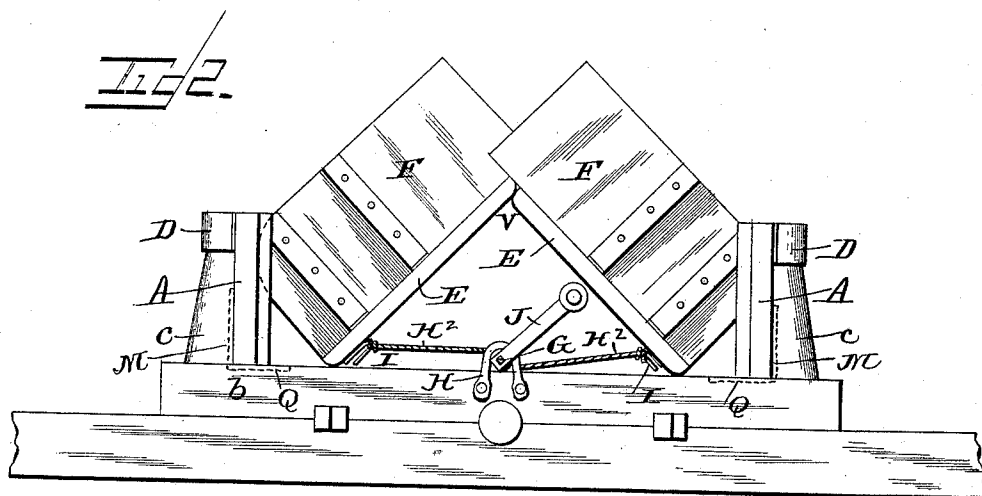
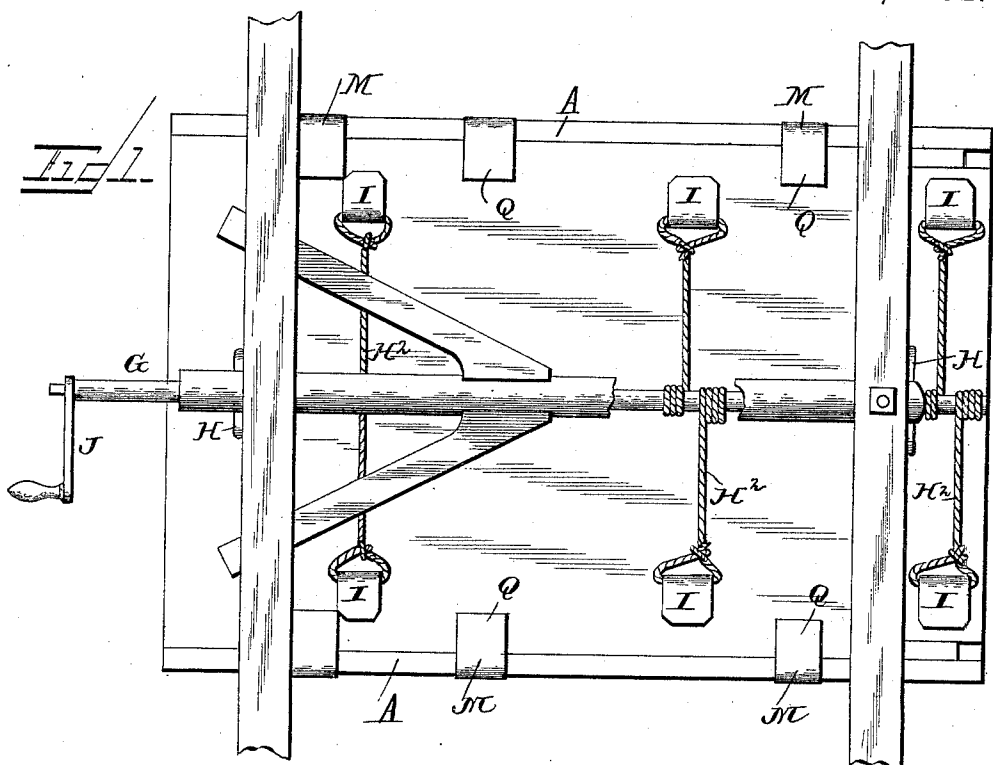


(No Model.)

T. DAVENPORT & M. M. DOYLE.
DUMPING WAGON.

No. 468,794.

Patented Feb. 16, 1892.



WITNESSES
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UNITED STATES PATENT OFFICE.

TAYLOR DAVENPORT AND MICHAEL M. DOYLE, OF BRAZIL, INDIANA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 468,794, dated February 16, 1892.

Application filed September 17, 1891. Serial No. 405,946. (No model.)

To all whom it may concern:

Be it known that we, TAYLOR DAVENPORT and MICHAEL M. DOYLE, citizens of the United States, residing at Brazil, in the county of Clay and State of Indiana, have invented certain new and useful Improvements in Dumping-Wagons; and we 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.

Our invention relates to improvements in dumping-wagons; and the object of our invention consists of a wagon especially designed to dump gravel and dirt.

The ordinary practice in this art is to form the bed of a wagon of loose narrow boards, planks, or scantling, on which to pile the gravel and dirt, and on unloading to turn each bottom piece up edgewise by hand and let the material fall through the opening to the ground. With such an arrangement, especially when gravel alone is handled, the labor in unloading is tedious and laborious.

To remedy this difficulty our invention consists of a dumping-bed constructed in two parts and operated by a connecting-lever to raise the two parts centrally to permit the gravel, &c., to slide down the raised sides of the bed to the ground, by which the heaviest load is quickly and easily dumped, all as hereinafter described and particularly claimed.

Our invention is illustrated in the accompanying drawings, in which Figure 1 is a bottom plan of a wagon with our invention attached; and Fig. 2 an end view in elevation, showing the bed raised for dumping.

Referring to the drawings, A represents the side-boards of a wagon-box, supported on the bolsters *b* of wagon-frame and between the standards *c*.

We preferably provide the sides with straps D to slide over the bolsters, in order to render the same easily attachable and detachable and to hold the same in an upright position when the bed is dumped; but our invention is not restricted to such arrangement,

the essential part of which consists in the construction of the bed and its mode of operation.

We make the bed of two separate bottom pieces, (designated in the drawings by E E,) each of which bottom pieces is provided at its opposite ends with an upright piece F. These end pieces overlap each other, as shown, to permit their ends to be raised past each other when the bed is elevated. They are rounded on the upper half of their edges, as shown at V, to enable them to rock against the side-boards when the bed and their inner ends are raised. The means of raising the bed consists of a rod, cords, and lever.

G is the rod, which extends from one bolster to another, and is confined thereon by hangers H, in which it is adapted to turn freely. To this rod are secured cords H², the opposite ends of which are secured to clamps I, fixed on the bottom of the bed-boards and near their outer edges.

J is a crank-lever constructed to fit onto one end of the rod G to turn the same. To raise the bed, the lever is used to turn the rod and wind the cords thereon, when by continuing the winding sufficient force or leverage is exerted upon the outer edges of the bed-pieces to tip the same and raise their inner edges at the center. The bed is raised to such a height as to give its sides a sufficient inclination to let the gravel and dirt slide entirely off the same between the ends of the wagon and onto the ground. It will be noticed that the separate cords connected to the opposite clamps on the bed-pieces wind in opposite directions on the rod. To aid in giving the initial movement upward of the center of the bed-pieces where their inner edges meet they are inclined a little from their outer edges, and this inclination is obtained by resting them on the hangers holding the central rod.

In order to reduce the friction of the bottom pieces on the bolster when raised, we employ side metallic braces M, secured to the side-boards, and which have arms Q extending in beyond the side-boards, and on which

arms the bed-pieces rest and turn when the bed-pieces are lifted. Chains may be substituted for the cords.

5 Having thus described our invention, what we claim is—

10 In a dumping-wagon, the bed composed of two movable separate parts, in combination with a central rod, cords, and lever, said cords attached to the rod and to near the outer edges of the bed-pieces, whereby the bed is raised at its center to dump the material at its sides, substantially as described.

In testimony whereof we affix our signatures in presence of witnesses.

TAYLOR ^{his} × DAVENPORT.
MICHAEL M. DOYLE.
^{mark}

Witnesses:

THOMAS W. JONES,
JNO. M. TURNER.

Witness to mark:

W. H. SEIDERS.