F. E. McCLELLAN.

DUMP WAGON.

APPLICATION FILED OCT. 25, 1916.

1,237,796.

Patented Aug. 21, 1917.

2 SHEETS—SHEET 1.

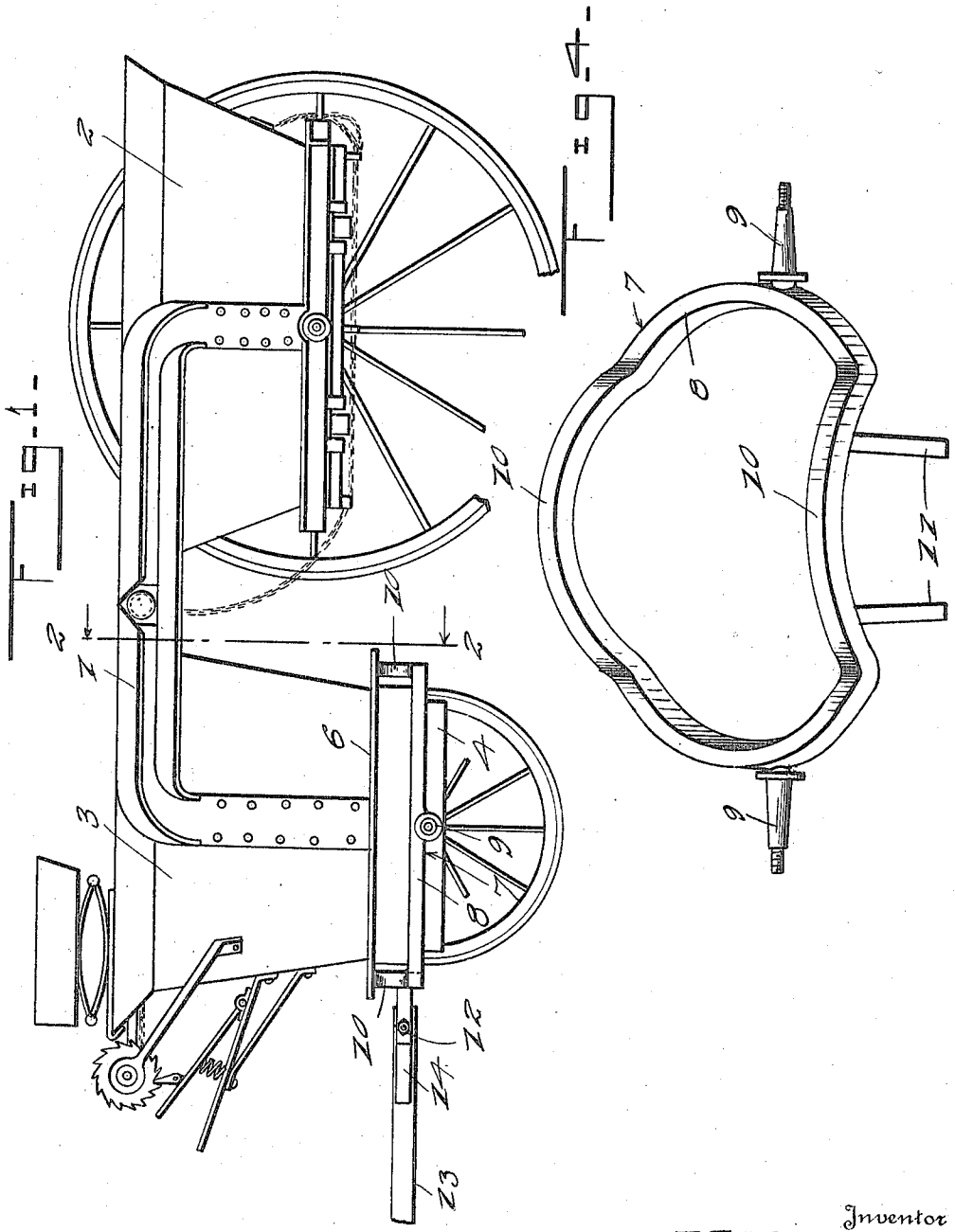

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Fig. 2.

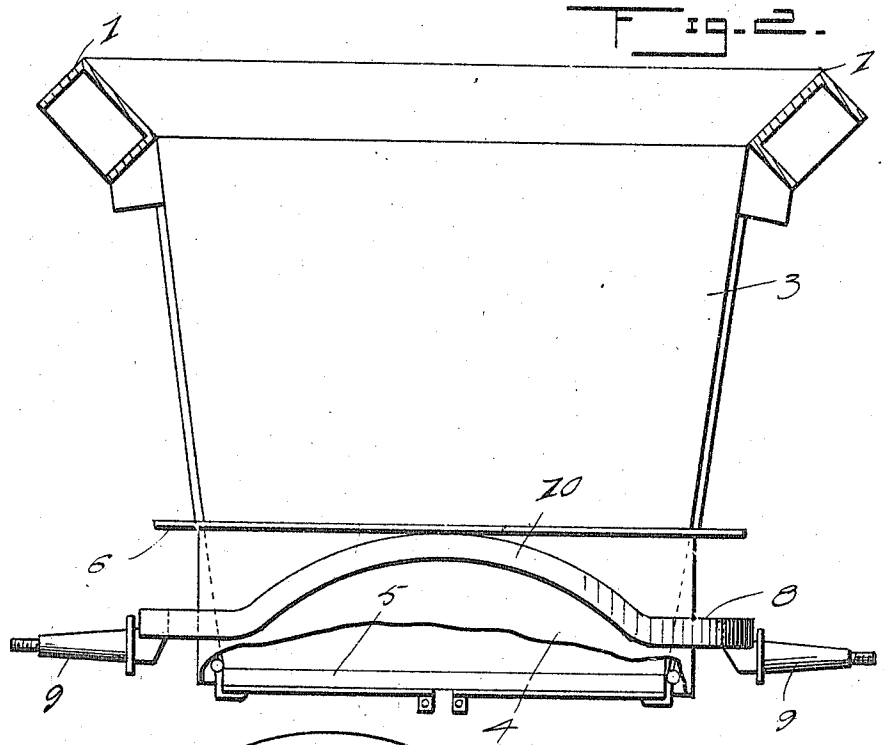
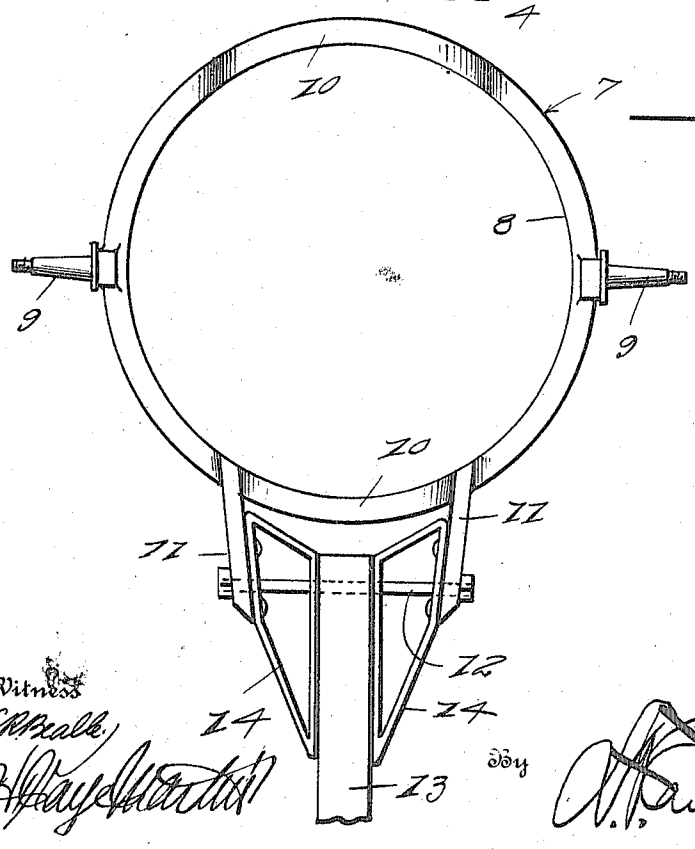


Fig. 3.



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UNITED STATES PATENT OFFICE.

FLOYD E. McCLELLAN, OF CLEVELAND, OHIO.

DUMP-WAGON.

1,237,796. Specification of Letters Patent. Patented Aug. 21, 1917.

Application filed October 25, 1916. Serial No. 127,638.

To all whom it may concern:

Be it known that I, FLOYD E. McCLELLAN, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Dump-Wagons; and I do hereby 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.

This invention relates to new and useful improvements in dump wagons of the type shown in my copending application filed February 11, 1916, Serial No. 77,688, and the principal object of the invention is to provide a wagon which is so constructed that the wheels are free to rock when passing over a rut in a road without causing the body of the wagon to tilt.

Another object of the invention is to provide a device which is so constructed that the wheels may rock regardless of their positions with relation to the longitudinal axis of the wagon.

With these and other objects in view the invention consists in the novel combination and arrangement of parts which will be fully set forth in the following specification and accompanying drawings, in which:—

Figure 1 is a fragmentary side view in elevation of a wagon constructed in accordance with this invention showing the near wheels removed.

Fig. 2 is a sectional view on line 2—2 of Fig. 1 showing the forward part of the wagon partially in section.

Fig. 3 is a bottom plan view of the front axle, and

Fig. 4 is a perspective view of the front axle.

Referring to the drawings, the numeral 1 designates the frame of the wagon provided at its rear end with a hopper 2 and at its forward end with a hopper 3. The hopper 3 is circular in form and tapers toward its lower end and said lower end is provided with a spout 4 having hinged to the lower edge thereof a pair of doors 5 which are adapted to swing downwardly in order to empty the contents of the wagon. The rear hopper 2 is provided with similar doors by means of which the wagon is dumped.

Riveted or otherwise secured to the hopper 3 near the spout is an angle bar 6 which is formed as a ring and has its upper flange extending outwardly at right angles from the hopper as clearly shown in Fig. 2. This ring forms the bearing against which the axle rests when the device is in assembled position as shown in Figs. 1 and 2.

The axle above referred to is designated generally by the numeral 7 and comprises a ring 8 having welded or otherwise attached to the under side thereof the spindles 9. These spindles project laterally from the ring at diametrically opposite points and formed intermediate the spindles are suitable upwardly curved portions 10 which are disposed in such a manner that the flange 6 rests thereon as shown in Fig. 2. Attached to the under side of one of the upwardly curved portions 10 are suitably forwardly extending arms 11 provided with suitable apertures for the reception of a bolt 12 by means of which the tongue 13 is attached to the device. This tongue is provided with the usual frame 14 at its rear end, which frame fits between the forwardly extending arms 11 as clearly shown in Fig. 3.

It will be apparent from the foregoing that in use the wagon is propelled in the usual way and when a rock or rough part of the road is encountered, it will be seen that the axle will be free to rock so that the body of the wagon will travel without tilting.

While in the foregoing there has been shown and described the preferred embodiment of this invention, it is to be understood that such changes may be made in the combination and arrangement of parts as will fall within the spirit and scope of the invention as claimed.

What is claimed is:—

1. In a dump wagon, a circular hopper at the forward end of said wagon, hinged doors for closing the bottom of the hopper, a flange secured to the outer side of the hopper and extending outwardly therefrom and a circular axle surrounding the hopper below the flange for supporting said hopper.

2. In a dump wagon, a circular hopper at the forward end of said wagon, hinged doors for closing the bottom of the hopper, a flange secured to the outer side of the hopper and extending outwardly therefrom, a circular axle surrounding the lower end of the hopper and humps formed intermediate the ends of said axle for engaging the under side of the flange to support the hopper and yet permit the axle to rock over a rough portion in a roadway.

3. In a dump wagon, a circular hopper at the forward end of said wagon, hinged doors for closing the bottom of the hopper, a flange secured to the outer side of the hopper and extending outwardly therefrom, a circular axle surrounding the lower end of the hopper and humps formed intermediate the ends of said axle for engaging the under side of the flange to support the hopper and yet permit the axle to rock over a rough portion in a roadway, and spindles formed at diametrically opposite points on the axle, said spindles being arranged intermediate the humps whereby the wheels are free to rock over a rough part in a roadway.

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

FLOYD E. McCLELLAN.

Witnesses:
FRED J. OHLER,
JAMES FEUANTE.