(No Model.) 2 Sheets—Sheet 1.

B. F. BRYANT.

DUMPING WAGON.

No. 437,885. Patented Oct. 7, 1890.

Fig. 1.

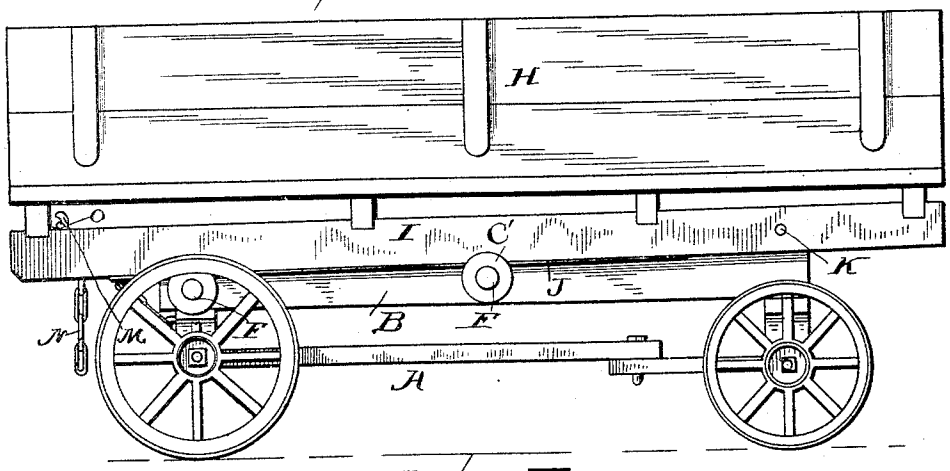
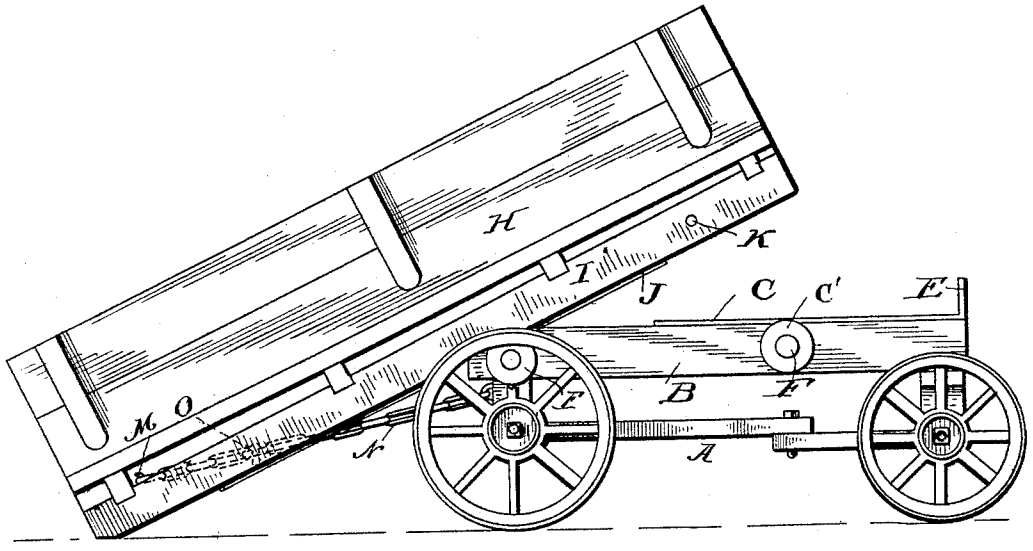


Fig. 2.



WITNESSES

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Fig. 3.

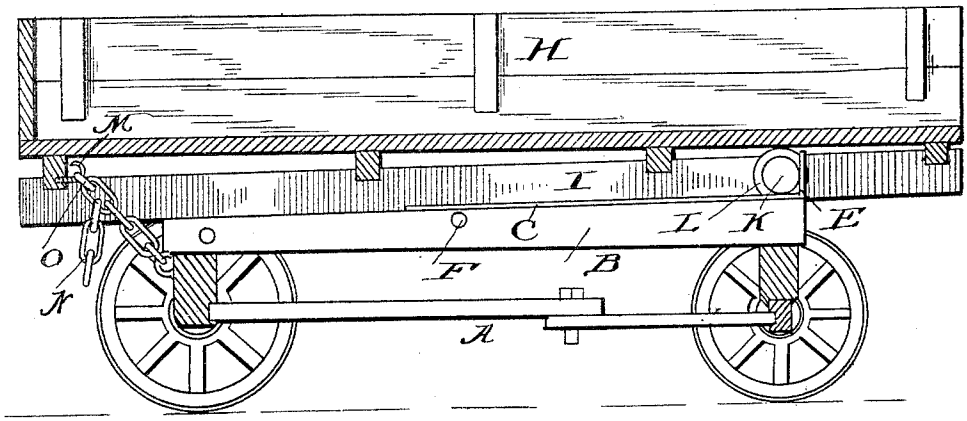
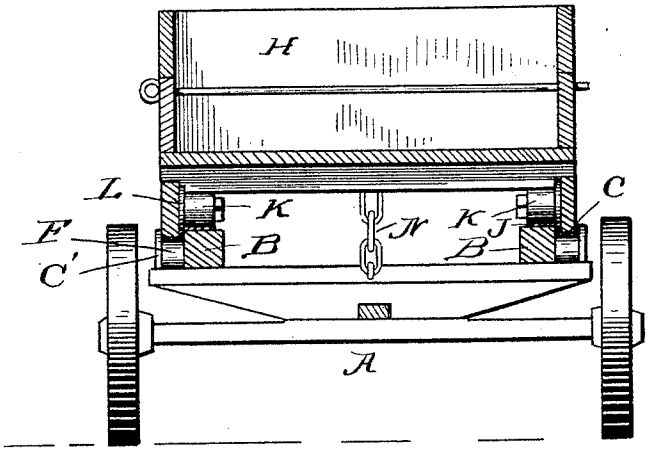


Fig. 4.



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UNITED STATES PATENT OFFICE.

BENJAMIN FRANKLIN BRYANT, OF BUSHTON, ILLINOIS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 437,885, dated October 7, 1890.

Application filed May 19, 1890. Serial No. 352,350. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN FRANKLIN BRYANT, a citizen of the United States, residing at Bushton, in the county of Coles and State of Illinois, have invented certain new and useful Improvements in Dumping-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 appertains to make and use the same.

My invention relates to improvements in dumping-wagons; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of my improved wagon in its normal position. Fig. 2 is a similar view showing the dumping position of the wagon. Fig. 3 is a longitudinal section. Fig. 4 is a transverse section.

Referring to the drawings by letter, A designates an ordinary running-gear having the rails or track B secured on the upper side of its bolsters. These rails are inclined downward slightly toward the rear end of the running-gear, and wearing plates or irons C are secured on the upper sides of the rails, the front ends of the said plates being turned up to form stops E, as clearly shown. On the outer sides of the rails, at and near the rear ends thereof, I mount the rollers F, which are provided with the annular flanges G at their outer ends.

The wagon-body H may be of any approved construction, although I prefer to construct it with removable sides and end-gates. On the bottom of the wagon-body, at the sides of the same, I secure the runners I, which rest upon and move over the rollers F, and are provided on their under edges with the wearing-plates J to reduce the wear upon the parts. On the inner sides of the runners, at the front ends of the same, I provide the rollers K, which move over the rails B, and are provided with the annular flanges L at their outer ends.

On the inner side of the rear cross-sill of the wagon-body, and at the center of the same, I secure a hook M, which is adapted to be engaged by a chain N, which is secured to the center of the rear bolster. When the wagon is being drawn over the road, a hook O at the center of the chain is engaged with the hook M, and the wagon-body is thereby prevented from moving backward, and consequently dumping its contents. When it is desired to dump the wagon, the end link of the chain is engaged over the hook M, and the chain being thus slackened, backward movement of the body will be permitted.

The manner of using my device is thought to be obvious from the foregoing description, taken in connection with the accompanying drawings. The wagon-body is loaded and the vehicle drawn over the ground in the usual manner. If it be desired to dump the wagon, the end link of the chain N is engaged over the hook M on the wagon-body, and the body is then pushed rearward. The rearward movement of the body will tighten the chain, and the rear end of the body will be tilted, so that the load will be discharged. The vehicle is then drawn forward a short distance so as to entirely free the body from the load, after which the body is drawn up to its former initial position on the rails, and the chain adjusted to prevent backward movement of the body. It will be observed that the rollers on the inner sides of the runners impinge against the stops at the front ends of the rails, so as to prevent the body being drawn too far forward. The flanges of the said rollers engage the outer sides of the rails, and the flanges of the rollers on the rails engage the outer sides of the runners, so that all lateral movement of the body is consequently held effectually in its proper position.

My device is very simple and can be built at a small cost.

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

The combination, in a dumping-wagon, of the running-gear, the tracks B, secured thereon, and having the stops E at their front ends, the rollers F, journaled on the outer side of the rails B, and having the flanged outer ends, the body having the rear hook M,

the runners I, resting on the flanged rollers F, the rollers K, journaled on the inner side of the runners I, and having the flanged inner ends, and the adjustable chain N, secured at one end to the rear bolster of the running-gear, and having the hook O at its center, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

BENJAMIN FRANKLIN BRYANT.

Witnesses:
A. H. BRYANT,
J. M. CENTERS.