

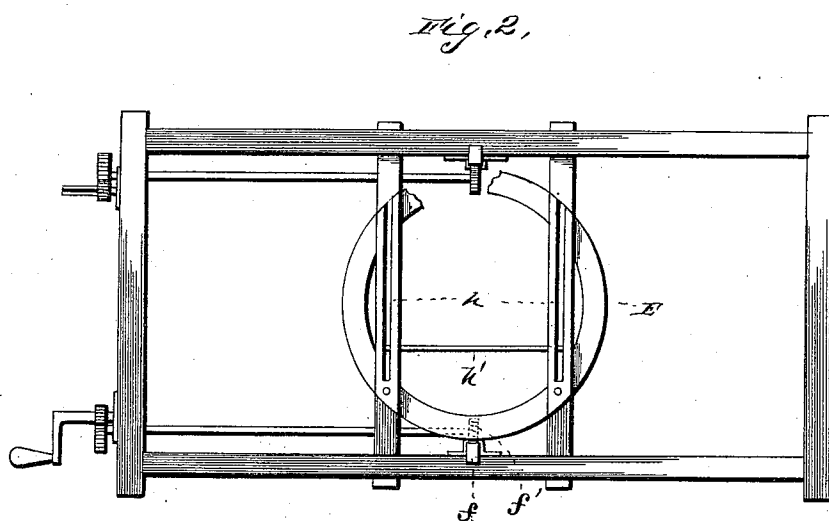
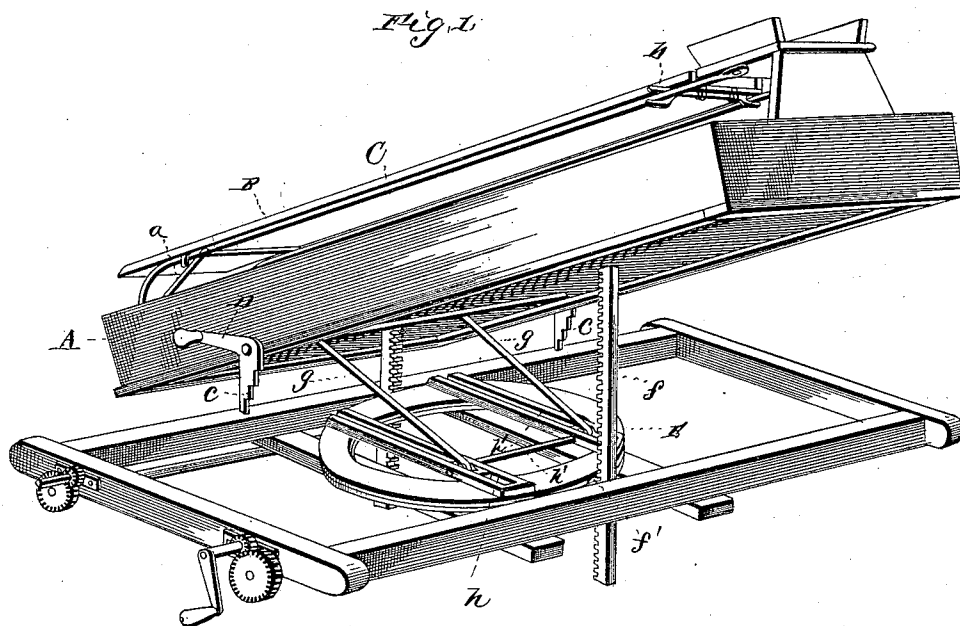
(No Model.)

2 Sheets—Sheet 1.

H. P. WAYMAN.
COAL WAGON.

No. 465,903.

Patented Dec. 29, 1891.



WITNESSES

Chas. L. Taylor
Philip L. Massi

INVENTOR

Henry P. Wayman,
by E. W. Anderson
his Attorney

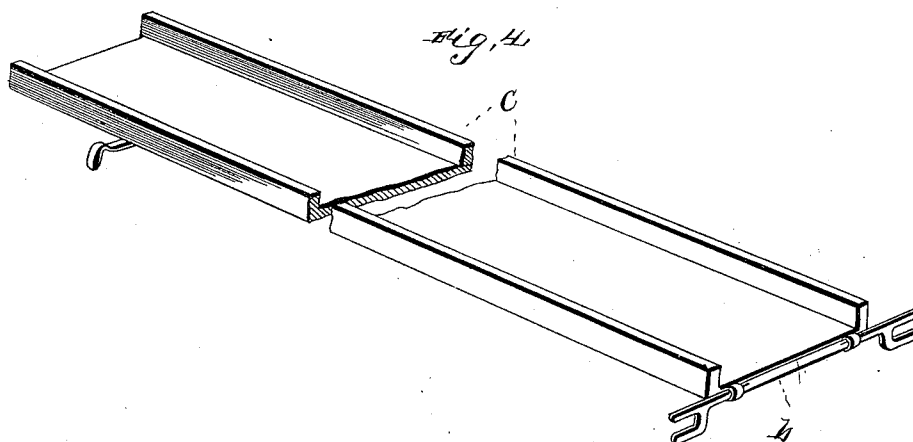
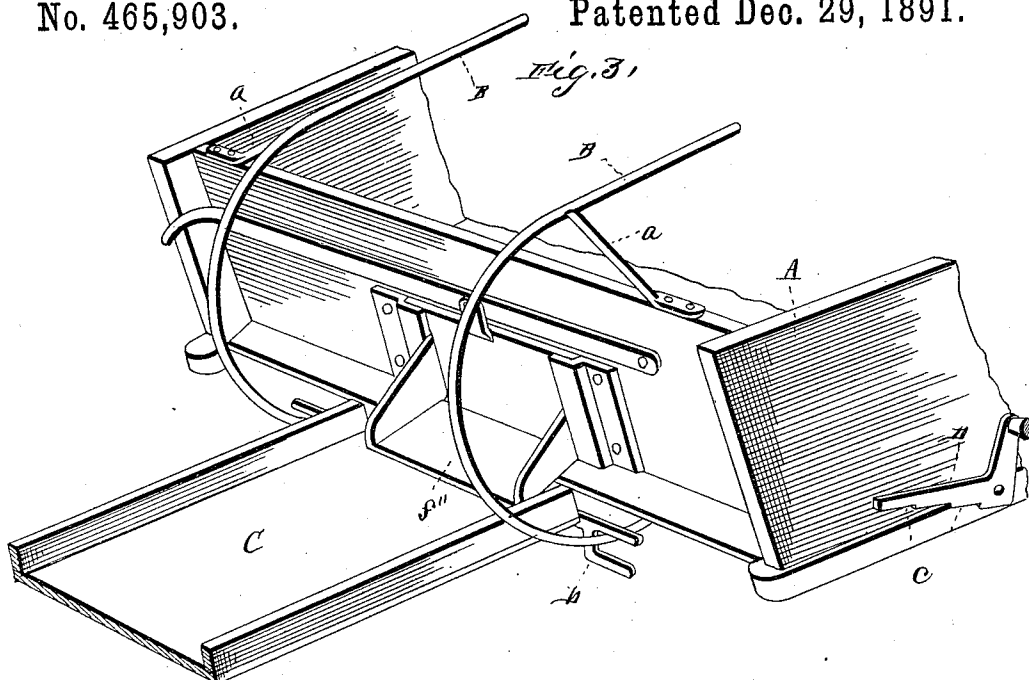
(No Model.)

2 Sheets—Sheet 2.

H. P. WAYMAN.
COAL WAGON.

No. 465,903.

Patented Dec. 29, 1891.



WITNESSES

Chas. L. Taylor,
Philip C. Masi

INVENTOR

Henry P. Wayman,
by E. W. Anderson
his Attorney.

UNITED STATES PATENT OFFICE.

HENRY P. WAYMAN, OF TRENTON, NEW JERSEY.

COAL-WAGON.

SPECIFICATION forming part of Letters Patent No. 465,903, dated December 29, 1891.

Application filed February 25, 1890. Serial No. 341,645. (No model.)

To all whom it may concern:

Be it known that I, HENRY P. WAYMAN, a citizen of the United States, and a resident of Trenton, in the county of Mercer and State of New Jersey, have invented certain new and useful Improvements in Coal-Wagons; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of the invention and is a perspective view. Fig. 2 is a top plan detail view of the bed-frame with the hinge-rods *g g* removed. Fig. 3 is a rear detail view in perspective, and Fig. 4 is a detail view.

This invention relates to certain improvements in coal-wagons; and it consists of the novel construction and combination of parts, as will appear from the following description and accompanying illustration.

In the drawings, A is the wagon-body, and B B are parallel rods or supports secured at their forward ends to the upper edge of the front of said body and having their rear portions curved and resting upon the upper edge of the brace *a*, secured upon the upper edge of the rear end-gate of said body. The lower rear ends of the rods B are secured to the rear edge of the bottom of the body. Upon these rods or supports are carried the chute C when not in use, said chute having at its forward end a cross-bar *b*, provided with bifurcated ends engaging said rods. The rear end of the chute itself also rests upon the upper edge of the brace *a*, which is secured upon the rear end-gate.

D D are angular levers secured to a common rod *d*, pivoted upon the under side of the wagon-body A near its rear end, and each having a series of stepped shoulders or teeth *c*, as shown, to engage the bed-frame when said end of the wagon-body is elevated, and thus take the bearing of the latter off said frame as its forward end is elevated. The

raising of the forward end of the wagon is effected, as shown, by means of rack-and-pinion mechanism *f f*, same as in my former patent, No. 399,806, dated March 19, 1891. One of these levers, according to the direction in which the body is swung or turned upon the turn-table, is elevated out of the way by grasping its handle and properly moving it, and as the rear end of the wagon is elevated the notched portions of said levers engage the bed-frame notch after notch by gravity.

It will be seen that in adjusting the chute C for use it is caught by the driver at the rear end and its forward end cross-bar moved along said rods until said forward end cross-bar has reached the rear ends of said rods. The forward end of the chute now rests under the spout *f''*, projecting from the rear end-gate of the body, to receive the coal or other substance, as the case may be, being discharged. The lower or rear end of the chute C is disposed adjacent to the opening in the side-walk of the coal-vault conducting the coal thereinto.

In order that the body A may dump or tilt as the same is raised or vertically adjusted, as above stated, it is connected to rods or bars *g*, the upper ends of which are hinged or pivoted to the under side of the said body, while their lower ends are connected to a common pivot-rod *h'*, secured in slotted bars *h*, secured to the turn-table E, secured upon the bed-frame.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. In a coal-wagon, the combination, with the parallel rods or supports secured to said body, as described, and carried over the upper edge of the end-gate, of the chute having at its end cross-bars engaging said rods, the forward end cross-bar being bifurcated, substantially as set forth

2. In a coal or other wagon, the combination, with a body having the parallel rods or supports secured at their forward ends to the upper edge of the front portion of said body, their rear portions being curved downwardly

and united to the lower rear portion of the
body, said rear portions being supported by
braces *a*, secured to the rear end-gate, and a
chute normally supported on said rods over
5 the body and provided with cross-bars having
sliding bearings on the rods, the forward bear-
ings being bifurcated or slotted to pass the
braces *a*, whereby said chute may be slid to

an inclined position under the delivery of the
wagon, substantially as specified. 10

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

HENRY P. WAYMAN.

Witnesses:

JAMES J. CAHILL,
HARRY B. SICKLES.