

(No Model.)

2 Sheets—Sheet 1.

A. P. WILLIAMS.
GRAVEL DUMP.

No. 572,233.

Patented Dec. 1, 1896.

Fig. 1.

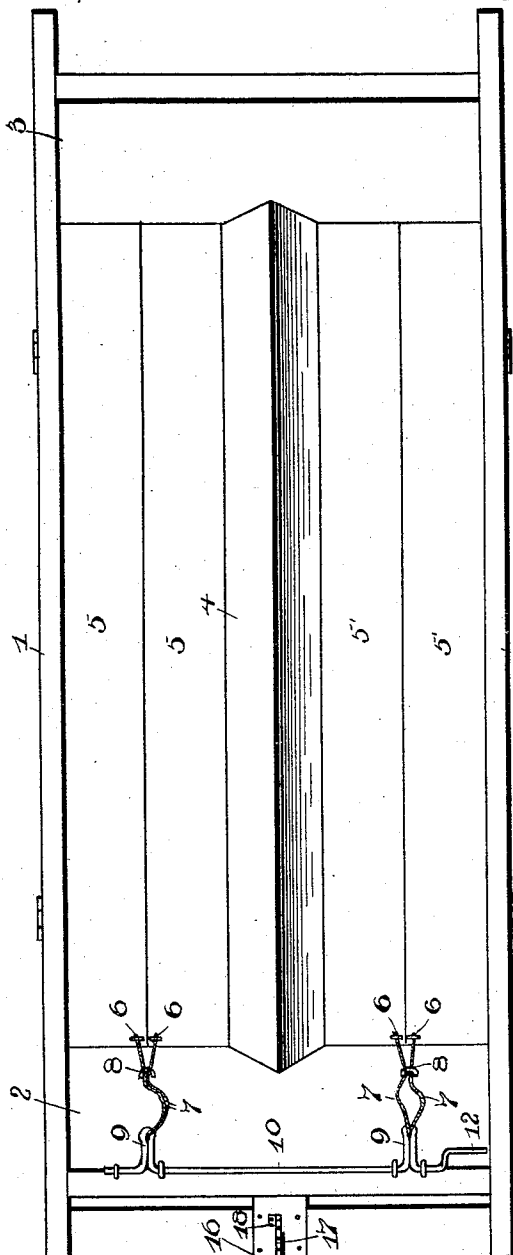
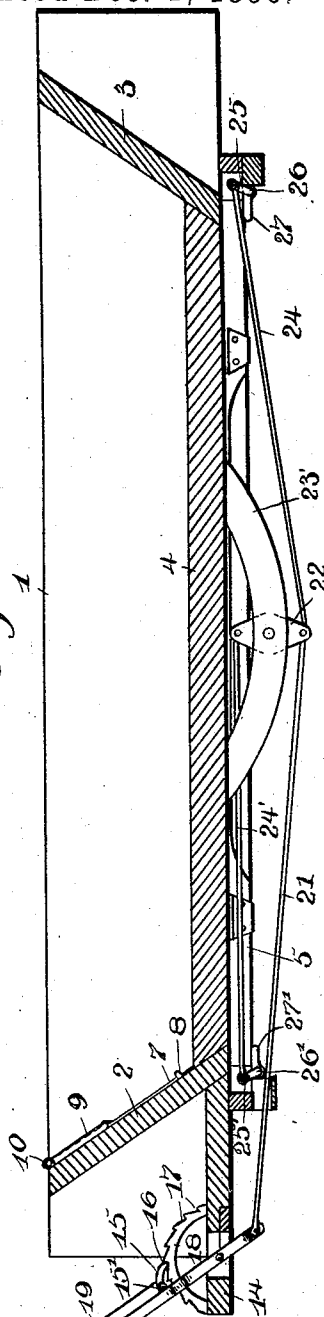


Fig. 2.



Witnesses

Wm. H. Dwyer.
J. A. Wilson.

Albert P. Williams Inventor
By J. H. Wilson. Attorney

(No Model.)

2 Sheets—Sheet 2.

A. P. WILLIAMS.
GRAVEL DUMP.

No. 572,233.

Patented Dec. 1, 1896.

Fig. 3.

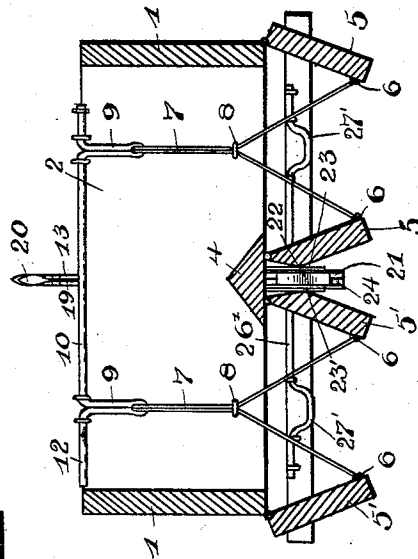
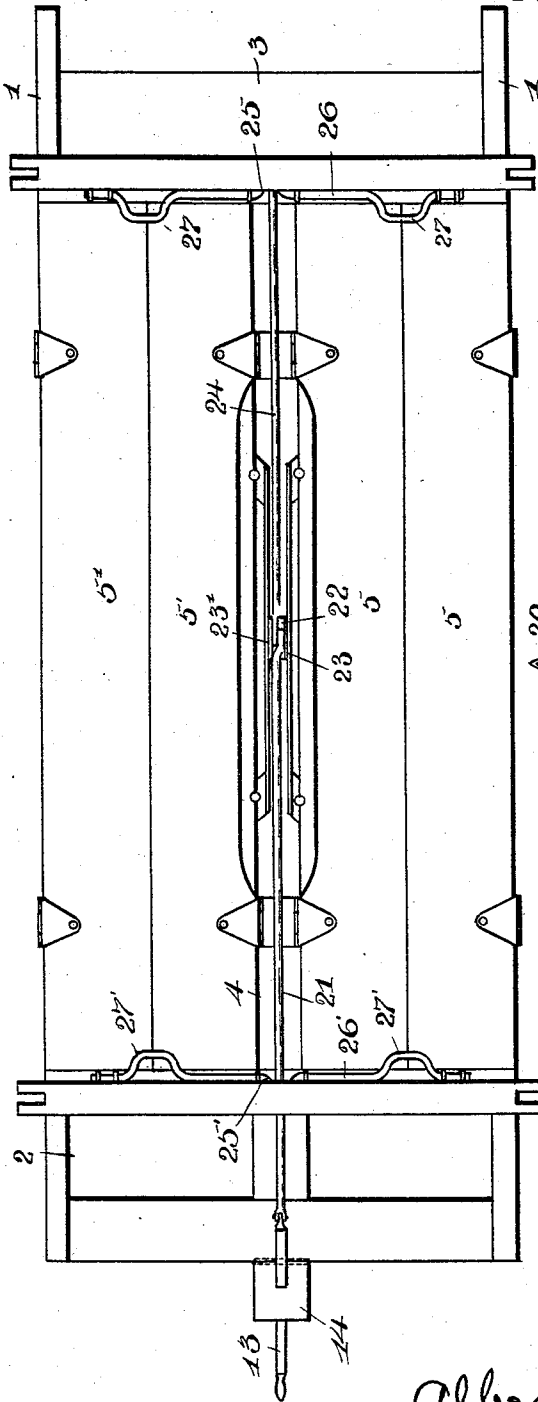


Fig. 4.

Witnesses
Y. F. [Signature]
J. A. Wilson.

Albert P. Williams, Inventor
By *H. B. Wilson,*
Attorney

UNITED STATES PATENT OFFICE.

ALBERT P. WILLIAMS, OF GALVESTON, INDIANA.

GRAVEL-DUMP.

SPECIFICATION forming part of Letters Patent No. 572,233, dated December 1, 1896.

Application filed July 29, 1896. Serial No. 600,940. (No model.)

To all whom it may concern:

Be it known that I, ALBERT P. WILLIAMS, a citizen of the United States, residing at Galveston, in the county of Cass and State of Indiana, have invented certain new and useful Improvements in Gravel-Dumps; and I do 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 has relation to gravel-dumps; and the object of the invention is to provide a wagon-body for transporting gravel.

To this end the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same figures of reference indicate the same parts of the invention.

Figure 1 is a top plan view of my improved gravel-dump. Fig. 2 is a longitudinal central section of the same. Fig. 3 is a bottom plan view, and Fig. 4 is a transverse section showing the hinged bottom opened to dump the gravel.

1 1 are the parallel vertical sides of the wagon-body, having the converging front and rear ends 2 and 3.

4 is a triangular central longitudinal rib extending from the front end 2 to the rear end 3, and 5 5 and 5' 5' are the longitudinally-hinged bottom pieces.

6 6 are staples connected to the forward ends of the bottom pieces 5 and 5', and from said staples flexible cords 7 7 pass through guide-staples 8 8, secured to the inside of the front end piece 2. The upper ends of the cords are secured to the integral cranks 9 9 on the rock-shaft 10, mounted on the front end 2. This shaft 10 is provided with a convenient lever-handle 12 within easy reach of the driver.

13 is a hand-lever fulcrumed in the bracket 14, and 15 is a weighted pawl pivoted to a bracket 15' on said lever, its forward end being provided with a depending toe 16, which engages the notches 17 of a stationary rack 18, secured to the bracket 14. To the upper free end of said pawl is pivoted a rod 19, the

upper end of which is pivoted to a grip-lever 20, by means of which the pawl may be thrown in and out of engagement with the rack.

To the lower end of the hand-lever 13 is pivoted the forward end of a connecting-rod 21, the rear end of which is pivoted to the lower end of a rock-lever 22, fulcrumed between two curved depending brackets 23 23', secured to the under side of the longitudinal rib 4.

From the lower end of the rock-lever 22 a rod 24 is connected to a central integral crank 25 on the rock-shaft 26, which is formed with integral double crank-arms 27 27', which extend across the rear ends of the contiguous edges of the hinged bottom pieces 5 5 and 5' 5' to support them in a horizontal position when the wagon is loaded.

A similar rock-shaft 26' is mounted in the forward end of the body, and its double crank-arms 27' 27' likewise support the forward contiguous edges of the bottom pieces for the purpose stated. A central integral crank 25' on the rock-shaft 26' is provided with a rod 24', extending to the upper end of the rock-lever 22, so that when the hand-lever 13 is operated its connecting-rod 21 operates the rock-lever 22, and through the medium of the rods 24 24' the rock-shafts 26 26' are simultaneously oscillated to lock or release the hinged bottom pieces 5 5'.

The operation of the device is as follows: The wagon being loaded with gravel, the hand-lever 13 and the grip 20 are grasped with the hand. This raises the pawl from the rack and unlocks the hand-lever, which is then thrown backward, which movement, as above described, withdraws the double crank-arms 27 27' from the contiguous ends of the hinged bottom pieces, whereby the weight of the gravel forces the bottom pieces downward and discharges the load, as shown in Fig. 4.

After the load is discharged the lever-handle 12 on the rock-shaft 10 is thrown forward, causing the cords 7 7 to raise the hinged bottom pieces to a horizontal position. The hand-lever 13 is then thrown forward, bringing the double crank-arms on the rock-shafts 26 26' across the ends of the hinged bottom pieces to support them, the pawl 15 engaging one of the notches in the rack, the weight of the

pawl securing it there to support the bottom pieces, and the wagon is ready for another load.

Although I have specifically described the
5 construction and relative arrangement of the
several elements of my invention, I do not
desire to be confined to the same, as such
changes or modifications may be made as
clearly fall within the scope of my invention
10 without departing from the spirit thereof.

Having thus fully described my invention,
what I claim as new and useful, and desire to
secure by Letters Patent of the United States,
is—

15 A wagon-dump comprising the wagon-body,

having a longitudinal central triangular rib
4, the curved brackets 23 23' secured to said
rib, the rock-lever 22 fulcrumed in said brackets,
the rods 24 24', the rock-shafts 26 26' having
integral double crank-arms 25 25', and the 20
hand-lever 13 having weighted pawl 15, the
rod 19 and grip-lever 20, and the stationary
notched rack 18, substantially as shown and
described.

In testimony whereof I hereunto affix my 25
signature in presence of two witnesses.

ALBERT P. WILLIAMS.

Witnesses:

J. J. GOLDSBERRY,

J. F. EISENLEY.