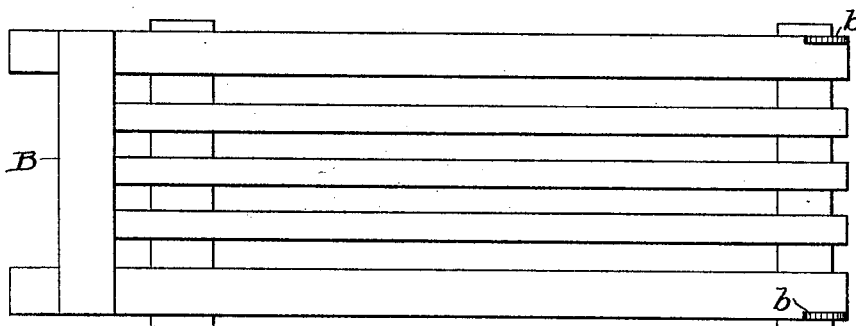
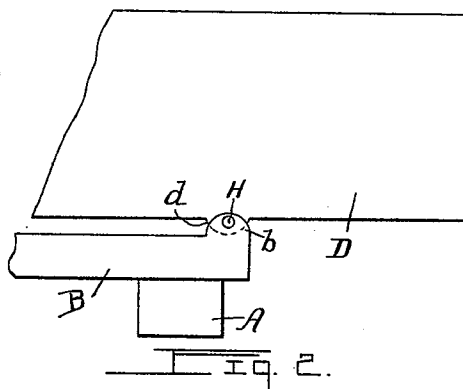
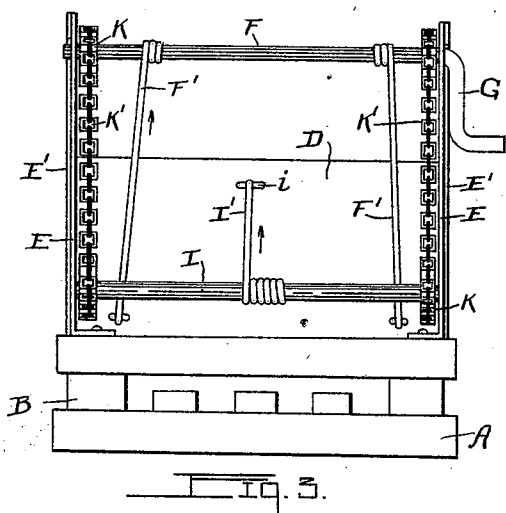
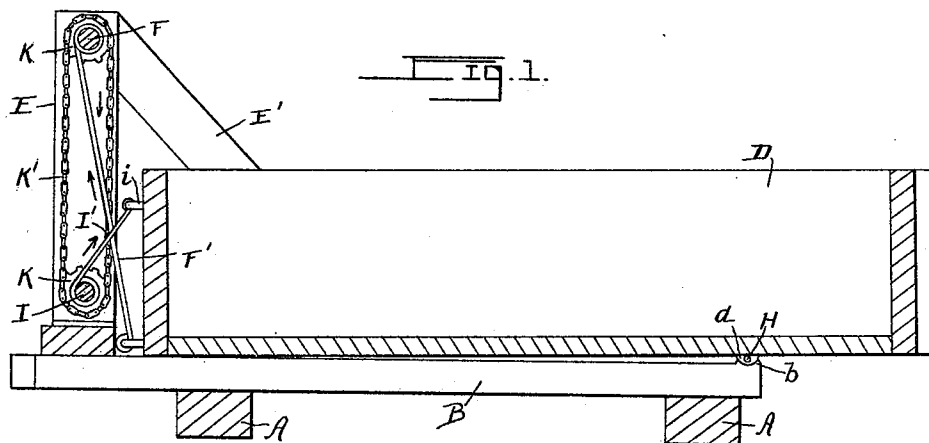


(No Model.)

G. YUNG.
DUMPING WAGON.

No. 582,841.

Patented May 18, 1897.



Witnesses:
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UNITED STATES PATENT OFFICE.

GOTTLIEB YUNG, OF COLUMBIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 582,841, dated May 18, 1897.

Application filed January 11, 1897. Serial No. 618,754. (No model.)

To all whom it may concern:

Be it known that I, GOTTLIEB YUNG, a citizen of the United States, residing at Columbia, in the county of Lancaster and State of Pennsylvania, have invented certain Improvements in Dumping-Wagons, of which the following is a specification.

This invention relates to improvements in that class of dumping-wagons in which the front end of the box is raised to discharge the load from the tail end thereof; and the object of the invention is to provide a strong, cheap, and durable dumping-wagon having means for raising the front of the box and means for preventing said front end from being thrown higher than it is adjusted by the load as it is discharged from the tail end of the box.

The invention consists in the construction and combination of the various parts, as hereinafter fully described, and then pointed out in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a longitudinal vertical section of a dumping-wagon embodying my improvements; Fig. 2, an elevation of the rear ends of the wagon-box and of the platform, showing the hinge connection between the same; Fig. 3, a front elevation showing the gearing for elevating the front end of the box and for preventing undue elevation thereof by the weight of the load on the tail end of said box, and Fig. 4 a top plan view of the platform.

Similar letters indicate like parts throughout the several views.

Referring to the details of the drawings, A indicates the bolsters, B the platform resting on the bolsters, and D the wagon-box.

On the sides of the rear ends of platform B and on the sides of wagon-box D are vertical ears *b* and *d*, respectively, the ears of the platform lapping those of the wagon-box, and in perforations through the lapping portions of said ears are secured hinge-pins H, about which said wagon-box is constructed to vibrate.

On the forward end of platform B and in front of the corners of the wagon-box are standards E, maintained in an upright position by braces E', and in the upper ends of these standards is journaled a drum F. Se-

cured to drum F and to the front corners of the wagon-box below said drum are ropes or chains F', whereby the front end of said wagon-box is raised by the revolution of the drum, to which power is applied through a hand-crank G on the end of one of the spindles of said drum, said spindle being extended for that purpose beyond the standard in which it is journaled.

In standards E, near the bottom thereof, is also journaled a drum I, having secured thereto one end of a rope or chain I', the other end of said rope or chain being secured to the wagon-box above drum I, as shown at *i*, Figs. 1 and 3. On both drums inside of and adjacent to standards E are sprocket-wheels K, and by these sprocket-wheels motion is communicated from drum F to drum I through sprocket-chains K'. Ropes or chains F' and I' are so connected with the respective drums to which they are attached that as ropes or chains F' are wound up on drum F, so as to raise the front end of wagon-box D, rope or chain I' is unwound from drum I sufficiently to prevent its interference with the raising of said end of the wagon-box, but at the same time it is held taut enough to prevent any elevation of the end of the box above the height to which it is raised by ropes or chains F'. For maintaining the front end of the wagon-box in an elevated position there may be a ratchet and pawl connected with drum F, or any other device designed for the same purpose may be employed. No such device is shown in the drawings, as it forms no part of this invention, and such devices are a matter of common knowledge to those who manufacture drums and the like.

Though my invention is shown and described as applied to the box of a four-wheeled vehicle, yet it is equally applicable to any class of two-wheeled vehicles capable of dumping their loads.

I do not limit myself to any particular means for raising the front end of the wagon-box, nor to any peculiar manner of preventing undesirable elevation thereof. Neither do I restrict myself to the particular construction and arrangement of parts herein shown and described by which motion is communicated from one drum to the other, as it is obvious

that many changes may be made in the details of the construction without departing from the spirit and scope of my invention.

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

1. The combination, in a dumping-wagon, of a hinge connection between the wagon-box and the support thereof, a device for elevating the front end of the wagon-box, and a device connected with the wagon-box and adapted to automatically hold the front end of the same down to any elevation at which it may be placed by the elevating device, said holding device being constructed to automatically yield with the raising or lowering of the front end of the wagon-box by the elevating device, for the purpose specified.

2. The combination, in a dumping-wagon, of a hinge connection between the wagon-box and the support thereof, standards adjacent to the front end of the wagon-box, a drum journaled in the standards, a flexible connection between said drum and the wagon-box, whereby the front end of said wagon-box is raised, and a device connected with the wagon-box and adapted to automatically hold the front end of the same down to any elevation to which it may be raised by the drum, for the purpose specified.

3. The combination, in a dumping-wagon, of a hinge connection between the wagon-box and the support thereof, standards adjacent to the front end of the wagon-box, a drum journaled in the standards, a flexible connection between said drum and the wagon-box, whereby the front end of said wagon-box is raised, and a device connected with the wagon-box and adapted to automatically hold the front end of the same down at any elevation to which it may be placed by the drum, said device being constructed to automatically yield with the raising or lowering of the front end

of the wagon-box by the drum, for the purpose specified.

4. The combination, in a dumping-wagon, of a hinge connection between the wagon-box and the support thereof, standards adjacent to the front end of the wagon-box, a drum journaled in the standards, a flexible connection between said drum and the wagon-box, said connection being made with the wagon-box below the drum, whereby revolution of the drum in one direction raises the front end of said box, a second drum journaled in the standards, a flexible connection between said second drum and the front end of the wagon-box, said connection with the wagon-box being made above the second drum, and a connection between the two drums, whereby the lifting of the front end of the wagon-box by one drum slackens the connection between the other drum and said wagon-box, for the purpose specified.

5. The combination, in a dumping-wagon, of a hinge connection between the wagon box and the support thereof, standards adjacent to the front end of the wagon-box, a drum journaled in the standards, a flexible connection between said drum and the wagon-box, said connection being made with the wagon-box below the drum, whereby revolution of the drum in one direction raises the front end of said box, a second drum journaled in the standards, a flexible connection between said second drum and the front end of the wagon-box, said connection with the wagon-box being made above the second drum, a sprocket-wheel on each of the drums, and an endless sprocket-chain connecting said sprocket-wheels, substantially as and for the purpose specified.

GOTTLIEB YUNG.

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