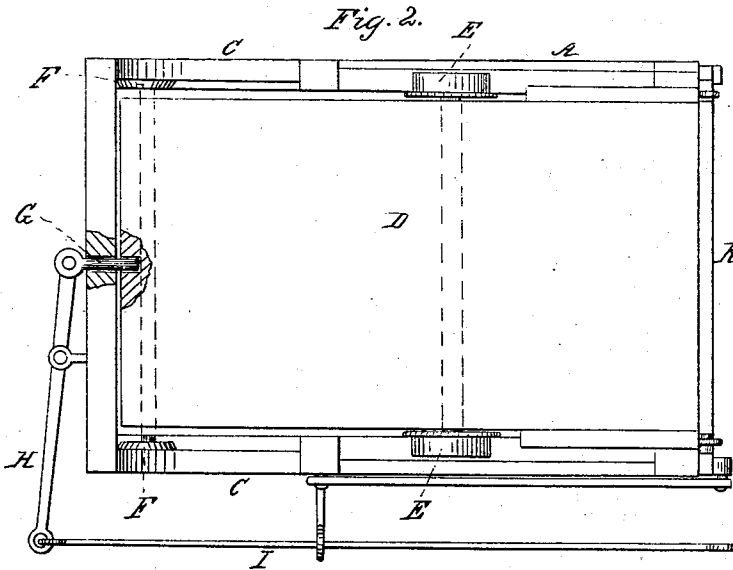
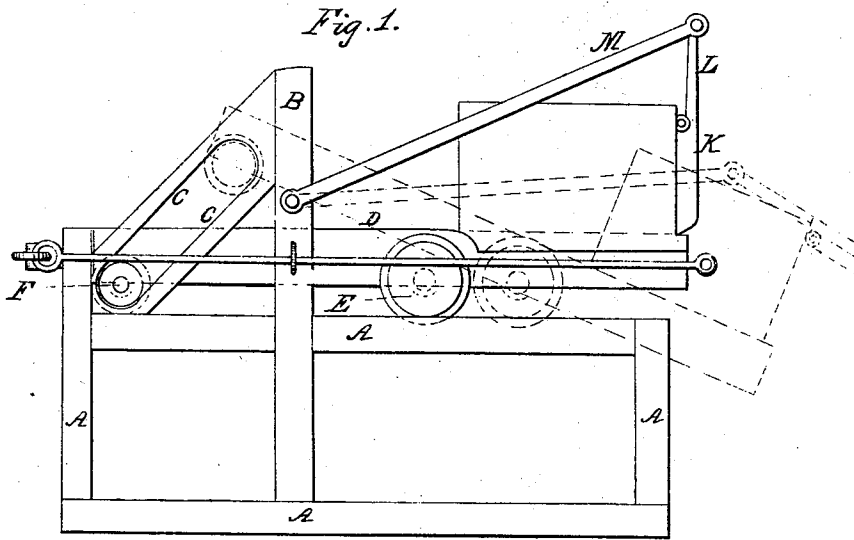


BURKET & LANTZ.
Dumping Wagon.

No. 103,426.

Patented May 24, 1870.



Witnesses:

John Beecher
D. S. Mabee

Inventors:

G. Burnett
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PER

[Signature]

Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE BURKET, OF BLUFFTON, AND SAMUEL LANTZ, OF ADA, OHIO.

IMPROVED DUMPING-WAGON.

Specification forming part of Letters Patent No. **103,426**, dated May 24, 1870.

To all whom it may concern:

Be it known that we, GEORGE BURKET, of Bluffton, in the county of Allen and State of Ohio, and SAMUEL LANTZ, of Ada, in the county of Hardin and State of Ohio, have invented a new and Improved Dumping-Platform; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to improvements in platforms for dumping coal and wood on engines or tenders, or sand, gravel, and the like on flat cars for loading; and it consists in a platform arranged on an elevated frame by the side of the railroad, and provided with one set of wheels near the center, arranged to roll forward and back, and another set arranged to ride up and down inclined ways, as the platform is moved forward and back, to cause it to tilt and return to the normal position. It is also provided with a locking-bolt and actuating apparatus, and all arranged so that persons on the train may unlock it, move it forward, dump, and return it again, all as hereinafter described.

A is the frame to be placed at the side of the road, and made higher than the car upon which the fuel or load is to be dumped. It has elevated posts B near the rear end and inclined slotted ways C.

D is the car or platform, mounted, near the central point between the tilting ends, on the wheels E, arranged to move forward and back on the top of the frame A, and at the rear end having the wheels F arranged in the slotted ways C.

G is a locking-bolt, working through the rear beam of the frame into the platform to hold it from rising up, and connected to the lever H,

to which an operating-rod, I, extending from front to rear of the platform, is connected, by which one on the car, tender, or engine may actuate the bolt for locking and unlocking the platforms.

The front end of the platform may have a hinged end board, K, connected by an arm, L, and rod M with the post B, or other fixed part of the frame, by which it will be raised up when the platform is moved forward and tilted down; but when wood is to be dumped the said end board should be removed.

The fuel, earth, gravel, or other matters to be delivered on the cars, being previously placed on the platform, may be readily taken on board by the persons thereon when the car stops alongside by disengaging the bolt and drawing the front end of the platform forward, or the load may be so placed that when the bolt is disengaged the weight of the load will tilt and move the platform forward.

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

1. The platform D, provided with journals working in the slots of the inclined ways C, in combination with the frame A, as shown and described, for the purpose specified.

2. The combination, with the frame and the tilting platform, arranged substantially as described, of the locking-bolt G, lever H, and rod I, substantially as specified.

3. The combination, with the tilting platform D, of the hinged end board K, arm L, and rod M, arranged substantially as specified.

GEORGE BURKET.
SAMUEL LANTZ.

Witnesses:

J. W. WALTERS,
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