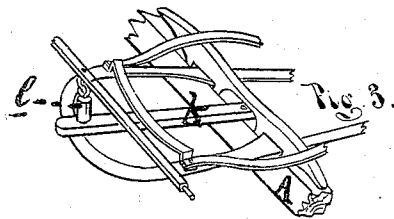
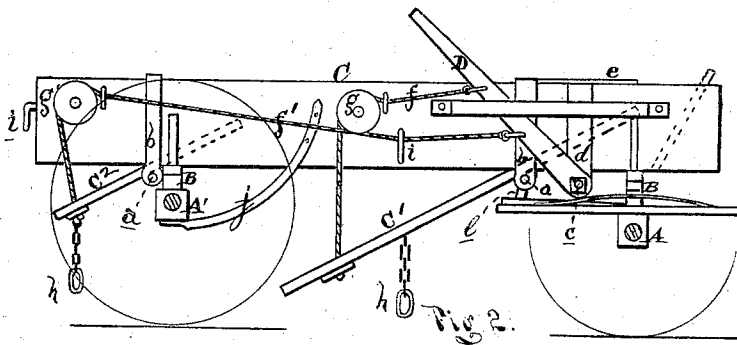
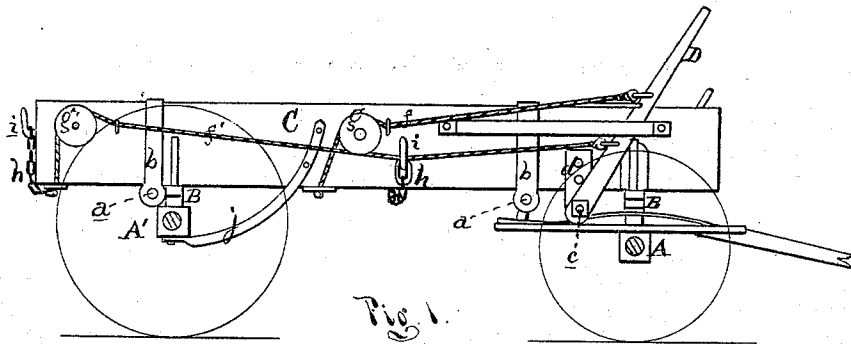


H. HART.
Dumping-Wagons.

No. 148,055.

Patented March 3, 1874.



ATTEST:
H. F. Elbert
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INVENTOR:
Henry Hart,
per Attorney,
Wm. H. Frazer

UNITED STATES PATENT OFFICE.

HENRY HART, OF GREENVILLE, MICHIGAN.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 148,055, dated March 3, 1874; application filed November 3, 1873.

To all whom it may concern:

Be it known that I, HENRY HART, of Greenville, in the county of Montcalm and State of Michigan, have invented an Improvement in Dumping-Wagons, of which the following is a specification:

This invention has for its object to provide the running-gear of a wagon with a box having a sectional tilting bottom, so arranged that the load can be easily and readily dumped; and it consists in the peculiar mechanism for operating the sectional tilting bottom and in a peculiar reach attached to the fore axle for keeping the hounds in their proper horizontal plane.

Figure 1 is an elevation of the wagon. Fig. 2 is a similar view, showing the position of the parts when the load is dumped. Fig. 3 is a detail of the fore-reach.

In the drawing, A represents the fore and A' the hind axle, each supporting a bolster, B, which bolsters support the wagon-box C, whose bed or bottom is made in two sections, C¹ C², each supported by a transverse iron bar, *a*, whose ends are journaled in hangers *b*, secured to and pendent from the sides of the box. *c* is a rock-shaft, journaled under the box in hangers *d* in front of the forward bar *a*, and to each end is secured a lever, D, which are held, when drawn forward, by a catch-plate, *e*, secured to the top edges of the box. To each lever D is secured a pair of cords or chains, *f f'*, running over pulleys *g g'* on the sides of the box, with their ends secured to the edges of

the tilting sections C¹ C². When the levers are released from the catches *e*, these sections tilt and dump the load, after which they are drawn up by the levers again. To take the stress of the load off the chains and levers, a chain, *h*, is secured to each side of the section C¹ and to the rear end of the section C², which may be looped over turn-buckles *i* pivoted in the sides and ends of the box. These chains must be cast off before dumping the load. There being no reach to connect the axles, two draft-irons, *j*, connect the rear axle with the sides of the box. A short reach, *k*, has its front end pivoted to the king-bolt and extends back over the bend of the hounds, where it is suspended by a block and link, *l*, from an eye under the bar *a* of the section C¹. Passing over the hounds and under the sway-bar, this short reach prevents the fore axle from rotating, and keeps the hounds and sway-bar in their proper horizontal plane.

What I claim as my invention, and desire to secure by Letters Patent, is—

The box C, with sectional tilting bottoms C¹ C² pivoted thereto by the bars *a*, the rock-shaft *c*, levers D, catch-plates *f f'*, pulleys *g*, safety-chains *h*, turn-buckles *i*, draft-irons *j*, and reach *k*, all constructed and combined substantially as set forth.

HENRY HART.

Witnesses:

JOHN SNOW,
G. W. BICKNELL.