

T. B. MASON.
WAGON.

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1,009,541.

Patented Nov. 21, 1911.

2 SHEETS—SHEET 1.

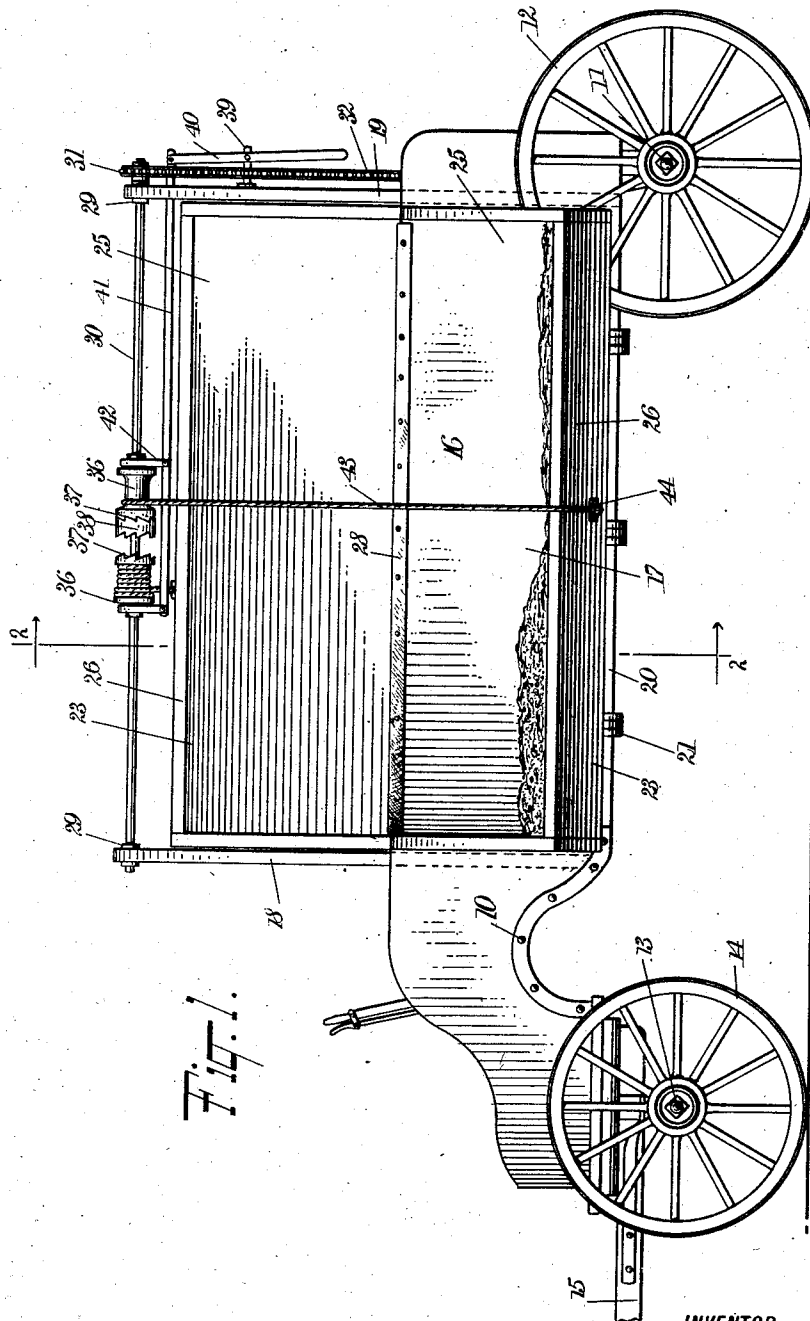


Fig. 1.

WITNESSES

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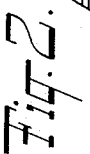
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

THOMAS BOSTINE MASON, OF TRENTON, NEW JERSEY.

WAGON.

1,009,541.

Specification of Letters Patent. Patented Nov. 21, 1911.

Application filed May 24, 1911. Serial No. 629,097.

To all whom it may concern:

Be it known that I, THOMAS B. MASON, a citizen of the United States, and a resident of Trenton, in the county of Mercer and State of New Jersey, have invented a new and Improved Wagon, of which the following is a full, clear, and exact description.

This invention relates to wagons for conveying ashes, garbage or other refuse, and has reference more particularly to a wagon comprising a body adapted to hold the material, a movable, material-receiving member having a normal position wherein it discharges into said body and forms a closure therefor, and means for operating the member.

The object of the invention is to provide a simple, strong and durable wagon which can be used for collecting and conveying ashes, garbage, refuse or any other materials, from which the material can be discharged or dumped by a simple operation, which is provided with means for introducing material into the wagon body expeditiously and easily, in which this operation requires little effort on the part of the driver or other attendant, in which dust is eliminated to a large extent when handling for example, ashes or like material, and which can be completely closed while the material is being conveyed therein.

The invention consists in the construction and combination of parts to be more fully described hereinafter and particularly set forth 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 views, and in which—

Figure 1 is a side elevation of a wagon constituting an embodiment of my invention; Fig. 2 is a transverse section on the line 2—2 of Fig. 1; and Fig. 3 is a rear elevation of the wagon.

Before proceeding to a more detailed explanation of my invention, it should be clearly understood that while the wagon can be used for a variety of purposes, it is particularly adapted for employment in collecting and conveying ashes, garbage and like refuse material which are of more or less objectionable nature, and are consequently

unpleasant and difficult to handle. When ashes, for example, are dumped into an ordinary cart, a great deal of dust escapes into the street and contaminates the air. With an ordinary dump cart, moreover, the attendant is put to considerable effort to raise the barrels or other receptacles high enough to empty them into the vehicle. My wagon is designed particularly to overcome the objectionable features above enumerated, and I accomplish this by providing a movable receiver which can be opened out into a convenient position to receive the material, and can then be operated to discharge into the body of the vehicle, and at the same time, when in a discharging position, to form part of the closure or cover of the vehicle. Certain of the details of construction, shown for example, herewith, form no part of the invention, and can be varied in accordance with individual preference and special conditions, without deviating from the essence of the invention as defined in the appended claims.

Referring more particularly to the drawings, I have shown for example, a vehicle having a frame of any suitable form, supported upon running gear including a rear axle having the rear wheels, and a front axle having the corresponding front wheels. Associated with the front part of the vehicle frame is a tongue for the attachment of draft animals. Carried by the frame is a wagon body, which comprises the side walls and the front and rear ends respectively. The wagon body bottom consists preferably of two hinged leaves, each being movably mounted at the lower edge of one of the sides, by means of hinges, and having associated therewith suitable means for holding it elevated, in closed position. I may employ for example, for this purpose, chains, which, when released, permit the bottom leaves to swing downwardly so that the contents of the wagon body can be discharged easily and expeditiously.

Mounted to swing at the upper edge of each of the wagon sides, is a member connected with the sides by means of suitable hinges. The members consist of two portions or plates arranged at right angles with each other, and connected by end pieces of substantially triangular

form. Secured to the lower edges of the parts 25 and of the corresponding sides 17, are flexible strips 28, which are stretched over the edges when the members 23 are swung outwardly, as is shown in Fig. 2, for a purpose which will appear hereinafter.

The body ends 18 and 19 are extended above the sides 17 and are upwardly tapered. Each has near the upper end a bearing 29. A shaft 30 extending longitudinally of the wagon body is journaled in these bearings and has at the rear, projecting end, a sprocket 31 operatively connected by means of a chain 32, with a sprocket 33. The latter is journaled in a bearing 34 mounted in the rear wall 19, near the bottom of the same. This sprocket is provided with a hand crank 35, by means of which it can be turned, to rotate the shaft 30. Slidable upon the shaft 30, are two drums 36, each having a ratchet or clutch face 37 adapted to be engaged with one of the sides of a correspondingly formed, double-faced ratchet or clutch element 38 rigidly carried by the shaft 30, between the drums. Pivotally mounted upon a bracket 39 of the body end 19 is a hand lever 40. This is pivotally connected at its upper end with a slide rod 41, which has arms 42 each connected with one of the drums 36 in such a manner that the drum can rotate freely upon the shaft, though constrained to move in the direction of the length of the shaft, in accordance with the movement of the slide rod. Flexible members 43 such as cables, are wound upon the respective drums, and have the ends secured by means of fasteners 44, or in any other suitable manner, to the parts 26 of the receivers.

When one or the other of the receivers is swung outward, into the position shown in Fig. 2, it depends from the upper edge of the corresponding body side, and at the outside of the rear wheels. In this position, the upper member 26 forms a shelf upon which the material to be conveyed can be easily dumped. Thus the barrel or other receptacle need be lifted by the attendant but a comparatively slight distance. When the material has been placed upon the receiver, the sprocket 33 can be turned to operate the shaft. This winds the flexible member upon the corresponding drum, and swings the receiver upwardly into its normal, closed position. This operation dumps the material from the receiver into the wagon body, and at the same time closes the wagon body, so that practically no dust will escape therefrom. The flexible cover 28 prevents material from falling between the edges of the side and the receiver, and thus interfering with the operation. It will be understood that by means of the hand lever, the drums can be adjusted to render the shaft 30 operative with respect to one or the other of the

drums. Consequently, the receivers can be operated independently of one another, as desired.

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

1. A wagon of the class described, comprising a body adapted to hold material, a movable material receiver having a normal position wherein it discharges into said body and wherein it forms a closure therefor, and means for operating said receiver.

2. A wagon of the class described, comprising a body adapted to hold material, a material receiver mounted to swing into an open position, and when in the open position being adapted to receive the material, said receiver having a normal, closed position wherein it forms a closure for said body and at the same time discharges the material thereon into said body, and means for swinging said receiver into a closed position.

3. A wagon of the class described, comprising a body adapted to hold material, running gear for said body, a receiver mounted at each side of said body, said receivers together constituting a closure for said body, said receivers being mounted to swing outwardly into positions such that they can receive material, and means for swinging said receivers into closed positions to dump the material thereon into said body.

4. A wagon of the class described, comprising a body adapted to hold material, running gear for said body, a receiver mounted at each side of said body, said receivers together constituting a closure for said body, and each having a shelf adapted to receive material when said receiver is in an open position and outwardly disposed relative to said body, and means for swinging said receivers independently into closed positions to dump the material on said shelves into said body.

5. A wagon of the class described, comprising a body adapted to hold material, running gear for said body, said body having a dumping bottom, a receiver mounted to swing at each side of said body and comprising two relatively angular boards, a shaft mounted upon said body, and operative connections between said shaft and said receivers, whereby said receivers can be swung into closed positions independently of one another, said receivers, when closed, together constituting a complete closure for said body.

6. A wagon of the class described, comprising a body adapted to hold material, movable material receivers having normal positions wherein they discharge into said body and form a closure therefor, a shaft carried by said body and having means for its manipulation, a pair of drums loosely mounted upon said shaft, a flexible member

operatively connecting each of said drums
and one of said receivers, a fixed clutch de-
vice mounted upon said shaft and adapted
to be operatively engaged with each of said
5 drums, and means for sliding said drums
upon said shafts.

In testimony whereof I have signed my

name to this specification in the presence of
two subscribing witnesses.

THOMAS BOSTINE MASON.

Witnesses:

ANNA ROBINSON,

EDWARD K. KAJENSACH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
