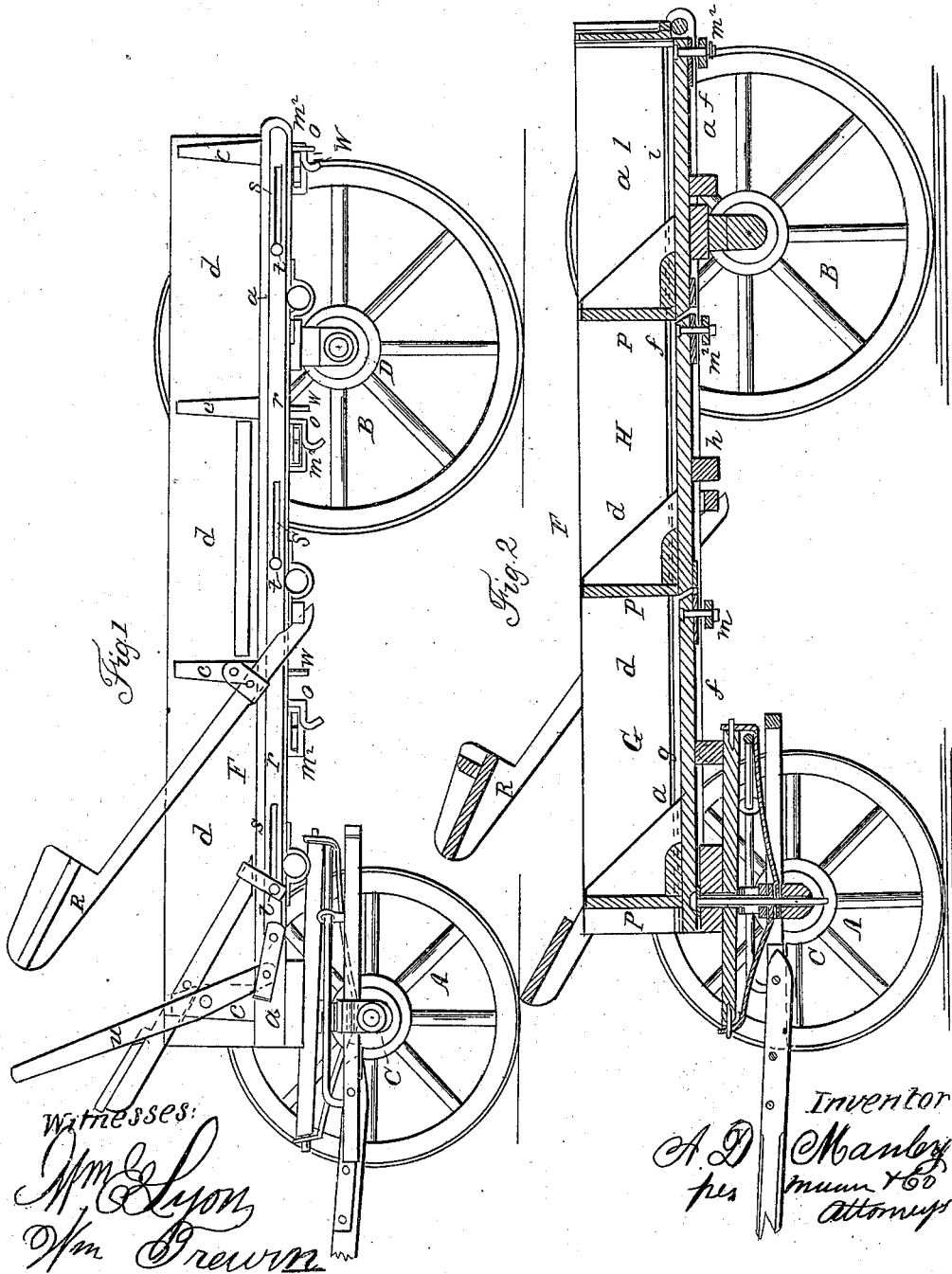


A. D. MANLEY.

Dumping-Wagon.

No. 54,747.

Patented May 15, 1866.



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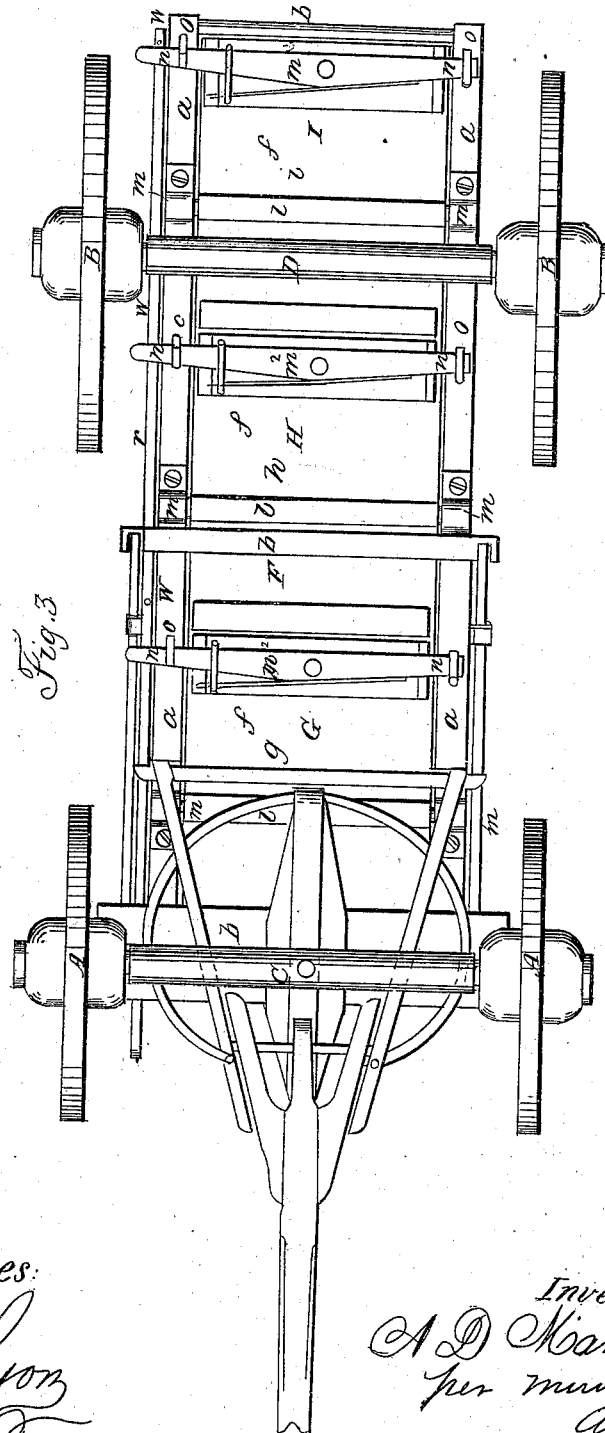


Fig. 3

Witnesses:

Jm Lyon
Wm Trewin

Inventor:

A D Manley
per m m f B
Attorneys

UNITED STATES PATENT OFFICE.

A. D. MANLEY, OF WASHINGTON, MICHIGAN.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 54,747, dated May 15, 1866.

To all whom it may concern:

Be it known that I, A. D. MANLEY, of Washington, in the county of Macomb and State of Michigan, have invented new and useful Improvements in 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 make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The present invention particularly relates to the box or body of a wagon; and it consists in so dividing the same into two or more sections or parts and arranging them with regard to each other in such a manner that either one or all of the sections can be so operated as to dump such portion of the load as may be contained in its various sections at pleasure without necessarily bringing the wagon to a stop, which result can be accomplished with the utmost ease by the driver of the wagon without moving from his seat, and the wagon-body also similarly replaced or reset after any one or more of its sections have been so dumped.

In accompanying plate of drawings my improvements in wagons are illustrated, Figure 1 being an elevation of one side of the wagon; Fig. 2, a central longitudinal vertical section, and Fig. 3 a view of the under side of the wagon-body.

Similar letters of reference indicate like parts.

A and B in the drawings represent the front and hind wheels of a wagon, hung and turning upon their respective axles C and D, as in ordinary wagons, and as the running-gear of the wagon is to be substantially the same as that now in use, except so far as it may be necessary to slightly change it in detail in order to accommodate the present improvements, I do not deem it requisite to herein particularly specify the same, it constituting no part of the present invention; F, the wagon-body, which is shown as made in three sections or parts, G, H, and I, the particular construction and arrangement of which will be now explained.

The wagon-body F is formed of two parallel side scantlings, *a a*, placed at a distance apart corresponding to the width which it is desired the wagon-body should have, and of the requisite length, said scantlings being held or sup-

ported by cross braces or bars *b b* at suitable points.

At similar points along the upper edge of both of the side scantlings, *a*, are fixed short uprights or stakes *c c*, to which the side pieces, *d d*, of the wagon are secured in any proper manner, so that they can be detached at pleasure or be fixed in place.

In and between the two side scantlings, *a a*, the bottom or floor *f* of the wagon-body is hung, such floor *f* being divided, in the present instance, into three equal parts or sections, *g*, *h*, and *i*, each of which sections is (by a cross-bar, *l*, fixed to the under side and turning in clasps at each end *m* upon the under side of the scantling *a* at the proper points thereof) hung so as to be out of balance and, when inclined, have its outer end down, the several sections of the wagon-bottom being fixed and held in a horizontal plane by spring-lever bars *m m*, extending across the same upon their under sides, which bars *m*, by their projecting ends *n*, engage with suitable-shaped hooks or notches *o o* upon the under side of the side scantlings, *a a*, as plainly shown in Fig. 3.

To the inner end of each section of the bottom of the body a transverse partition-board, *p*, is secured in any proper manner, thus dividing the body of the wagon into three similar and distinct parts or sections, as before stated, the usual back-board *q* being arranged at the rear end of the wagon-body.

Upon and along one side of the body-scantlings *a* and for the full length of the body extends a sliding strip or bar, *r*, having guide-slots *s s* at suitable points of its length, moving over and upon fixed pins *t* of the scantling *a*, to the inner end of which slide is hung the lower end of an upright lever-handle, *u*, turning upon a fulcrum of the wagon-body, and in such position that the driver of the wagon, when in his seat R, can conveniently reach the said handle *u* to operate it, when so desired, and as will be presently explained.

To the sliding strip *r* are fixed studs or pins *w w* at such points of the same that as the strip is moved in a direction toward the front end of the wagon they will either act simultaneously or at different times, one after another, upon the lever-catches, holding the various sections of the body in a horizontal position, and, releasing them from the hooks of the side scantlings, allow them to fall,

and thus dump whatever material may be contained in them upon the ground, either all at one time or at different times, as the case may be, the front one of the several sections of the wagon-body, after having been so dumped, being then brought to a horizontal position by the driver, leaving the other two down, where they can remain without being in the least liable to be injured until the wagon is again to be loaded, when they are reset and held as before.

In lieu of dividing the body of the wagon into three sections, as explained, it may be divided into more, or only two; but I deem three to be the most desirable, efficient, and sufficient for all practical purposes; and furthermore, if desirable to use the whole length of the wagon-body, its transverse partitions may be removed, leaving the floor entirely clear.

I do not intend to limit myself to the precise arrangement of levers for holding the body-

sections in their places, or to the precise number of sections into which the body may be divided, as they will both admit of many modifications without departing from the principles of the present invention, as hereinbefore stated.

The driver's seat R is intended to be hung upon the wagon-body in such a manner that when desired it can be swung up and out of the way to facilitate the loading of the wagon.

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

The sliding bar *r*, with its pins *w*, operating in combination with the spring-bars *m* and the swinging boxes G H I, for joint or independent action, in the manner and for the purpose herein specified.

A. D. MANLEY.

Witnesses:

MARTIN BUZZELL,

WILLIAM P. ANDERSON.