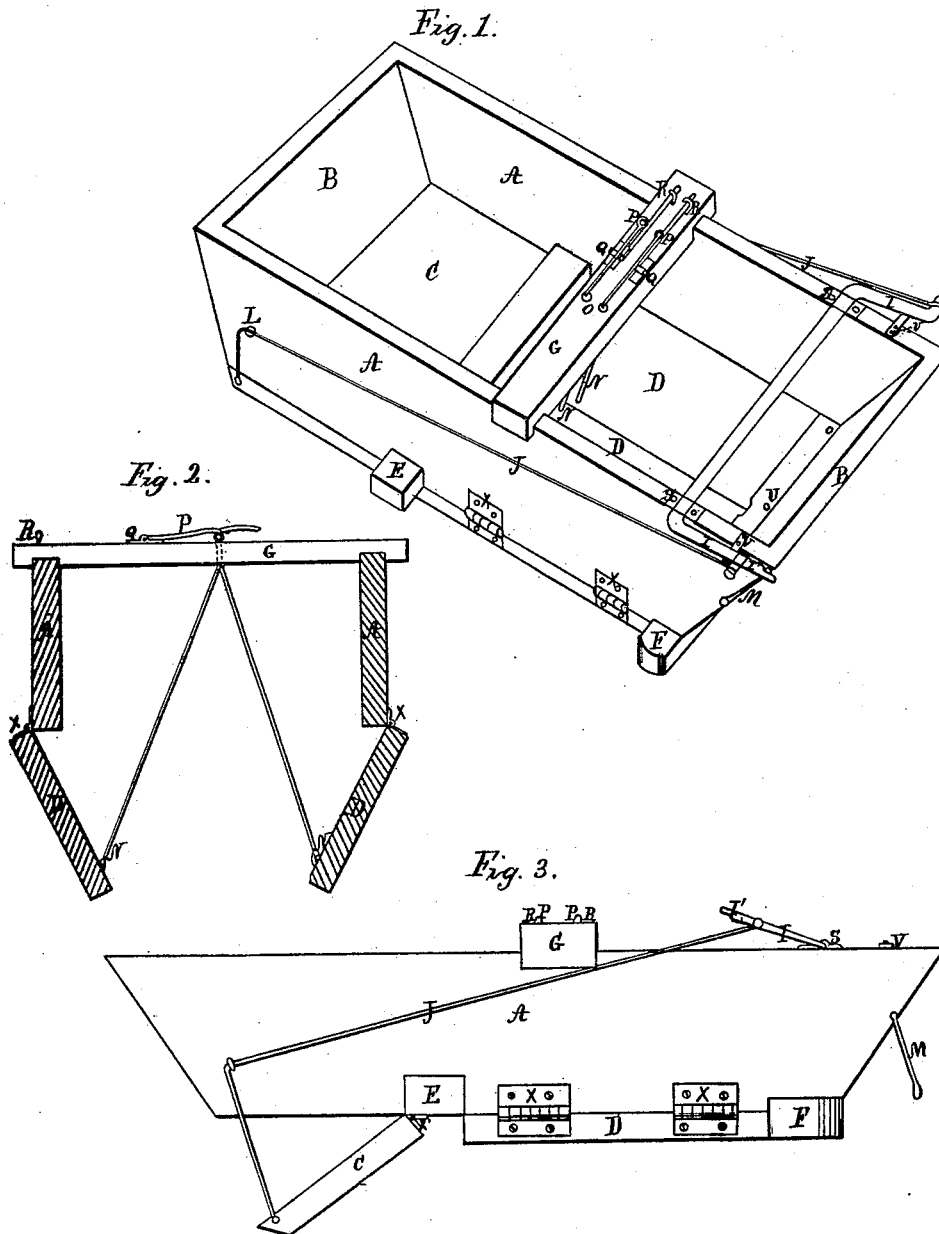


W. B. GEER & A. H. PALMER.  
DUMPING WAGON.

No. 51,938.

Patented Jan. 9, 1866.



Witnesses  
D. J. Holt  
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# UNITED STATES PATENT OFFICE.

WILLIAM B. GEER AND ALMOND H. PALMER, OF PORTLAND, ILLINOIS.

## IMPROVEMENT IN WAGON-BOXES.

Specification forming part of Letters Patent No. 51,938, dated January 9, 1866.

*To all whom it may concern:*

Be it known that we, WM. B. GEER and ALMOND H. PALMER, of Portland, in the county of Whiteside and State of Illinois, have invented an Improved Wagon-Box; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and letters of reference marked thereon, in which—

Figure 1 is a perspective representation of our improved wagon-box. Fig. 2 is a transverse sectional elevation of the box. Fig. 3 is a longitudinal elevation of the same.

The object of our invention is to construct an adjustable bottom to a box used on any kind of vehicle in hauling dirt, manure, or rubbish in such a manner that the contents of the box can be conveniently discharged therefrom, and obviate the necessity of the common dumping-bottom, and the laborious method of discharging the load at the sides and ends of the box by means of the shovel.

That others skilled in the art may make and use our invention, we will describe the method of constructing and using the same.

A A represents the sides of the box, and B B the ends, which are made of strong plank and in any style desired; but we prefer the pattern shown in the drawings.

E shows the rear axle, to the ends of which the wheels are supposed to be attached. The sides of the box A A are notched down upon the axle E and secured to the same, by means of bolts or otherwise, in a permanent manner.

F represents the forward bolster attached to the box permanently. U is the hole through which the king-bolt is put in the forward axle, thus obviating the necessity of the reach or coupling, which would be in the way of discharging the contents of the box.

C shows one section of the bottom hung by means of the hinges X'.

H represents the bar supporting the cranks I, attached to the top of the sides A A by means of the joints S.

I' shows the lever, which is an elongation of the crank I, used in opening and shutting the bottom C. This lever rests upon the bar V, and is held in place by means of the loop M.

J is the chain or rope attached to the crank I, which runs over the pulley L, and is fastened to bottom C at K.

D D represent the front bottoms hung by means of the hinges x x.

P shows the levers attached to the cross-bar G by means of the joint a. This bar G is attached to the sides of the box A A, for the purpose of supporting the box and the levers which are used in opening and shutting the bottoms D D.

N represents the chains or ropes attached to the bottoms D, running through the holes O in the cross-bar G, and secured to the loops in the centers of the levers P.

R shows the catches which hold the levers P down upon the cross-bar G when the bottoms D are shut.

Operation: In order to use our improved wagon-box the bottom C must be closed by turning the crank I over to the front, so as to rest upon the bar V and place the loop M over the end of the lever I', which will hold the bottom C in a firm position. The levers P must be turned outward and adjusted under the catches R, which hold the bottoms D firm enough to sustain any load that may be required.

In Fig. 1 the bottoms of the box are represented as shut, ready for receiving the load, and in Figs. 2 and 3 the bottoms are shown in the position for discharging the load.

Having thus fully described our device, what we claim as our invention, and desire to secure by Letters Patent of the United States, is—

The arrangement of the various portions of our machine, for the purposes set forth.

WM. B. GEER.

ALMOND H. PALMER.

Witnesses:

D. F. COLE,

NETTIE COLE.