No. 882,358. PATENTED MAR. 17, 1908.

M. J. TODD.

RUNNING GEAR FOR DUMP WAGONS.

APPLICATION FILED OCT. 19, 1907.

2 SHEETS—SHEET 1.

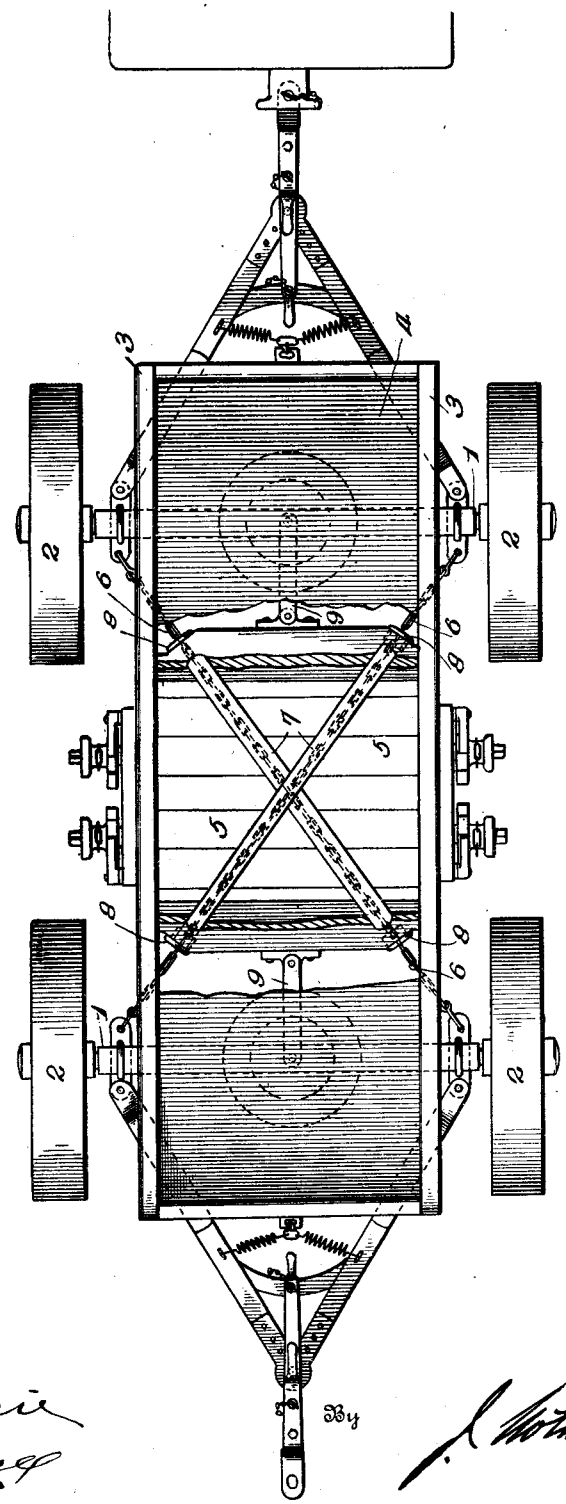


Fig. 1.

Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

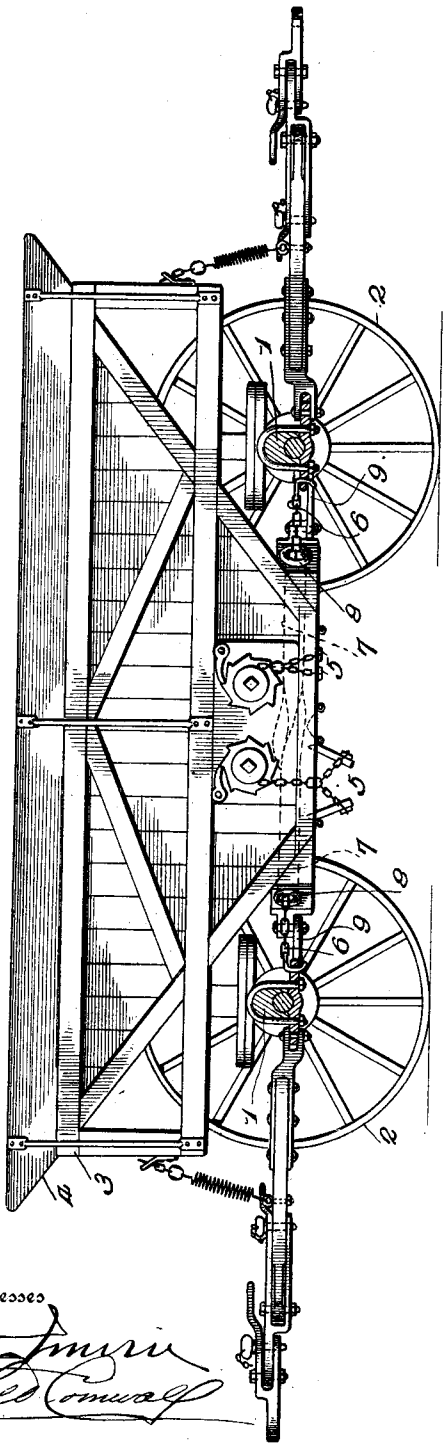
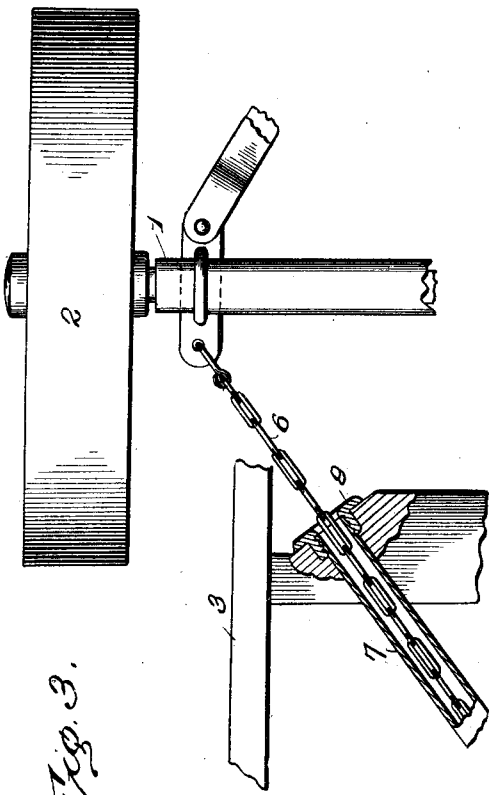


Fig. 3.



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RUNNING-GEAR FOR DUMP-WAGONS.

No. 882,358. Specification of Letters Patent. Patented March 17, 1908.

Application filed October 19, 1907. Serial No. 398,287.

To all whom it may concern:

Be it known that I, MARQUIS J. TODD, of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Running-Gears for 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.

The primary object of this invention is to enable a dump-wagon to be employed in a train of wagons and capable of being moved in either direction and to properly follow a motor or traction engine in making sharp turns.

As is well-known in the art, in order that vehicles may make sharp turns, that is, allow the rear wheels to travel in the path of the front ones, it is necessary that both axles be pivoted and each connected to the other by cross reaches in addition to the centrally-extended reach. Heretofore, in the use of wagon trains, it has not been practicable to employ dump wagons without making the bodies either too shallow or by positioning them too high, either of which conditions was necessary to permit the doors to swing clear of the reaches.

A further object of my invention is, therefore, to provide a wagon-body of maximum capacity, and at the same time have it occupy a relatively low plane, and avoid the reaches in any way interfering with the doors.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view. Fig. 2 is a view in side elevation. Fig. 3 is a fragmentary view, partly in section.

Referring to the drawings, 1 designates the two centrally-pivoted axles, and 2 the carrying wheels.

3 is the frame, which may be of any preferred construction suitably mounted on the axles, and 4 is the body which inclines at its ends towards the bottom, as is customary in dump-wagons. The bottom of the body is shown as extended below the plane of the axles, and is closed by doors 5, after a manner common in the art.

6 designate two cross, or diagonally-arranged, reaches, each of which is connected at its opposite ends to the two axles. These reaches are shown in the form of chains, but my invention is not restricted in this respect, since flexible rods or cables may be substituted. These reaches intersect the body at a point above its bottom, and for this purpose I employ diagonally-arranged tubular passageways 7. As shown each of these passageways is composed of a tube held at its end by collars 8 screwed thereon and bearing against the outer face of the body, the openings in the collars being slightly belled, as shown. Two short reaches 9, connected to the respective axles at the central pivots thereof, are also pivotally connected to the ends of the body at points above its bottom.

It will be seen that, by means of my invention, the reaches cannot in any way interfere with the opening and closing of the doors, and that since the bottom of the body is below the plane of the reaches the body, while of maximum capacity, occupies a relatively low plane, enabling it to be readily loaded.

I claim as my invention:

1. A dump wagon having, in combination, two pivoted axles and carrying wheels thereon, a body, doors for closing the bottom of such body, and cross reaches secured to the opposite axles and extended through the body at a point near the bottom thereof.

2. A dump wagon having, in combination, two pivoted axles and carrying wheels thereon, a body, doors for closing the bottom of such body, cross reaches secured to the opposite axles and extended through the body at a point near the bottom thereof, and means located within the wagon body for inclosing the cross reaches.

3. A dump wagon having, in combination, two pivoted axles and carrying wheels there-

on, a body, doors for closing the bottom of such body, tubes intersecting said body at a point near its bottom, and cross reaches secured to the opposite axles and extended through said tubes.

4. A dump wagon having, in combination, two pivoted axles and carrying wheels thereon, a body, doors for closing the bottom of such body, and flexible cross reaches secured to the opposite axles and extended through the body at a point near the bottom thereof.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

MARQUIS J. TODD.

Witnesses:
FRANCIS S. MAGUIRE,
JOHN A. MURPHY.