(Model.)

J. M. KIMBALL.

DUMPING WAGON.

No. 265,829. Patented Oct. 10, 1882.

fig. 1.

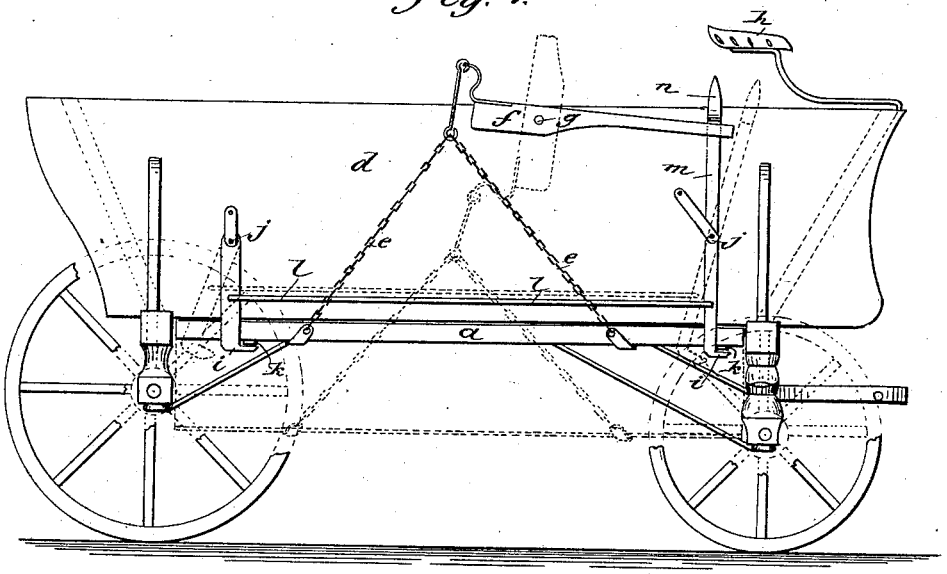
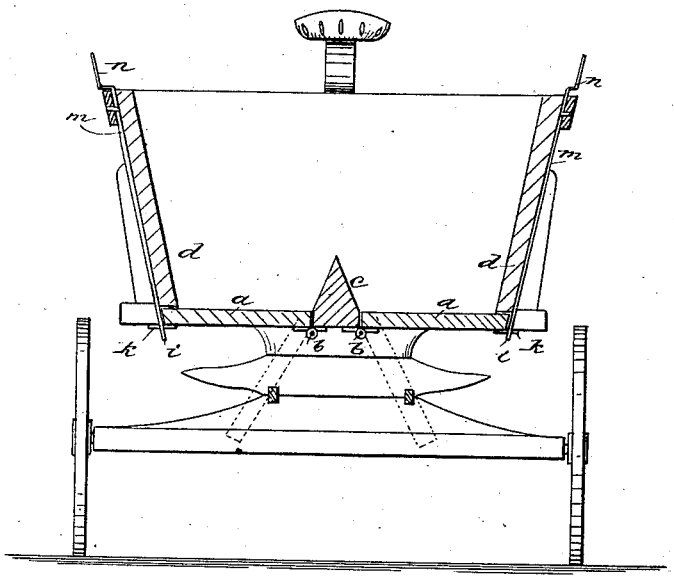


fig. 2.



WITNESSES:

Geo. Geyer

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UNITED STATES PATENT OFFICE.

JAMES M. KIMBALL, OF WOODSTOCK, ILLINOIS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 265,829, dated October 10, 1882.

Application filed July 10, 1882. (Model.)

To all whom it may concern:

Be it known that I, JAMES M. KIMBALL, of Woodstock, in the county of McHenry and State of Illinois, have invented a new and Improved Dumping-Wagon, of which the following is a full, clear, and exact description.

This invention relates to a bottom made in two parts, divided and hinged along the center longitudinally between the axles to swing down from the outsides, with a lever and chain on each side of the wagon-box to close the respective parts of the bottom, and another lever to work catches for fastening the bottom, which lever is also a catch for securing the closing-lever, all as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of my improved dumping-wagon with parts of the wheels broken out, and Fig. 2 is a transverse section of the wagon.

The bottom of the box consists essentially of the two parts *a a*, which are hinged at *b* to the central longitudinal beam, *c*, so as to swing down from the sides *d* of the box, said bottom parts being sufficiently short to drop between the axles. The outer edges of the parts *a* are connected to a branching chain, *e*, and said chain connects with the short arm of a lever, *f*, pivoted to the side of the box at *g* and ranging along the side toward the front end to a point where it can be conveniently reached by the driver on the seat *h*, to be worked for closing the bottom after dumping the load. A couple of catches, *i*, are pivoted to the side of the box at *j* to swing under studs *k*, projecting from the edges of the bottoms *a*, to lock the bottom when shut, said catches being connected together by a rod, *l*, and one of said catches has a lever-handle extension, *m*, for working the two catches, and said lever-handle also has a catch, *n*, which is made to engage the lever *f* by the same movement that engages catches *i* with the studs *j*, thus making a simple and efficient contrivance by which the bottoms are secured by the catches *i* and also by the levers *f*.

The bottoms *a* and the levers, catches, and chains are represented by the dotted lines in Fig. 1 in the positions they occupy when the bottoms are open and the load dumped.

I am aware that leaves have been heretofore hinged across the body and operated by levers at one end; that leaves have also been hinged on a median line and held in place by hooked levers; also, that a slide with enlargements and plates has been used to lock the bottom; but

What I claim as new is—

In a wagon-body, the combination, with the leaves *a a*, hinged to a median fixed beam, *c*, of the branching chains *e*, the levers *f*, and the connected pivoted catches *i*, the latter connecting with the levers *f*, all arranged as shown and described.

JAMES M. KIMBALL.

Witnesses:
JOHN K. WHEAT,
E. W. BLOSSOM.