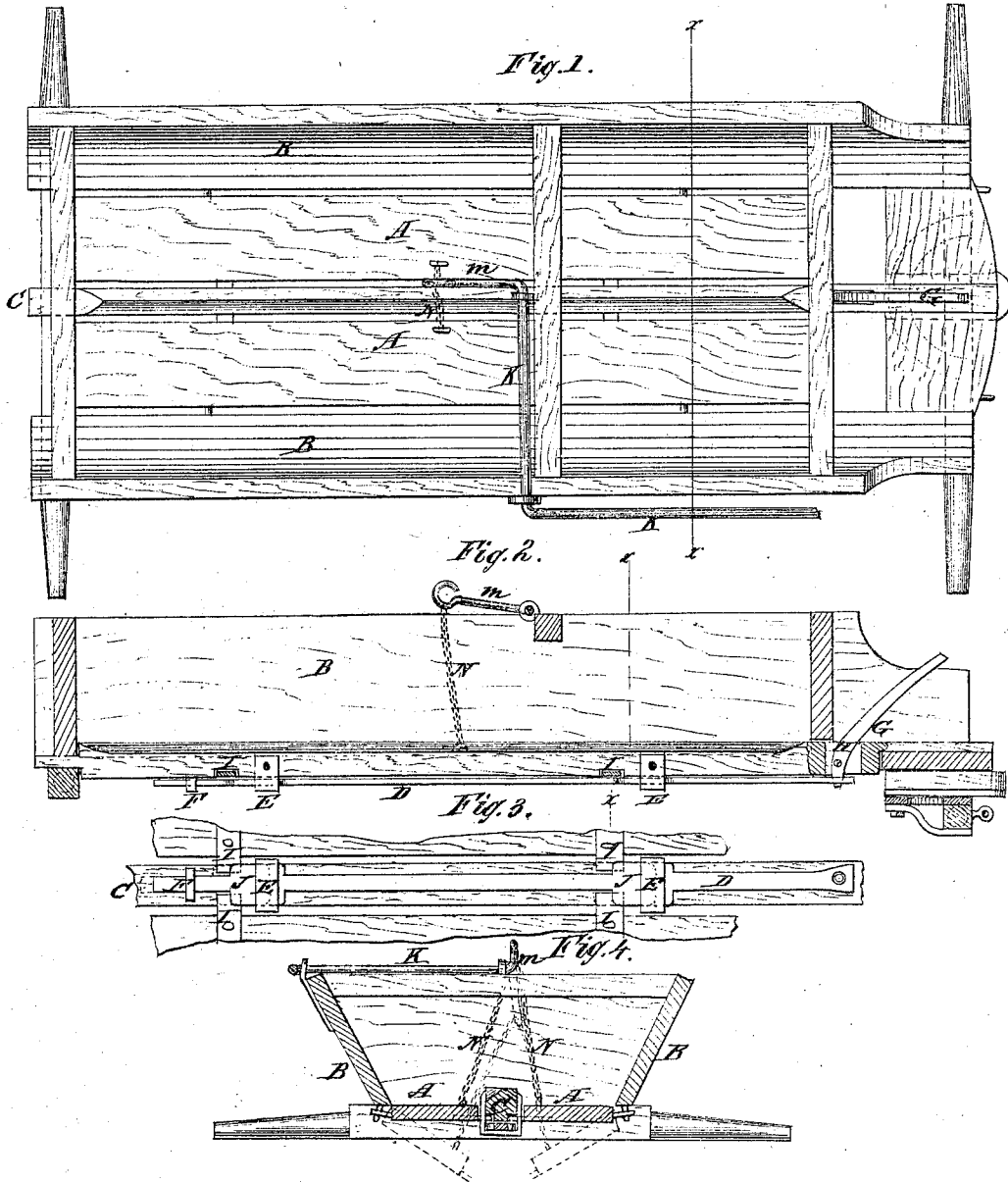


E. WILLIAMS & A. KINNEY.

Dumping-Wagons.

No. 133,611.

Patented Dec. 3, 1872.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

EDWARD WILLIAMS AND ADOLPHUS KINNEY, OF POTOSI, WISCONSIN.

## IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 133,611, dated December 3, 1872.

*To all whom it may concern:*

Be it known that we, EDWARD WILLIAMS and ADOLPHUS KINNEY, of Potosi, county of Grant and State of Wisconsin, have invented a new and useful Improvement in Dumping-Wagons, of which the following is a specification:

This invention relates to wagons constructed so that the contents or loads may be discharged at once and in a mass; and it consists in a sliding bar and a lever for dropping the bottom, and in a lever for raising the bottom after the load has been discharged.

In the drawing, Figure 1 represents a top view of a dumping-wagon constructed according to our invention. Fig. 2 is a longitudinal central section. Fig. 3 is a sectional view of the bottom, showing the sliding bar and mode of fastening up the bottom. Fig. 4 is a cross-section of Figs. 1 and 2 on the line *x x*.

Similar letters of reference indicate corresponding parts.

This wagon-body is made with either inclined or vertical sides; but the bottom is made in two longitudinal parts, marked A A, which are hinged to the lower edges of the side boards B B, so that they will drop from a horizontal to a vertical position. C is a narrow piece of timber in the center of the bottom attached permanently at the forward and rear ends of the body. This timber separates the parts of the bottom, and forms a support for the sliding iron bar D, which is attached to its under side by the clips E E and staple F. G is a curved lever at the forward end of the wagon, the short end of which passes through the sliding bar D. This lever turns on the fulcrum-pin H, and, its long end being within reach of the driver, he is able to slide the bar back and forth, as may be required. I represents plates on each of the parts of the bottom, as seen in Fig. 3. These plates are placed opposite each other in pairs, (two pairs, more or less,) and at these points the sliding

bar is widened, as seen at J J, so that the wide parts will catch under the plates I when the bar slides back, and thereby hold up the bottom, as represented in the drawing. When the bar slides forward, J J will leave the plates I I and the bottom will drop and the load will be discharged. Gains are cut in the timber C, into which the plates I fit, so that the bar D slides with its entire length in contact with the under side of the timber.

By this arrangement it will be seen that the wagon can be dumped by the driver with the greatest ease by simply pulling upon the lever G.

When the load has been discharged, the bottom is raised by means of the crooked lever K attached to the cross-piece L of the wagon-body, as seen in Fig. 1. The short end M of the lever is connected with the parts of the bottom by the chains N. By bearing down on the long end of this lever the driver can raise the parts of the bottom up to the center piece C, and then, by pushing down the lever G to the position seen in Fig. 2, the iron bar slides back and fastens them.

The driver has, it will be seen, the means within his reach for raising or replacing, as well as dropping, the bottom.

We do not limit or confine ourselves to the precise form or arrangement of any of the parts described, as variations may be made without departing from our invention.

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

A dumping-wagon provided with slide D, having enlargements J J and plates I I arranged so as to lock and unlock the bottom, as set forth.

EDWARD WILLIAMS.  
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Witnesses:

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