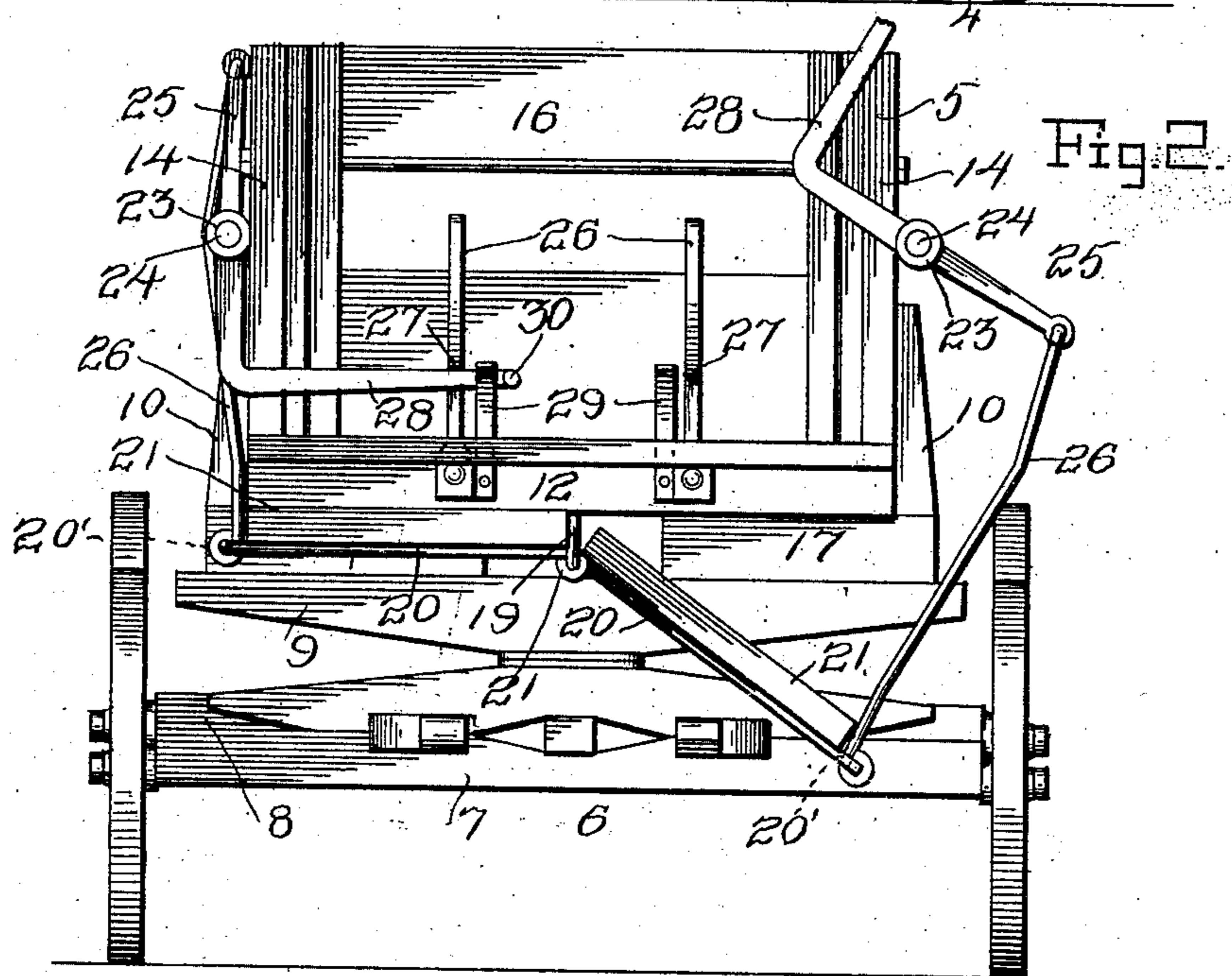
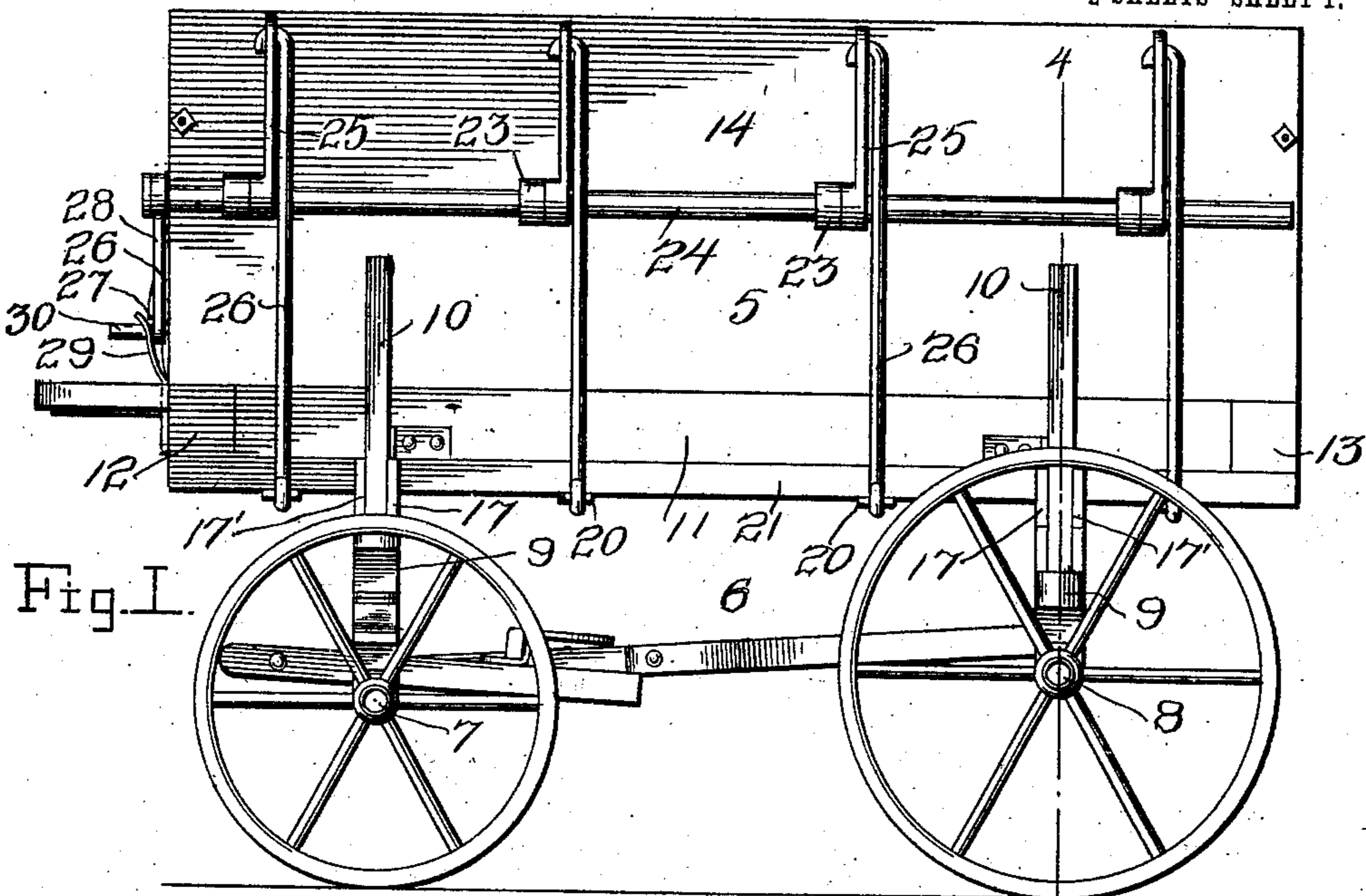


No. 840,407.

PATENTED JAN. 1, 1907.

R. M. WILSON.
DUMPING WAGON.
APPLICATION FILED JAN. 3, 1906.

2 SHEETS—SHEET 1.



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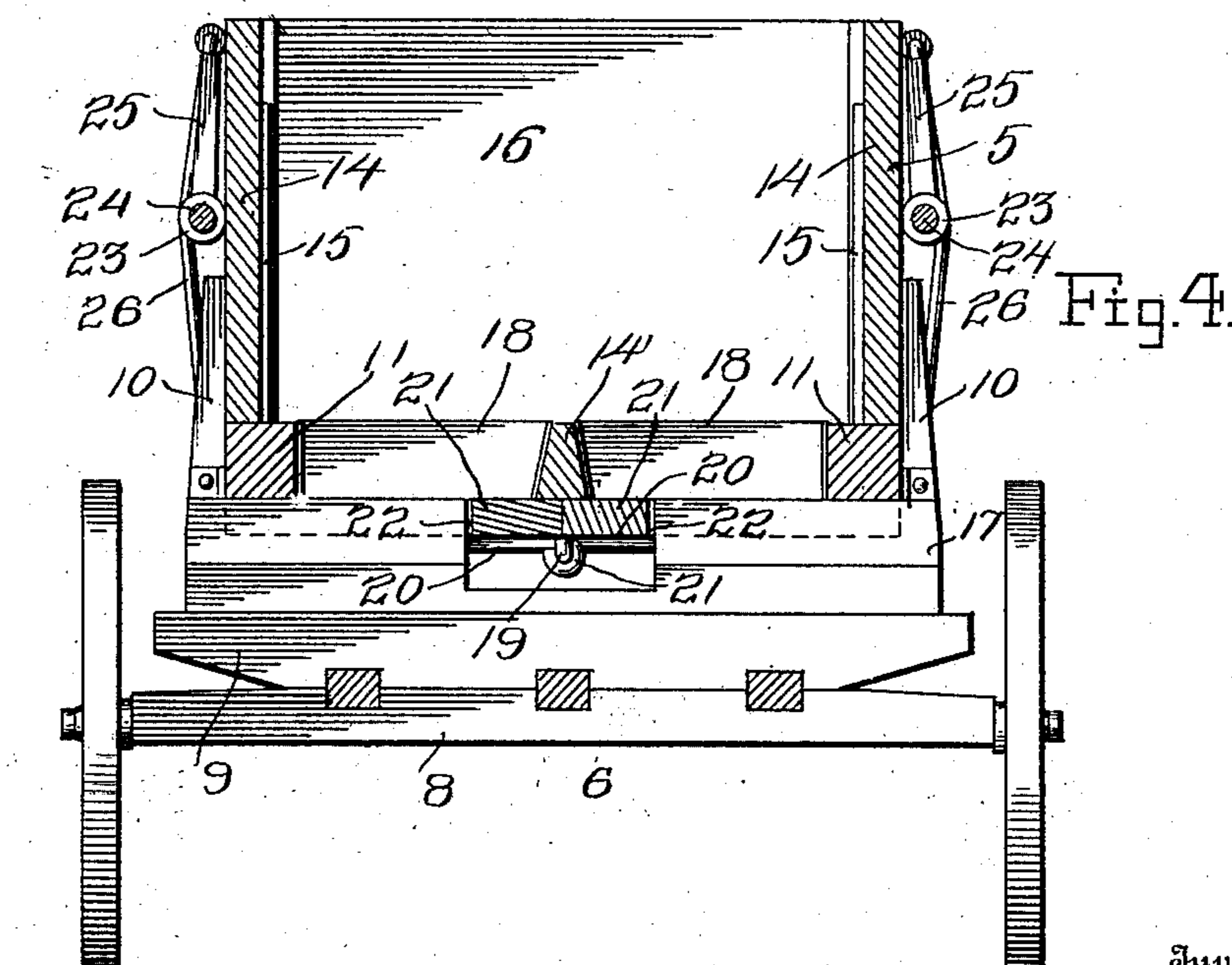
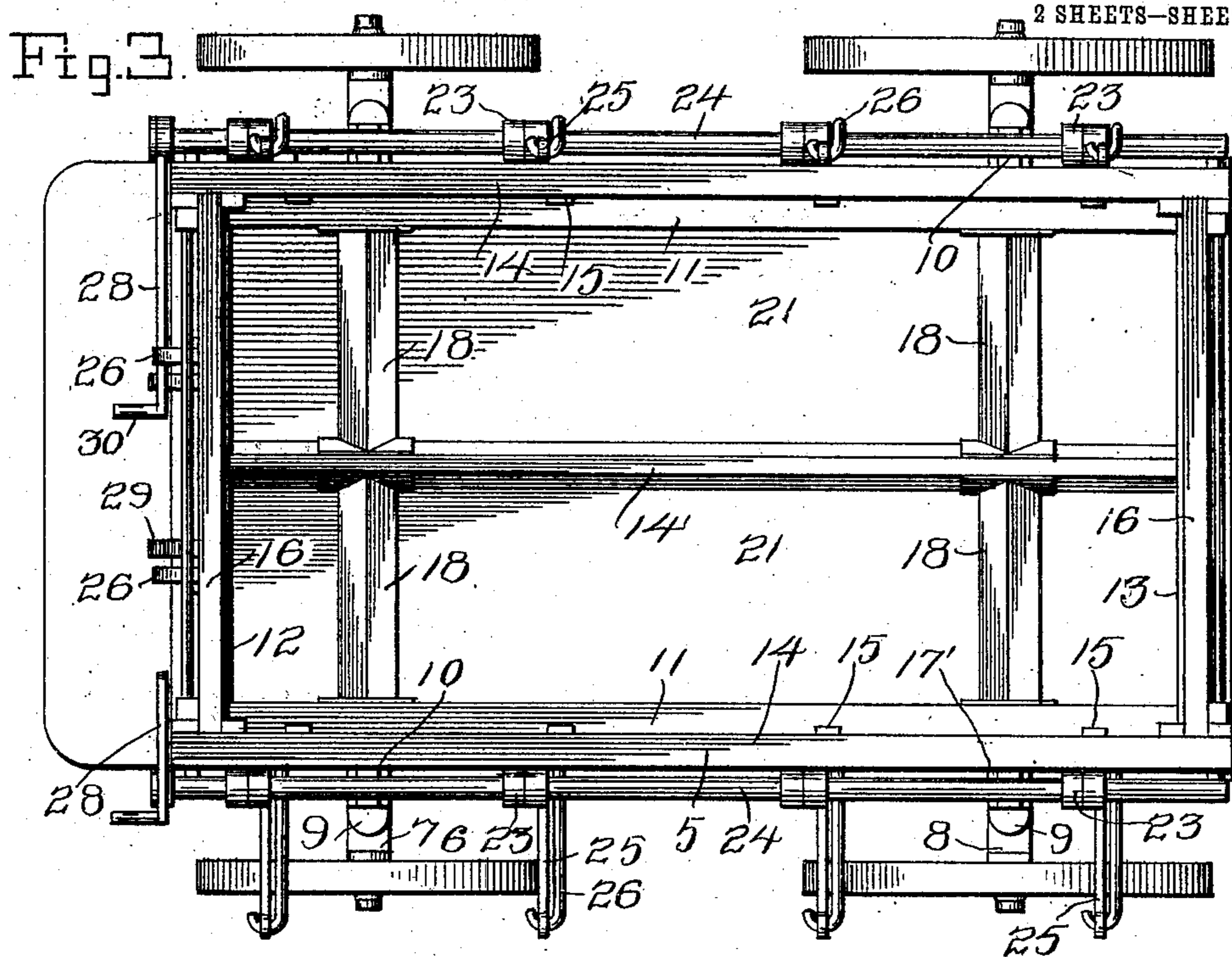
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

REASON M. WILSON, OF INDIANA HARBOR, INDIANA.

DUMPING-WAGON.

No. 840,407.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed January 3, 1906. Serial No. 294,487.

To all whom it may concern:

Be it known that I, REASON M. WILSON, a citizen of the United States, residing at Indiana Harbor, in the county of Lake, State of Indiana, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby 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.

This invention relates to wagons, and more particularly to dumping-wagons, and has for its object to provide a wagon of this kind which will be simple in arrangement and which may be quickly and easily operated to discharge the contents therefrom.

Other objects and advantages will be apparent from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of the present wagon with the wings in closed position. Fig. 2 is a front view, one wing being lowered and the other in operative position. Fig. 3 is a top plan view, the parts being in the position shown in Fig. 2. Fig. 4 is a transverse section taken longitudinally of the rear axle on line 4-4 of Fig. 1.

Referring now to the drawings, the present invention comprises a body 5, mounted upon running-gear 6, the latter including front and rear axles 7 and 8, respectively, and bolsters 9, from the ends of which uprights 10 extend and lie at opposite sides of the body, the latter resting upon the bolsters. The body includes longitudinal transversely-spaced sills 11 and front and rear connecting end pieces 12 and 13. A central sill 14' lies midway between the side sills 11, extending longitudinally and being secured at its end to the end pieces. Side walls 14 are secured to the side sills 11 by means of braces 15, secured thereto and to the side sills, and engaged between the ends of the walls 14 there are front and rear end walls 16.

Horizontally-extending members 17 are secured to the under faces of the side sills 11 adjacent to the ends of the latter and rest upon the bolsters 6, these members 17 extending inwardly longitudinally of the bolsters and terminating short of the central sill 14', these members 17 having vertical grooves 17' in their outer ends, which receive therewithin the uprights 10. Metallic guard-

plates 18 are secured between the sill 14' and the sills 11 and lie above the members 17, these guard-plates each including downwardly-divergent walls, which deflect matter within the body 5 and prevent it from lodging upon the members 17. The sill 14' is also formed to prevent lodgment of matter thereupon. Staples 19 depend from the central sill 14' and are spaced from each other longitudinally of the sill, and a plurality of metallic plates 20 are provided, each bent at one end to form an eye 21, which is engaged with one of the staples, there being a pair of these plates 20 engaged with each staple for vertical pivotal movement, and these plates extend oppositely from the staples and are secured against the under faces of wings 21, which lie normally against the under faces of the several sills and end pieces to form a bottom for the wagon, and by reason of the arrangement of the plates these wings are movable downwardly into inoperative position, they being cut into from their outer edges, as shown at 22, to form slots in which the members 17 lie and through which the bolt is passed when the wings are moved downwardly.

A plurality of brackets 23 extend outwardly from each of the side walls 14, and journaled in the brackets of each wall there is a longitudinally-extending rock-shaft 24, these shafts each having a plurality of normally upwardly-extending arms 25, with the outer ends of which there are pivotally engaged links 26, having eyes at their lower ends which are pivotally engaged in perforations 20', formed in the outer ends of the plates 20, these plates extending outwardly beyond the side edges of the wings 21, as shown. The arrangement is such that when the arms 25 of the rock-shaft are in their normal positions the wings 21 are held in operative position, as will be understood, while movement of the shafts 24 to move the arms 25 downwardly will result in downward movement of the wings into inoperative position.

Vertical bars 26 are secured to the forward end of the wagon outwardly thereof, and these bars have notches 27 in their forward faces. Cranks 28 are secured to the forward ends of the shafts 24 and extend normally downwardly and then inwardly from the shafts and lie in engagement with the notches of the bars 26. Springs 29 are provided and are arranged to hold the crank yieldably

against movement out of the notches. The inner ends of the cranks 28 are turned forwardly, as shown at 30, to form grips or foot-pieces, which may be grasped to move the cranks. They are arranged, as will be seen, to receive thereupon the foot of a person sitting upon the forward end of the wagon to move the cranks downwardly into position for engagement in the notches 27.

It is thought that the operation of the wagon will be clearly understood without further description.

What is claimed is—

1. In a wagon, the combination with a body open at its bottom, of a bottom hinged for movement into and out of operative position, a rock-shaft pivoted upon the body, arms carried by the rock-shaft, links connected with the arms and with the bottom for movement of the bottom into and out of operative position when the rock-shaft is moved, a notched member secured to the body, a crank carried by the rock-shaft and arranged for engagement at times in a notch, said rock-shaft when the crank is in the notch being arranged to lie with the bottom in operative position, and a spring secured to the body and arranged to lie yieldably in po-

sition to hold the crank against disengagement from the notch.

2. In a wagon, the combination with a body having an open bottom and including a longitudinal sill, of plates pivoted to the sill, wings secured to the plates and movable therewith into and out of position to close the bottom of the body, longitudinal rock-shafts journaled upon the body, arms carried by the rock-shafts, links pivoted to the wings and to the arms for movement of the wings into and out of operative position when the rock-shaft is moved, cranks carried by the rock-shaft and arranged to extend inwardly over an end of the body when the shafts are in position to hold the wings in operative position, notched members carried by said end of the body and arranged to receive the cranks therewithin to hold them against movement, and springs carried by the body and arranged to hold the cranks yieldably in the notches.

In testimony whereof I affix my signature in presence of two witnesses.

REASON M. WILSON.

Witnesses:

M. C. FRYINGER,
ERNEST GRAHAM.