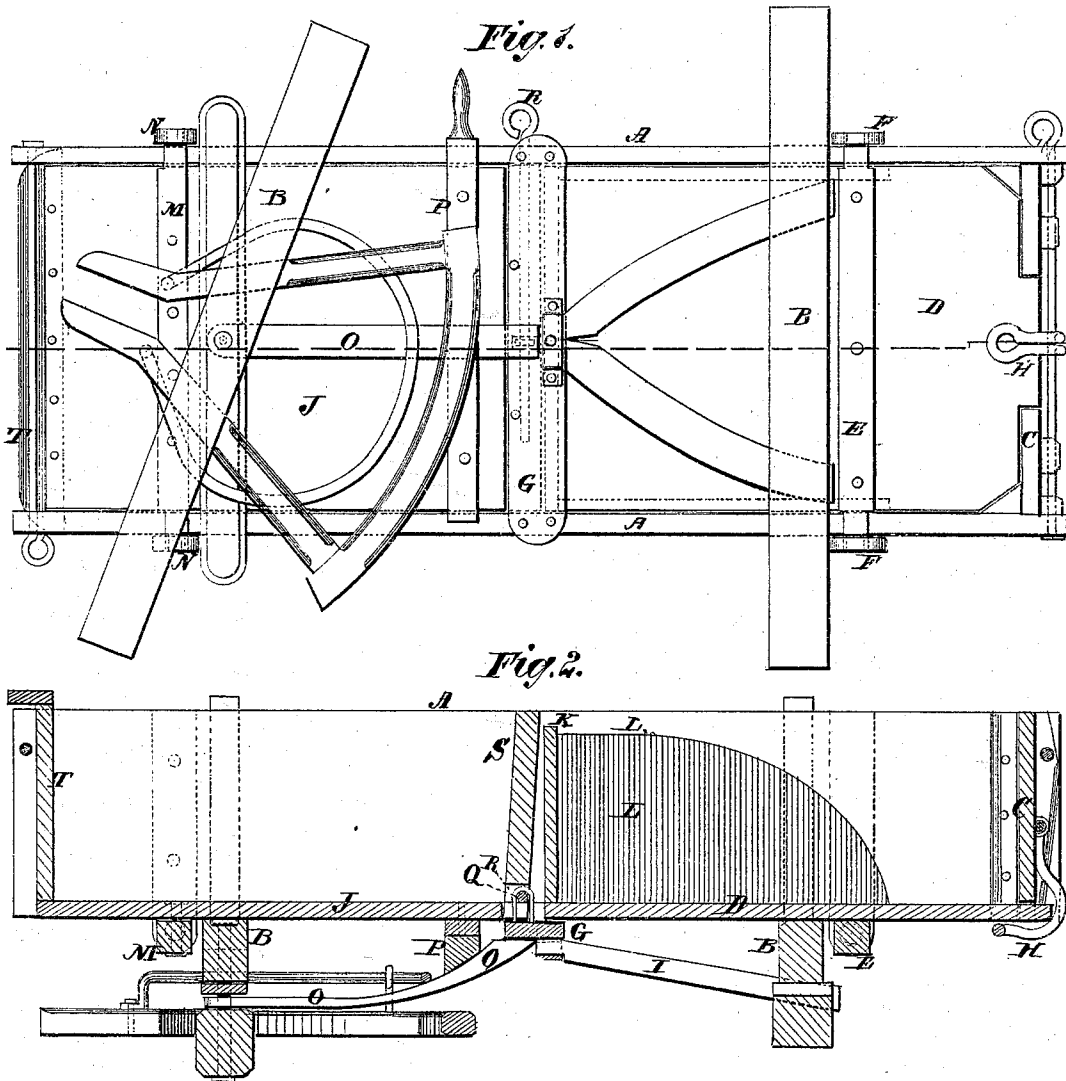


C. CAMPBELL.
Dumping-Wagons.

No. 148,108..

Patented March 3, 1874.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES CAMPBELL, OF CAMBRIDGE, WISCONSIN.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **148,108**, dated March 3, 1874; application filed July 12, 1873.

To all whom it may concern:

Be it known that I, CHARLES CAMPBELL, of Cambridge, in the county of Dane and State of Wisconsin, have invented a new and Improved Dumping-Wagon Box, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claims.

Figure 1 is a plan of the bottom of my improved dumping-wagon, and Fig. 2 is a longitudinal sectional elevation.

Similar letters of reference indicate corresponding parts.

A represents the box sides, which are fitted on the bolsters B, in the usual way, and at the rear they are provided with an end board, C. D is the hind part of the bottom. It is attached to the roller E, suspended under the box sides by the cleats F. The front end rests on the cross-bar G, which is fastened to the box sides, and the hind end is held up by a hook or latch, H, of any approved kind. K represents the end board at the front end of the bottom D, and L the side boards for retaining the front portion of the load when that end rises to dump at the other end. These parts are arranged so they can be readily taken off when not wanted. I represents the hounds of the hind truck, which are fastened to the cross-bar G, instead of the reach, as in the ordinary arrangement of wagons. J is the fore part of the bottom. It is attached to the roller M, suspended under the box sides by the cleats N, and rests at the rear end on the reach O by the cross-bar P. This reach is connected to the cross-bar G, so as to be detached when the load is to be discharged to let the hind end of the fore part of the bottom down. The connection is made by a staple, Q, which passes up through the bar G, so as to be fastened by a long rod, R, which slides in from the side of the wagon-box, so that it can be readily put in and taken out. This rod passes through the

lower portion of a strong partition, S. It is supported by the cross-bar G, so as to sustain the weight of the rear end of the load upon bottom J, and hold the reach securely. The partition S is employed for the end board of the front portion of the box. It is detachably connected, so that it can be readily removed when the wagon is to be used for other purposes. An end board, T, is attached to the front end of the bottom J, and it may have side boards like the hind bottom, if preferred; but they are not so much needed for it, because the roller on which it oscillates is near the front end, so that the latter does not rise as much as the front end of the hind board does in consequence of its roller being nearer the hind end. The connection of the hind and fore parts of the wagon is maintained, when the reach and bottom are disconnected, by the sides A of the box by the roller N and the front bolster.

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

1. The combination of dumping-bottoms D J, cross-bar G, and box sides A, with the rear hounds I, and reach O, as and for the purpose described.

2. The combination, with the sides A of the box and the reach O, of the bottom J, having its rear end supported on the reach, as and for the purpose specified.

3. The combination, with reach O and the sides A of the box, of the bar G, staple U, and slide-bolt R, as and for the purpose described.

4. The combination of the detachable end and side board with the bottom D, substantially as specified.

CHARLES CAMPBELL.

Witnesses:

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