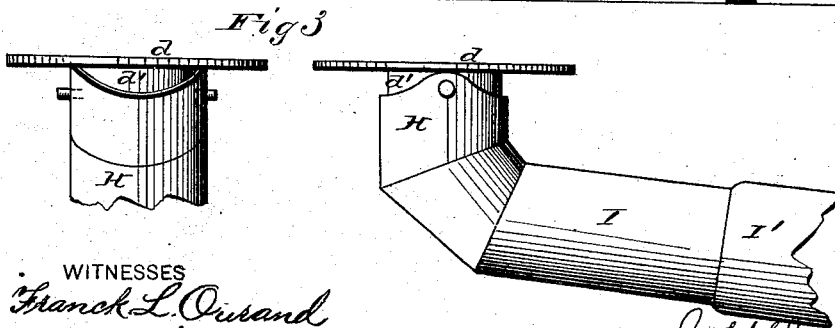
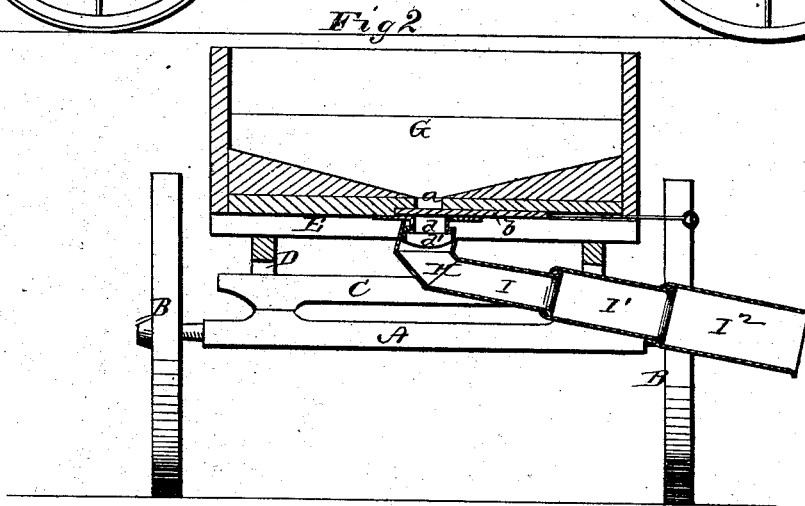
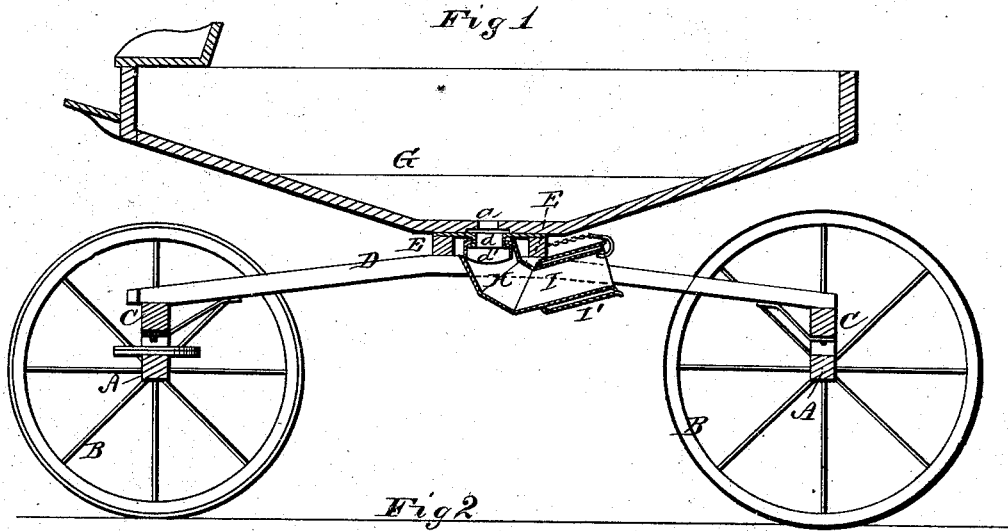


J. J. ADGATE.  
Dumping-Cart.

No. 160,861.

Patented March 16, 1875.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

JOSEPH J. ADGATE, OF STEVENSVILLE, NEW YORK.

## IMPROVEMENT IN DUMPING-CARTS.

Specification forming part of Letters Patent No. **160,861**, dated March 16, 1875; application filed February 24, 1875.

*To all whom it may concern:*

Be it known that I, JOSEPH J. ADGATE, of Stevensville, in the county of Sullivan and in the State of New York, have invented certain new and useful Improvements in Coal-Wagon or Car-Body; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a coal-wagon, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a longitudinal section of my invention. Fig. 2 is a transverse vertical section of the same; and Fig. 3 is an enlarged view of the conductor.

A A represent the two axles of the wagon, with the wheels B B and bolsters C C, constructed in any of the known and usual ways. The two bolsters C C are connected by means of two side bars, D D, and on top of these bars, near the center, are secured two parallel cross-bars, E E. On these cross-bars the wagon-body or wagon-box G is firmly secured, longitudinal bars D D forming, as it were, springs for the box. The wagon body or box G is formed in hopper shape—that is, having its bottom inclined from all four sides downward toward a central opening, *a*, through which the coal is to be emptied, said opening being closed by means of a slide, *b*, as shown. Under the wagon-body is secured a short tube, *d*, corresponding with the opening *a*, so as to be directly beneath the same when the slide *b* is drawn out. To the tube *d* is swivelled another short tube, *d'*, both tubes being provided with suitable flanges to prevent them from coming apart. To the tube *d'* is pivoted an elbow, H, of obtuse angle, which elbow communicates with a telescopic conductor composed of a series of sections, I I<sup>1</sup> I<sup>2</sup>, &c. The first section, I, is attached to and forms a continuation of the elbow H, and sets at an angle therewith. The next section, I<sup>1</sup>, slides over the first section, the third section, I<sup>2</sup>, over the second, and so on, the sections in-

creasing in size from the inner to the outer end of the conductor.

In hauling coal the slide *b* is closed, and the telescopic conductor contracted, after which it is suspended close under the wagon-body by a hook, *e*, or other suitable means. The wagon is then driven to the place where it is desired to unload the same, and it will not be necessary to turn the wagon across the street, as is now usual, but simply to drive it up along and close to the sidewalk. The conductor is then loosened from its fastening, turned in the desired direction, extended, and the outer end inserted in the coal-hole or window to the cellar. The slide *b* is then drawn out, when the coal will pass freely down through the conductor into the cellar without creating any dirt or dust to annoy foot-passengers on the sidewalk.

The telescopic conductor can be turned in any direction desired, is easily handled, and the coal will not clog therein owing to its gradually-increasing diameter. The hopper-shaped bottom of the wagon-body causes all the coal to pass out without any assistance of the driver.

This invention may be applied to carts and cars as well as to wagons.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a telescopic conducting tube or trough, attached by a swivel-joint, with the bottom of a coal-vehicle, substantially as and for the purposes set forth.
2. The combination of the hopper-shaped body G and a telescopic conducting tube or trough attached under the same by a swivel-joint, substantially as and for the purposes set forth.
3. The combination of the hopper-shaped body G, having opening *a*, with slide *b*, swivel *d* *d'*, elbow H, jointed to the swivel, and the telescopic conducting-tube I I<sup>1</sup> I<sup>2</sup>, all constructed substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 18th day of February, 1875.

J. J. ADGATE.

Witnesses:

J. M. MASON,  
H. A. HALL.