

(No Model.)

2 Sheets—Sheet 1.

L. WINSLOW.

DUMPING WAGON.

No. 260,269.

Patented June 27, 1882.

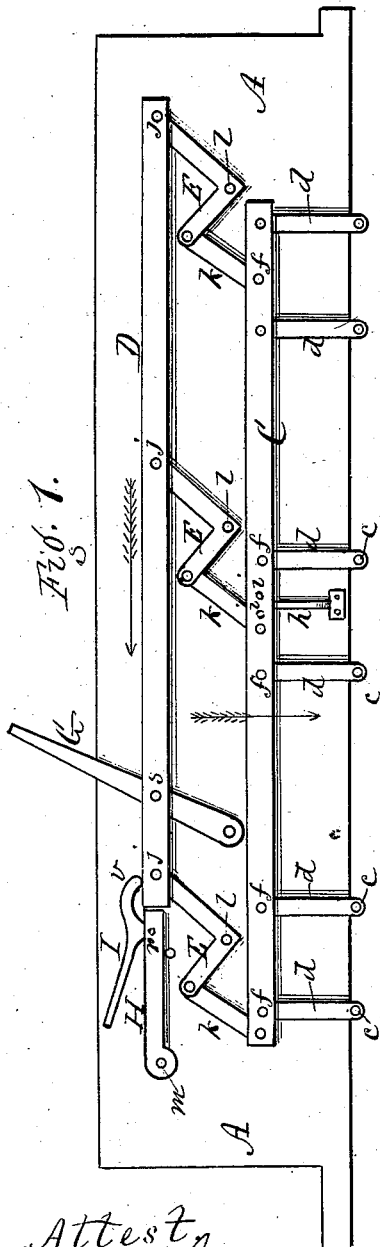
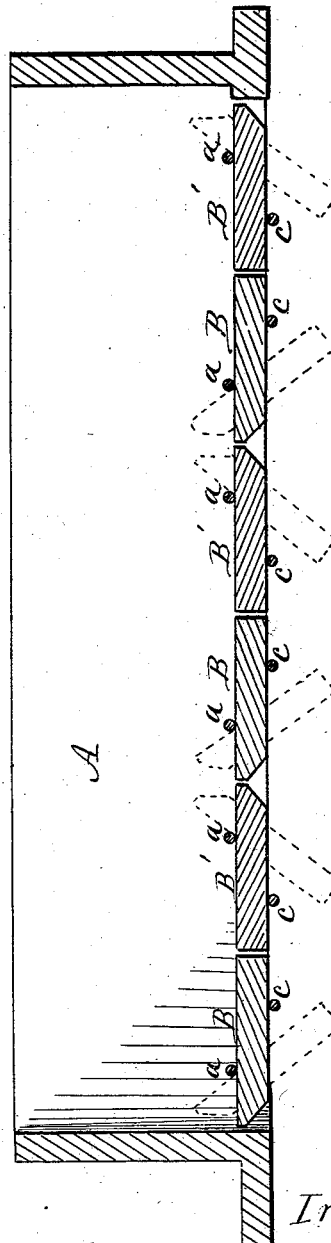


Fig. 2.



Attest
H. E. Shaffer
B. Stiles

Inventor.
Lorenzo Winslow.
per R. F. Osgood,
att'y.

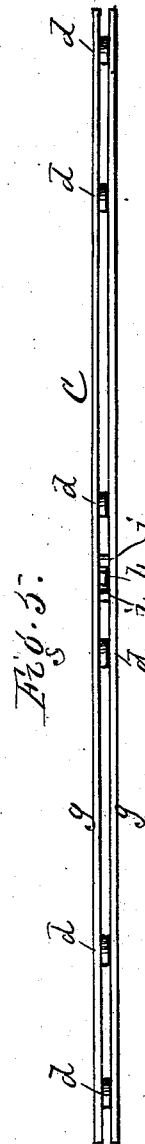
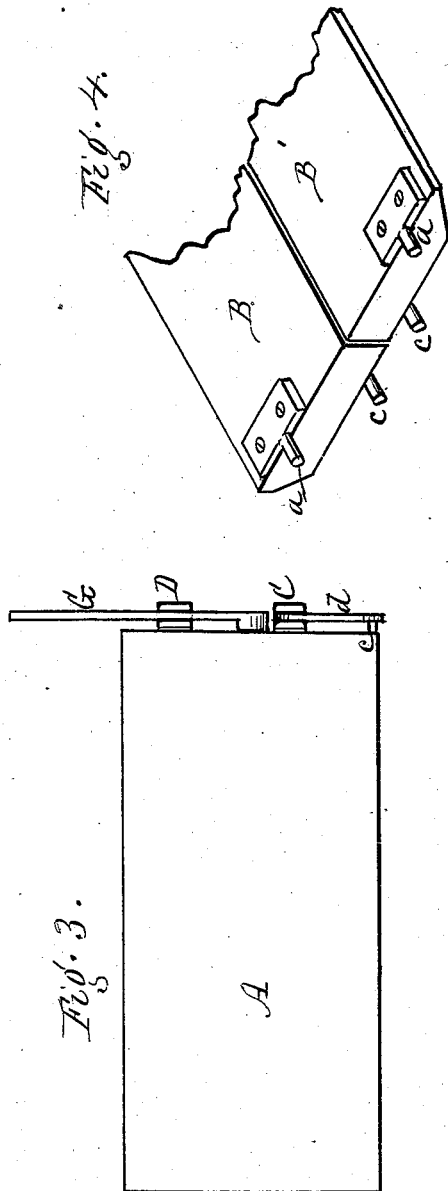
(No Model.)

2 Sheets—Sheet 2.

L. WINSLOW.
DUMPING WAGON.

No. 260,269.

Patented June 27, 1882.



Attest.
H. E. Shaffer
B. Stiles

Inventor.
Lorenzo Winslow
per R. F. Osgood
att'y.

UNITED STATES PATENT OFFICE.

LORENZO WINSLOW, OF ROCHESTER, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 260,269, dated June 27, 1882.

Application filed March 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, LORENZO WINSLOW, of Rochester, Monroe county, New York, have invented a certain new and useful Improvement in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a wagon box or body, showing my improvement. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is an end elevation. Fig. 4 is a perspective view, showing the ends of two of the dumping slats or wings. Fig. 5 is a plan of one of the bars for operating the slats.

My improvement relates to that class of dumping-wagons in which the bottom of the wagon is composed of cross slats or wings that rest on pivots and are turned open to allow the load to pass through.

The invention consists in the construction and arrangement of parts for operating the slats, as hereinafter more fully described and claimed.

In the drawings, A shows a wagon box or body of any suitable length, the ends being firmly secured to the sides by wood-screws, bolts, or other means.

B B' are the cross slats or wings composing the bottom of the wagon. Six of the slats are employed, forming three pairs. The slats are hung at their ends upon journals or arbors *a a*, upon which they turn in dumping the load, said journals supporting the slats and resting in the sides of the wagon-body. Each pair of the slats is made to turn toward each other in dumping.

c c are other journals or arbors placed on the under side of the slats. Rods running the whole length of the slats may be preferable for the purpose.

d d d are links connecting the journals *c c* with a long bar, C, on one side of the wagon, the connection being made by rivets or bolts

f f. The bar C is connected with another long bar, D, above it by means of links *k k* and crank-arms or elbows E E E, the crank-arms turning on the centers *l l*, and being jointed at one end to the upper bar, D, at *j j*, and at the other end to the top of the links *k k*, as shown in Fig. 1. Each of the bars C D consists of two separate bars or straps, *g g*, the ends of the links *d*

d k k resting between those of the lower bar, C, and the ends of the bell-cranks resting between those of the upper bar, D. By this means the bars are greatly stiffened and strengthened.

h is a narrow vertical bar fastened to the side of the wagon-box, passing between the two bars *g g* and resting between two rivets or pins *i i* of the bar C. By this means the bar C is allowed a vertical movement, but is prevented from moving longitudinally. The bar D, however, has a longitudinal movement, limited only by the swing of the bell-cranks E E.

G is a hand-lever jointed at its lower end, at *p*, to the side of the wagon-box, and riveted at *s* to the upper bar, D. By throwing this lever in one direction or the other the bar D will be correspondingly thrown.

H is a brace pivoted at *m* to the side of the wagon-box, its free end falling behind the end of the bar D when the latter is thrown fully back, and thus holding the slats up. To the top of the brace is jointed at *r* a lever, I, having a projecting end, *v*, which reaches over and rests upon the bar, as shown at Fig. 1. By raising this lever the end *v* acts as a fulcrum, and the brace H will be raised above the end of the bar D, freeing the latter and allowing it to be moved forward without impediment.

The operation is as follows: When the wagon is loaded the slats or wings stand in the position shown in full lines, Fig. 2, and the operating parts stand in the position shown in Fig. 1. To dump the load, raise the brace H, as before described, then throw the lever G to the left. This throws the bar D also to the left, and throws the bar C perpendicularly downward through the medium of the bell-cranks E E and links *k k*, the bar C being prevented end movement by the bar *h*. The downward movement of bar C carries with it the links *d d*, and consequently opens the slats, as shown in the dotted lines, Fig. 2. The journals or arbors *a a* being at the top and near one end of the slats allows the latter to turn easily under the load. The same or a similar arrangement of the slats and the operating parts may be connected with car on railroads, said cars being the platform-cars ordinarily used.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

1. In a dumping wagon or car, the combination of the jointed slats or wings B B', arranged in pairs, the links *d d*, the vertically-moving bar C, the links *k k*, the pivoted bell-cranks E E, and the longitudinally-moving bar D, operated by the hand-lever G, as shown and described, and for the purpose specified.

2. The combination, with the bar D, of the brace H and the lever I, the lever I having a projecting end, *v*, which reaches over and rests

upon the end of the bar, forming a fulcrum by which the brace is lifted from behind the bar when the lever is raised, as herein shown and described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

LORENZO WINSLOW.

Witnesses:

R. F. OSGOOD,

J. B. COLE.