

(No Model.)

2 Sheets—Sheet 1.

T. HILL.
DUMPING WAGON.

No. 561,398.

Patented June 2, 1896.

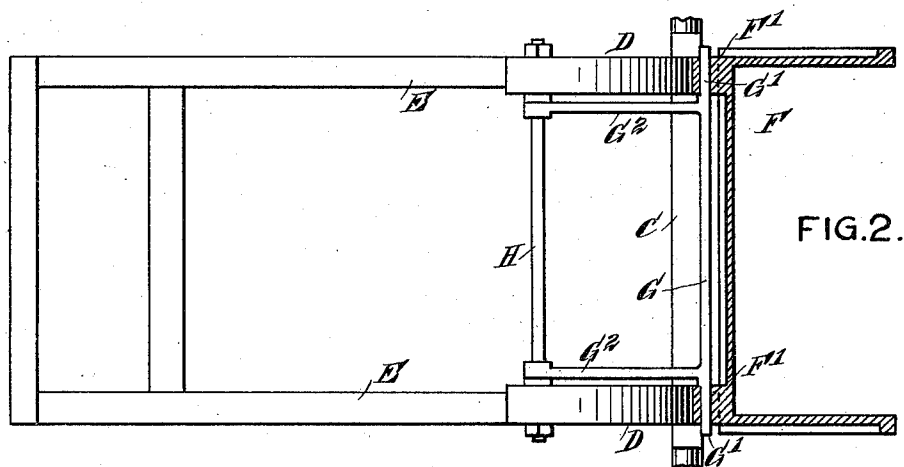
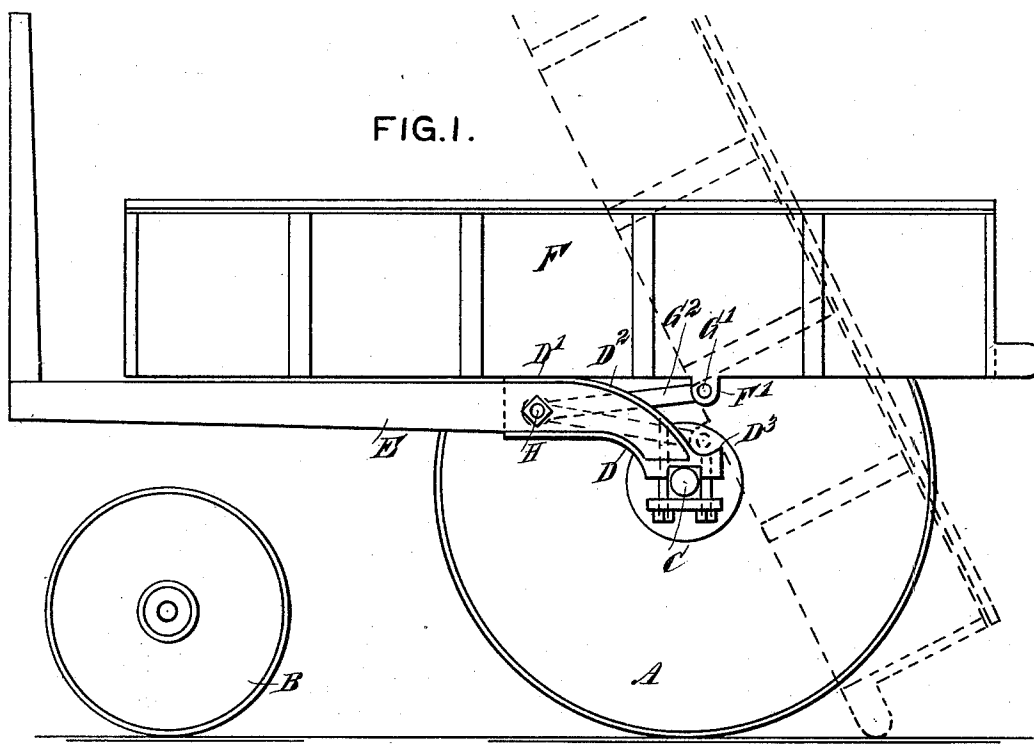
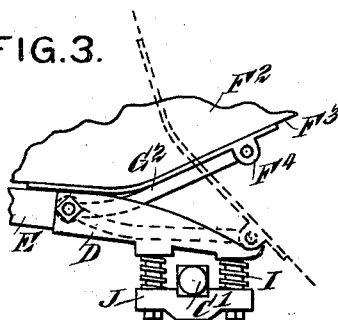


FIG. 3.



WITNESSES:

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Rev. J. H. Weston

INVENTOR

T. Hill

BY

Munn & Co.

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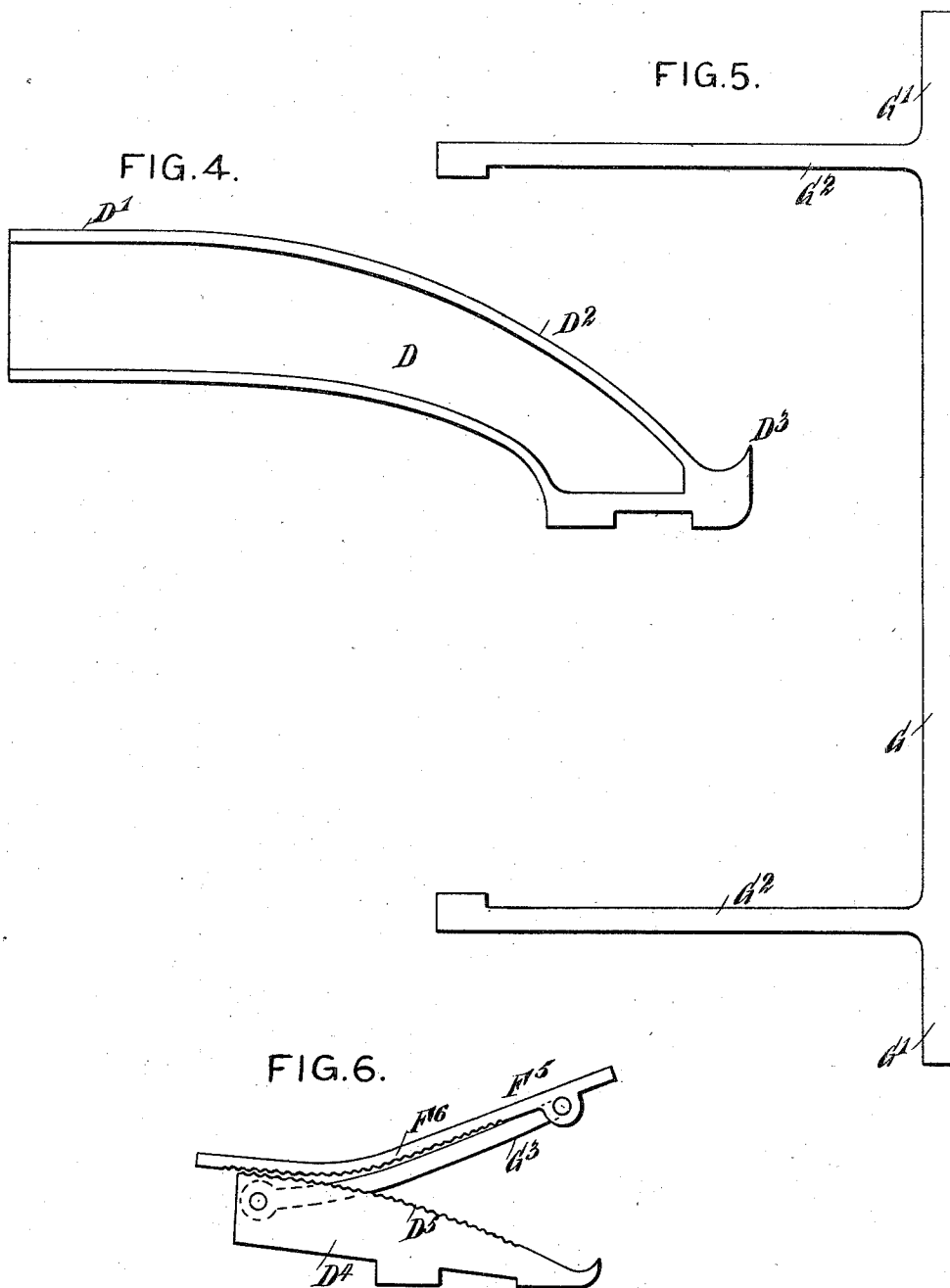
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2 Sheets—Sheet 2.

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WITNESSES:
Donn Twitchell
Thos. H. H. H.

INVENTOR
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UNITED STATES PATENT OFFICE.

THOMAS HILL, OF JERSEY CITY, NEW JERSEY.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 561,398, dated June 2, 1896.

Application filed November 21, 1895. Serial No. 569,640. (No model.)

To all whom it may concern:

Be it known that I, THOMAS HILL, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and Improved Dumping-Wagon, of which the following is a full, clear, and exact description.

The invention relates to dumping wagons and carts having longitudinally moving or rolling bodies upon the truck portions of the frame which supports the said bodies, such, for instance, as shown and described in the Letters Patent of the United States, Nos. 460,871 and 328,219, both granted to me on October 6, 1891, and October 13, 1885, respectively.

The object of the present invention is to provide a new and improved dumping-wagon of the class described which is simple and durable in construction and cheap to manufacture.

The invention consists principally of a wagon-body provided at its under side with eyes forming the fulcrum for the body to tilt the latter on the lower end of the rail or running-surface of the side-bars of the frame.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a side elevation of the improvement. Fig. 2 is a sectional plan view of the same, parts being removed and others broken away. Fig. 3 is a side elevation of a modified form of the improvement. Fig. 4 is an enlarged side elevation of one of the sleeves. Fig. 5 is an enlarged plan view of the guide-arm, and Fig. 6 is an enlarged side elevation of a different form of rolling-surfaces.

The improved wagon is provided with rear wheels A and a front wheel B, of which the rear wheels are mounted on an axle C, to which are clipped metallic sleeves D, secured to the rear curved ends of the side-bars E of the wagon-frame supporting the body F. The sleeves D are provided on the top with a straight portion D', on which rests the metallic portion of the wagon-body F, and from this straight portion extends downwardly and rearwardly the curved rail or running-sur-

face D², on which is adapted to roll part of the under side of the wagon-body F when the latter is moved into a dumping position, as indicated in dotted lines in Fig. 1.

The lower end of the curved rail D² terminates in a seat or bearing D³, adapted to receive an eye F', the said eye F' when located in the seat D³ forming a fulcrum for the wagon-body F to permit of tilting the wagon-body into a final dumping position. The eyes F' are engaged by the pivot ends G' of a rod G, extending transversely and formed with arms G², fulcrumed on a rod H, passing through the side-bars E and the sleeves D to securely hold the latter in place on the side-bars.

Now it will be seen that when the body F is to be dumped it first rocks down on the curved rail or running-surface D², until finally the eyes F' engage and are seated in the bearings or seats D³. The eyes F' then form the fulcrums for the tilting of the body F to move the latter into a final dumping position, as previously explained. It is understood that the arms G² of the rod G, having its pivots G' in engagement with the eyes F', prevent a rearward sliding of the body F, so that the eyes always pass into the proper position in the bearings or seats D³.

As illustrated in Fig. 3, the sleeve D may be mounted on springs I, supported on a clip J, engaging the axle C', and the rear end F³ of the wagon-body F² instead of being straight may be curved upward to roll on the running-surface or rail of the sleeve D when the body is to be tilted, it being understood, however, that the eye F⁴ is seated in the seat of the sleeve in the same manner as the eyes F' are seated in the seats D³.

The running-surface or rail of the sleeve D⁴ is preferably corrugated or formed with transverse teeth D⁵, as shown in Fig. 6, and the contacting curved part F⁵ of the wagon-body is likewise corrugated or formed with teeth F⁶, adapted to mesh into the teeth D⁵ when the body swings down or up, the body being guided in this movement by the guide-arm G³.

It will be seen that by the arrangement described but a few parts are required to accomplish the desired result, so that the wagon-body can be very cheaply manufactured, and at the same time great strength and durability are obtained.

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

5 1. A dumping-wagon, comprising a body portion provided with a plate having eyes, side rails curved rearward and downward and terminating in seats in which the eyes on the body portion are designed to engage, a rod
10 having its ends pivoted in the eyes and arms extended from said rod to a pivotal engagement with the side rails, substantially as specified.

2. A dumping-wagon comprising a body portion having eyes secured thereto, a rod extended transversely of the body portion and
15 having its ends engaged in the eyes, rearwardly and downwardly curved sleeves on the side rails of the wagon terminating in seats in which the eyes may engage and turn, arms
20 extended forward from said transverse rod, and a rod to which the arms are pivoted, the said rod passing through the side-bars and through the sleeves and serving to hold said sleeves in place, substantially as specified.

25 3. A dumping-wagon, comprising side-bars, curved sleeves, terminating in upwardly-

curved seats, on the rear ends of said side-bars, clips engaging the axle of the wagon, springs supported on said clips and on which the sleeves are mounted, a body portion having eyes adapted to turn in the seats on the sleeves, and the arms connecting the body portion to the side-bars, substantially as specified. 30

4. A wagon of the class described, having 35 a transverse bar having bearings in eyes on the wagon-body, and having integral forwardly-extended arms adapted for pivotal connection with the side-bars of the wagon, substantially as specified. 40

5. In a dumping-wagon, the combination with the side-bars thereof, of metal box-like sleeves engaging over the rear ends of the side-bars and having the curved portion terminating in curved seats forming bearings 45 for the dumping movement of the body, substantially as specified.

THOMAS HILL.

Witnesses:

JNO. M. RITTER,
F. W. HANAFORD.