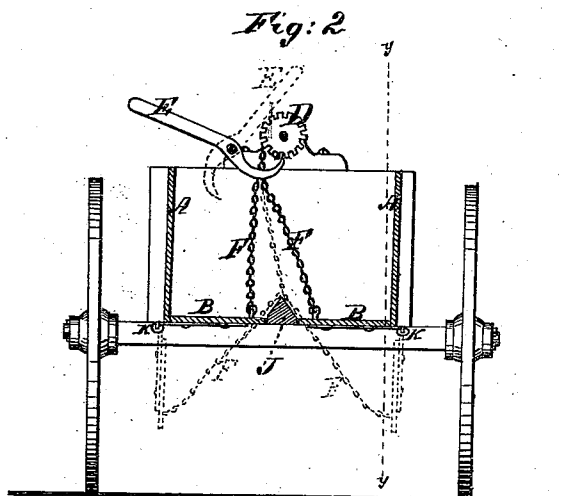
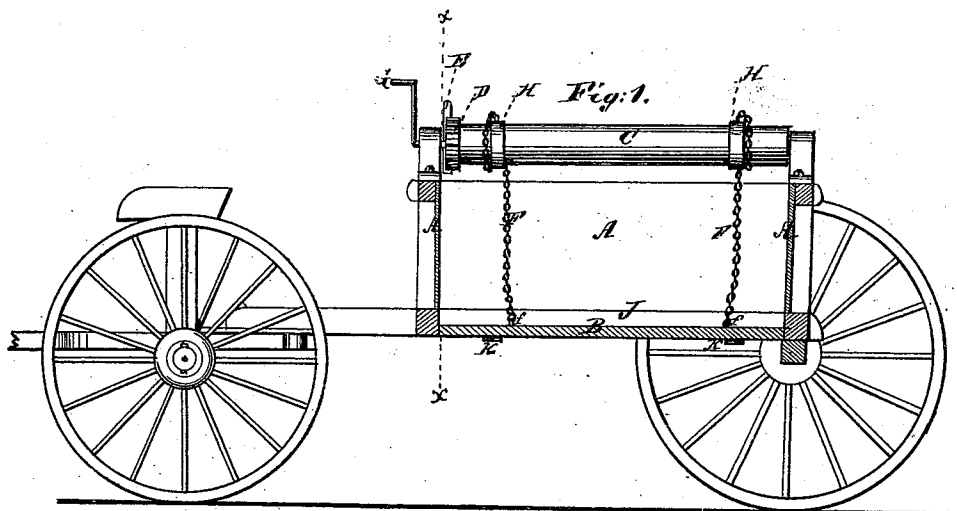


J. G. STAFFORD.

DUMPING-WAGON.

No. 185,358.

Patented Dec. 12, 1876.



Witnesses;
E. L. Williams.
Mr. H. C. At See

Inventor;
John G. Stafford
Per, *Murphy & At See*,
Att'y.

UNITED STATES PATENT OFFICE

JOHN G. STAFFORD, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **185,358**, dated December 12, 1876; application filed August 23, 1876.

To all whom it may concern:

Be it known that I, JOHN G. STAFFORD, of Washington city, District of Columbia, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of my invention is to rapidly and easily dump a loaded wagon, readjusting the parts for the reception of another load under control of the seated driver.

In the accompanying drawing, Figure 1 represents a side elevation and section at *yy*, and Fig. 2 a sectional elevation at *xx*.

A represents the body of the wagon, and B an outwardly-swinging bottom, made in two parts, as gates, hinged at each side of the wagon-body, at K K. C is a roller, around which a chain, F, is wound. The upper part of this chain is made single and attached to the roller at H, and the lower parts are made double, connected as indicated, the ends being fixed to rings provided in the swinging bottoms at *f*. These chains are joined at a point, as indicated, for the purpose of controlling the backward swinging of the hinged bottoms, as also for greater facility in winding it over the roller. J represents the horizontal bar, cut to a convex shape to present a repellent surface, and on which the chains F rest at their juncture when the swinging bottoms are open.

The load is dumped by the driver's striking upward the pawl E, thus releasing the swinging bottoms B, and the load falls to the ground, the swinging bottoms B, chains F, and pawl E taking the position as represented by dotted lines in Fig. 2.

To recover the swinging bottoms to their position, and make the wagon ready to receive another load, the driver turns the crank G until the bottoms are firmly in position, where they are held by the pawl E, engaging with the ratchet-wheel D.

It will be observed that the operating mechanism is so arranged that the driver may discharge his load and readjust the wagon to receive another load without leaving his seat or losing control of his horses.

The following is what I claim as new, and desire to secure by Letters Patent:

1. As an improvement in dumping-wagons, the combination of the swinging bottoms B B, forked chains F F, and beveled center bar J, as and for the purposes set forth.

2. The improved dumping-wagon, constructed, as herein described, with outwardly-swinging bottom boards B B; the beveled center bar J, interposed between their free edges; the shaft or roller C, carrying the ratchet-wheel D and crank G, and journaled in bearings at the extremities of the bed or body A; the bifurcated chains F F, attached to the roller C by their single ends, to the respective bottom boards B B by their forked ends, and catching over the center bar J; the swinging pawl E, weighted at top, and engaging at its lower extremity with the ratchet-wheel D, said crank and pawl being in convenient reach of the seated driver, and the whole being arranged to operate as and for the purposes specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN G. STAFFORD.

Witnesses:

WM. YORKE ATLEE,
J. H. HERRON.