

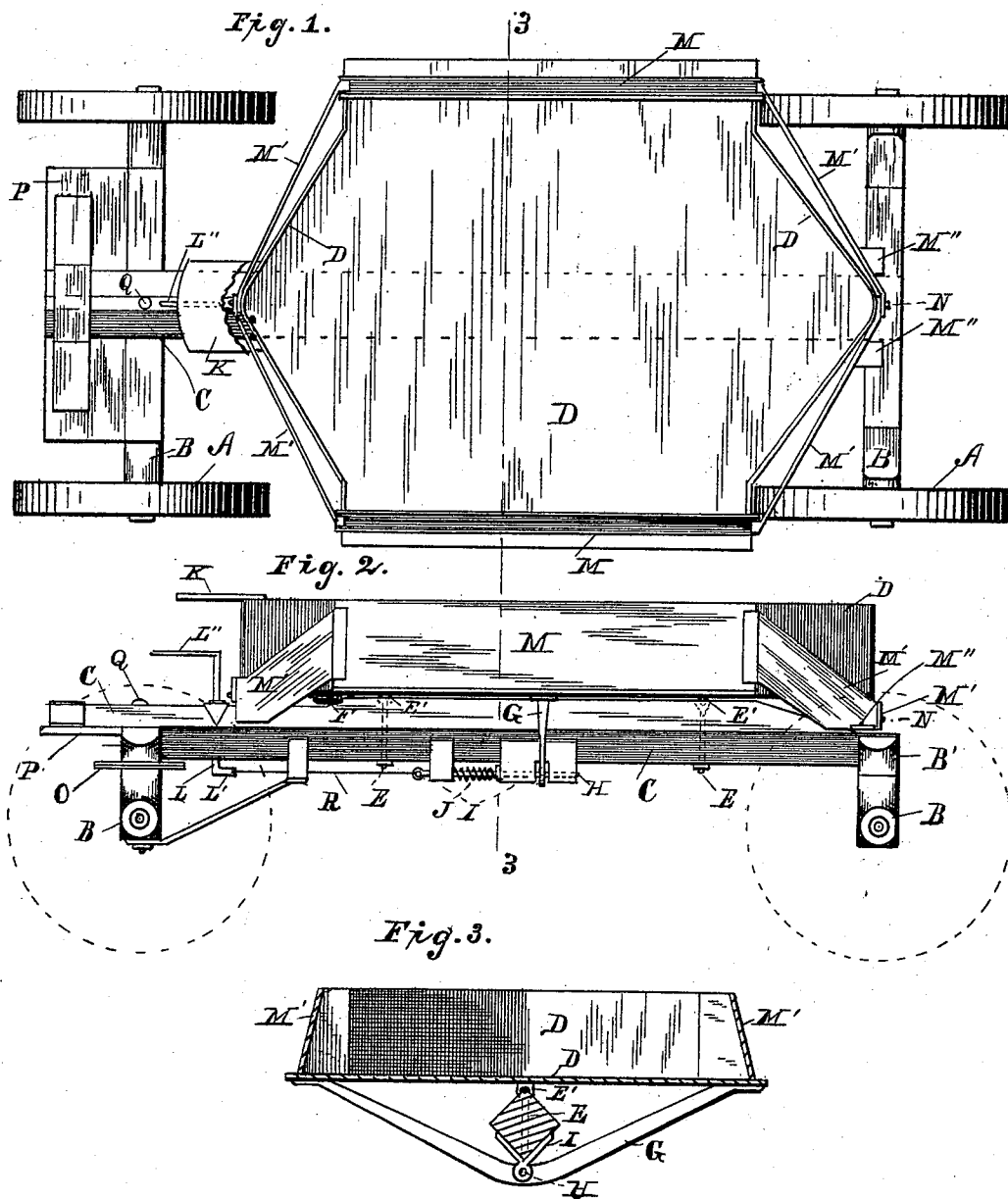
(No Model.)

2 Sheets—Sheet 1.

C. LINN.  
DUMP WAGON.

No 486,114.

Patented Nov. 15, 1892.



Witnesses:  
Clumet & Wood  
E. H. Berry

Inventor:  
Charles Linn  
By Wiles & Munn,  
Attys.

(No Model.)

2 Sheets—Sheet 2.

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*Fig. 4.*

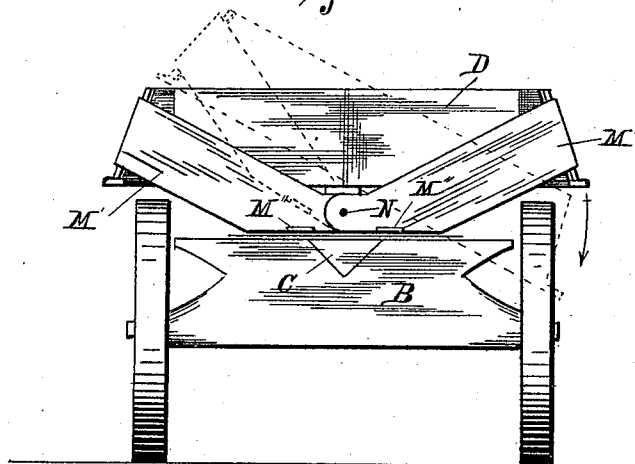
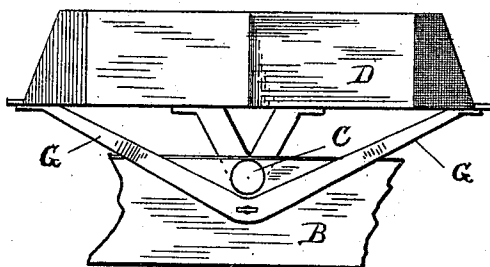
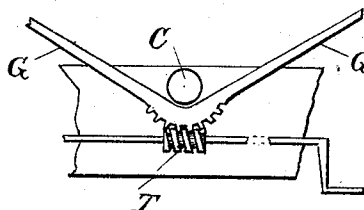


Fig. 5.



*Fig. 6.*



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# UNITED STATES PATENT OFFICE.

CHARLES LINN, OF SIOUX CITY, IOWA.

## DUMP-WAGON.

SPECIFICATION forming part of Letters Patent No. 486,114, dated November 15, 1892.

Application filed February 19, 1892. Serial No. 422,136. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES LINN, a resident of Sioux City, in the county of Woodbury and State of Iowa, have invented certain new and useful Improvements in Dump-Wagons; and I 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 pertains to make and use the same.

This invention relates to dumping-wagons adapted to discharge the load at either side instead of underneath or at the end. Such operation is peculiarly useful where embankments are to be widened or where wet ground cannot be crossed, yet the wagon is not the less adapted for use in other situations.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a plan of the wagon, the tongue being omitted. Fig. 2 is a side elevation, the wheels being indicated in dotted lines only. Fig. 3 is a section on the line 3 3, Figs. 1 and 2. Fig. 4 is a rear elevation. Figs. 5 and 6 show modifications hereinafter explained.

In the figures, A A are wheels mounted upon axles B B, and C is a heavy reach having its upper side wedge-shaped in cross-section. It is fixed at the rear end to the rear axle or to a rigid bolster thereon and at its forward end to a second bolster or cross-bar supported by a suitable fifth-wheel device O upon the front axle. The upper edge of the reach is in a line above the plane of the supporting parts and upon it is balanced a body or box D, which preferably extends nearly from axle to axle and laterally a little beyond the wheels upon each side. It is pivotally held upon the reach by eyebolts E, which engage hooked or perforated projections E' upon the bottom of the box. The normal height of the box is preferably such that the front wheels can pass beneath it in turning or may be thrown beneath it in order that dumping to the wrong side may be impossible. Rollers F, fixed to the body, facilitate the passing of the wheel to such position should the box be inclined. A strong transverse bar G has its ends fixed to the box near its lateral edges and is centrally bent downward to pass beneath the reach. At its middle point the bar is perforated to receive a retaining-bolt H,

sliding in a tubular way in a bearing I, secured to the reach and transversely notched to receive the bar G in such manner that the latter is supported laterally, while the bolt passes through it and lies in a way partly upon either side of the bar. The bolt is thrown rearward and held in place by a spring J and is retracted by means of a rod or chain R, connected with the lower crank-arm L' of a rod L, passing vertically through the reach just in front of the box and in the rear of the front cross-bar. The upper end of the rod bears a lever-arm or crank L'' in convenient position for operation by the hands of the driver, for whom a seat K is provided upon the front end of the body. Now when the bolt is retracted the box may swing or rock freely upon the supporting edge of the reach, the eyebolts acting as hinges, and its length is such that it just clears the wheels as either side is depressed. The box may be rectangular, but its front and rear ends are preferably carried toward the axles, so that the load may be nearer the axles. The end walls of the box are stationary with reference to the bottom, but the side walls M are carried by arms M', pivoted at the front and rear ends of the box upon pins N or the like, borne by the box or, if preferred, by the reach or bolster. These walls are inclined, so that as they move upon the pivots they readily pass the similarly-inclined end edges of the end walls. The rear arms M' are provided with lugs M'', that project over the bolster and lie a little above it. Now as one side of the box is depressed for dumping the corresponding lug rests upon the bolster and prevents the downward motion of the side wall. It follows that the load is free to slide from the bottom beneath the relatively-raised side. While the lugs prevent the side walls from moving downward, one or both may at any time be swung upward.

Fig. 5 shows the reach, made revoluble in bearings at its ends, the bar G being placed at the end and secured by detachably connecting it to the bolster. It is not in any case indispensable that the bar G be at the middle or that it be bent downward when placed at the ends, since an upward bending (to carry the point where the middle of the bar is held to some distance from the axis) gives satis-

factory results. The edge of the bar G may have a bent rack to engage with a worm or pinion, as suggested in Fig. 6; and it is evident that any mechanic can make other changes in detail while keeping within the bounds of my invention. I do not therefore wish to limit myself to the exact construction illustrated; but

What I claim is—

10 1. The combination, with a reach connecting the front and rear parts of suitable running-gear, of a body pivoted to rock laterally upon the reach and provided with movable side walls and devices preventing said side walls from following the rest of the body downward when either side is depressed.

15 2. The combination, with a laterally-tilting wagon-box, of a bent bar secured to the box transversely to the axis of tilting and means for locking said bar at a point some distance from said axis.

20 3. In a dumping-wagon, a reach having its upper side V-shaped in cross-section and a wagon-box supported by said reach and hinged to the V-shaped edge to rock laterally for dumping to either right or left.

4. The combination, with the reach and the wagon-box pivoted thereon and provided with

the bent and perforated bar, of the bolt arranged in fixed ways to slide through the perforation and secure the box against tilting. 30

5. The combination, with the reach, the box hinged thereon to tilt laterally, and the perforated bar fixed to the box, of the bolt, the spring pushing the bolt in one direction, the 35 cranked rod at the front end of the box, and a rod connecting the lower crank-arm to the bolt to retract it.

6. The combination, with the reach and the laterally-rocking body mounted thereon, of 40 the inclined sides pivoted to swing independently of the rest of the body.

7. The combination, with the reach and the laterally-rocking body pivotally mounted thereon, of the side walls swinging independently upon pivots near the axis of motion of 45 the body and means for preventing the descent of either side wall when the body is tilted to that side.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses. 50

CHARLES LINN.

Witnesses:

J. P. BLOOD,

F. B. ROBINSON.