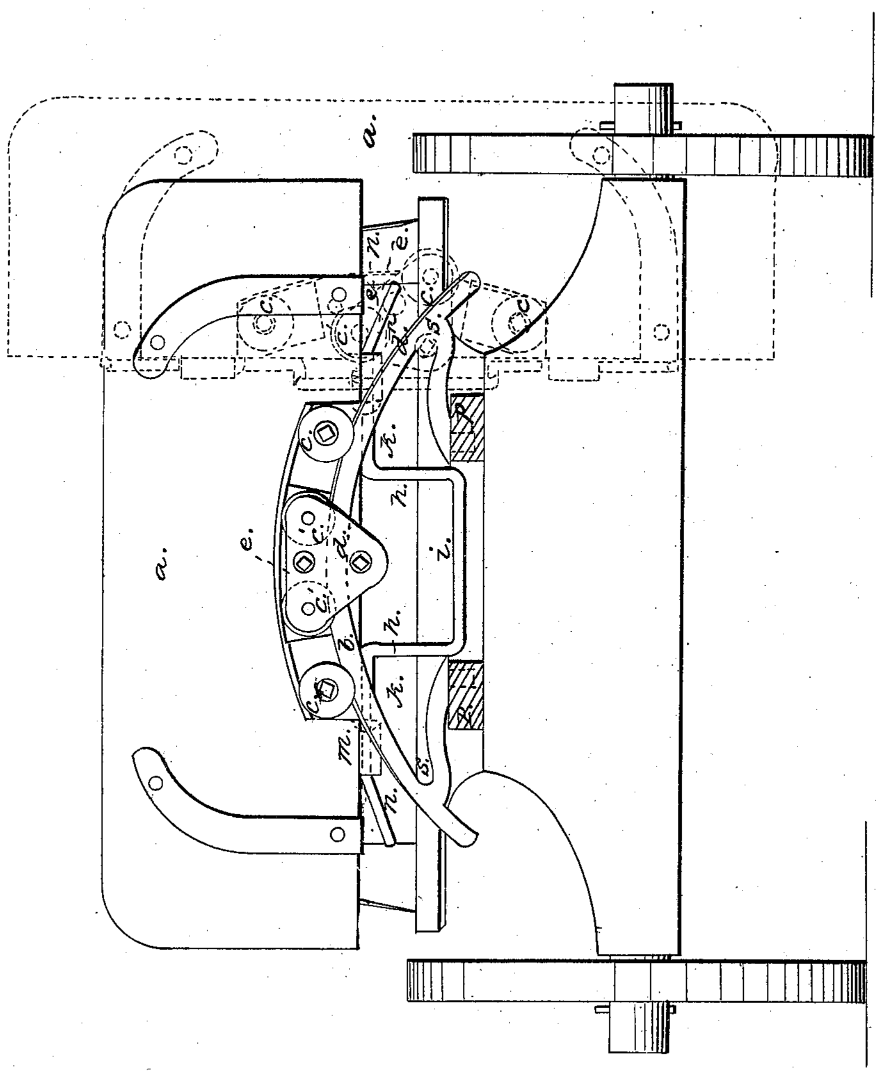
J. WILKINSON.

Dumping-Wagon.

No. { 131. / 31,135. }

Patented Jan. 15, 1861.



Witnesses:

Wm H. Harrison

A Pollak

Inventor:

John Wilkinson

By atty Chas. G. Page

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN WILKINSON, OF BALTIMORE, MARYLAND.

DUMPING-WAGON.

Specification of Letters Patent No. 31,135, dated January 15, 1861.

To all whom it may concern:

Be it known that I, JOHN WILKINSON, of Baltimore, in the county of Baltimore and State of Maryland, have invented an Improvement in Dumping-Wagons, and that the following is a full, clear, and exact description of the principle or character which distinguishes it from all other things before known and of the usual manner of making, modifying, and using the same, reference being had to the accompanying drawings, which exhibit an elevation of the dumping-body, showing the front arched railway-guide *b*, the rear one being behind the body and exactly like the front one.

My invention consists in certain improvements in dumping wagons described and represented as follows. The body of the wagon *a*, is supported upon arched railway guides *b* by antifriction wheels *c*, *c*, *c'*, *c'*, the two inner wheels *c'*, *c'*, being in the upper part of a triangular yoke *e*. There is a bolt *d* passing through the lower part of the yoke which prevents the wagon body from rising from the track and this with the wheels *c' c'* keeps the body always on the track. Under the body is a self locking catch *h* constructed and operated as follows. It is an iron rod bent in its middle portion so as to form the drop *i* and its straight parts or arms *k* pass through collars *m* attached to the bottom of the body and the remaining projecting portions *n* beyond the collars are bent downward as seen in the drawings. The pendent portion or drop *i* falls by its own weight between the perches or coupling poles *p*, *p*, and thus holds the body in place. On tilting this catch by a movement of the bent ends *n* the body is liberated and pushed to either side at pleasure and it descends upon the track and when it comes near the end it moves rapidly and the bolt *d* striking in the angular portion *s* of the rails stops its progress and the impulse of the body together with this sudden check, gives the load a fling as it were from the body and leaves the body in the position indicated by the red lines in the figure from which it is easily lifted or pushed back into its right position as it goes back, the drop of the catch falling between the perches as before, and securing the body in place. The advantages of this improvement are chiefly dumping on the side which is a great convenience and improvement over the common method especially in narrow streets and lanes and the mode of operation, by which the fling is given to the load and clearing it readily from the body. This is particularly favorable where sand, lime and such like compact materials are carried. The position of the body and the arched railway may be changed so as to dump behind, the operation of the parts being essentially the same.

What I claim as my invention and improvement in dumping wagons is—

1. Supporting the body *a* upon arched railway guides *b*, and in combination therewith the triangular antifriction yoke *e* as set forth.

2. The self locking catch *h* arranged and operated as set forth.

JOHN WILKINSON.

Witnesses:

CHAS. G. PAGE,

WM. H. HARRISON.