J. CONN, citizens of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates particularly to dumping-wagons of the four-wheel type; and it consists in the novel construction of the wagon and the arrangement of its parts, as will be more fully hereinafter described.

In the drawings, Figure 1 is a plan view of our improved dumping-wagon. Fig. 2 is a vertical central section therethrough, and Fig. 3 is a sectional perspective view showing portions of the front end and side of the wagon-body and the parts through which the dumping is operated.

A is the frame, extending between the rear axle B and the front bolster C.

D is the bottom of the wagon-box, pivotally secured to the frame A at a point forward of its center by the rod E. This rod is preferably journaled at its ends on the frame A and secured at intermediate points to the bottom D; but it may, if desired, be journaled on the bottom D and secured at its ends to the frame.

F is the wagon-body, hinged to the frame A at its rear end, as at G.

H is a rock-shaft journaled at suitable points along the rear end of the frame A.

I represents fingers on the shaft adapted to normally hold the bottom D in contact with the lower edges of the sides and end of the wagon-body F.

One end of the rock-shaft H carries the rock-arm M, operably connected by the rod J with the lever K, fulcrumed at the forward end of the frame. The forward end of the body F is locked to the frame A by the bolt L, which I preferably pass through the eyebolts *a*, attached to the frame, and the intermediate eyebolt *b*, attached to the body. The bolt L is so connected with the lever K that when the lever is actuated to disengage the rock-fingers I from beneath the rear end of the bottom D it is first drawn from the eyes *a* and *b*.

The operation is as follows: When it is desired to dump the wagon, the lever K is actuated and unlocks the front end of the wagon-body F from the frame A by drawing the

bolt L. Further movement of the lever disengages the fingers I from beneath the bottom D. Since the bottom is pivotally supported forward of its center, the rear end will drop, causing the forward end to rise, carrying with it the forward end of the body, as shown in dotted lines in Fig. 2, thus discharging the wagon contents.

One advantage gained by this construction is that a very small amount of force is required to actuate the dumping mechanism. Another advantage is that the raising of the body at the same time the bottom is lowered completely disintegrates the contents of the wagon, thereby greatly facilitating the complete emptying.

The parts are restored to normal position by drawing down the forward end of the body, which causes the bottom to tilt back to its normal position, and the return of the lever K will replace the rock-fingers I and the bolt L.

What we claim as our invention is—

1. In a dumping-wagon, the combination with a supporting-frame, of a tiltable wagon-body thereon, having a separable hinged bottom extending beneath the sides and pivoted to the frame in advance of its center.

2. In a dumping-wagon, the combination with a frame, supported on wheeled axles, of a body portion, a bottom separable therefrom extending beneath the sides and ends thereof, and horizontally pivoted on the said frame.

3. In a dumping-wagon, the combination with a frame supported on wheeled axles, of a body portion, a bottom separable therefrom extending beneath the sides thereof and horizontally pivoted on the said frame forward of its center.

4. In a dumping-wagon, the combination with a frame, supported on wheeled axles, of a body portion, a bottom separable therefrom and extending beneath the sides thereof and horizontally pivoted on the said frame forward of its center, and its rear end removably supported in the rear end of said frame.

5. In a dumping-wagon, the combination with a frame supported on wheeled axles, of a body portion hinged on said frame at its rear end, a bottom separable from said body portion and horizontally pivoted on the said frame forward of its center and its rear end removably supported at the rear end of said frame.

6. In a dumping-wagon, the combination with a frame, supported on wheeled axles, of a body portion hinged on said frame at its



rear end, a bottom separable from said body portion, and horizontally pivoted on the said frame forward of its center and its rear end supported on rock-fingers attached to a rock-arm journaled on the rear end of said frame.

7. In a dumping-wagon, the combination with a frame, supported on wheeled axles, of a body portion hinged on said frame at its rear end, its forward end having locking connection with the forward end of said frame, a bottom separable from said body portion and horizontally pivoted on the said frame forward of its center and its rear end removably supported on said frame.

8. In a dumping-wagon, the combination with a frame supported on wheeled axles, of a body portion hinged on said frame at its rear end, its forward end having locking connection with the forward end of said frame, a bottom separable from said body portion and horizontally pivoted on said frame forward of its center and its rear end removably supported on said frame, and means for actuating the removable supports of said bottom and the locking connection of said body portion.

9. In a dumping-wagon, the combination with a frame supported on wheeled axles, of a body portion hinged to said frame at its rear end and a bottom pivoted on said frame forward of its center whereby the depressing of the rear end of said bottom will cause its forward end to rise, carrying with it the forward end of said body portion.

10. In a dumping-wagon, the combination with a frame supported on wheeled axles, of a body portion hinged on said frame at its rear end and having locking connection with

said frame at its forward end, a bottom pivoted on said frame forward of its center and removably supported on said frame at its rear end, and a lever whereby the forward end of said body portion is unlocked and the supports are removed from the rear end of said bottom.

11. In a dumping-wagon, a box-body comprising sides and a separable tilting bottom, and connections for said sides and bottom, whereby the tilting of the latter will raise the former.

12. In a dumping-wagon, a box-body comprising sides and a separable tilting bottom, a frame in which said tilting bottom is pivoted, and connections whereby the tilting of said bottom will raise said sides in relation to said frame.

13. In a dumping-wagon, a box-body comprising sides and a separable pivoted bottom adapted to be tilted by the load, means whereby the tilting of the bottom raises said sides and the lowering of said sides returns said bottom.

14. In a dumping-wagon, the combination with a frame, of a body hinged at its rear end, a tilting bottom separable from said body and horizontally pivoted on said frame forward of its center and with its rear end removably supported at the rear end of said frame.

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

WILLIAM E. CURRIE.  
HERBERT J. CONN.

Witnesses:

H. C. SMITH,  
JAS. P. BARRY.