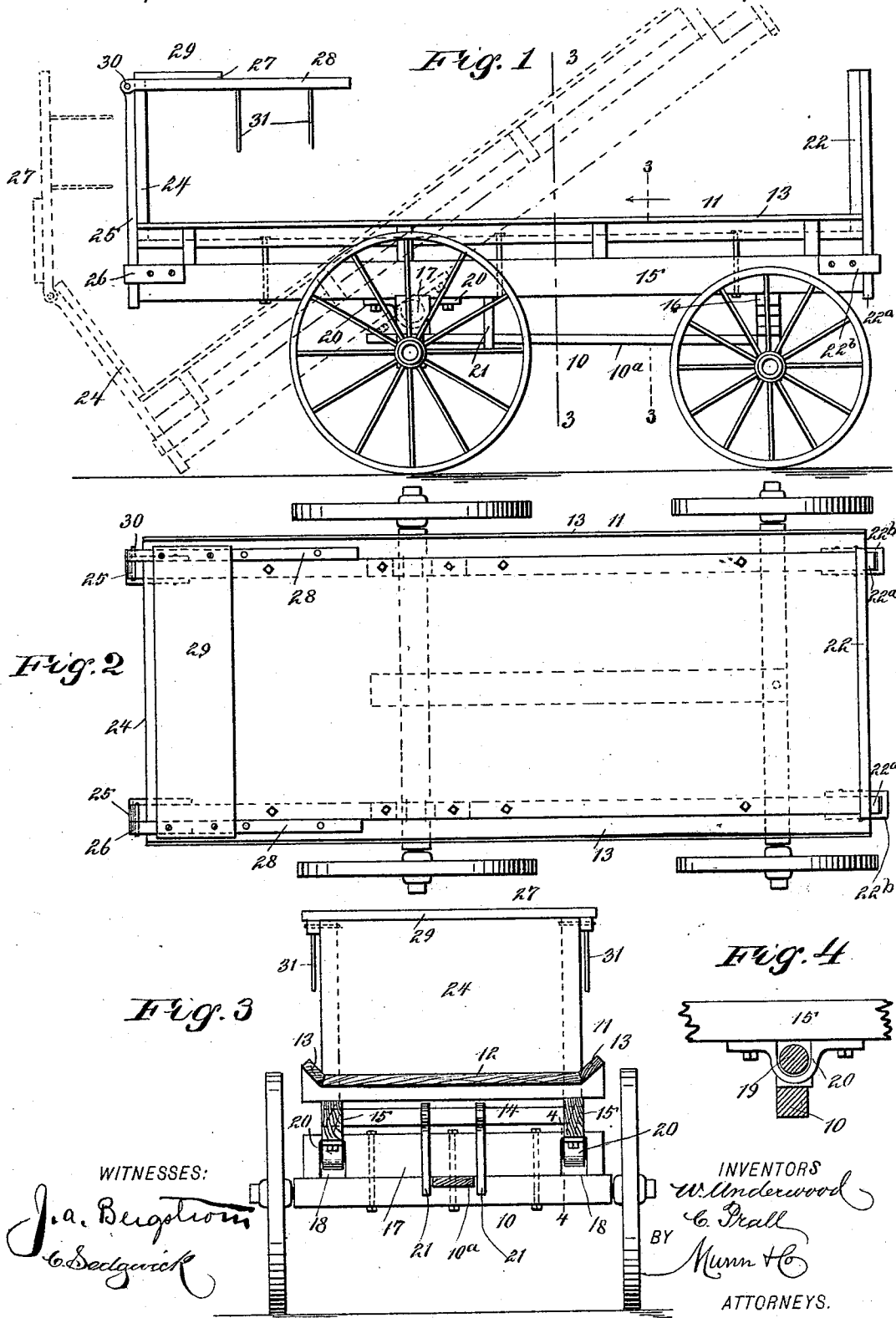


(No Model.)

W. UNDERWOOD & C. PRALL.
DUMPING RACK.

No. 515,266.

Patented Feb. 20, 1894.



WITNESSES:

J. A. Bergstrom
C. Sedgwick

INVENTORS

W. Underwood
C. Prall

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM UNDERWOOD AND CORNELIUS PRALL, OF FAIR GRANGE, ILLINOIS.

DUMPING-RACK.

SPECIFICATION forming part of Letters Patent No. 515,266, dated February 20, 1894.

Application filed September 1, 1893. Serial No. 484,537. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM UNDERWOOD and CORNELIUS PRALL, both of Fair Grange, in the county of Coles and State of Illinois, have invented a new and Improved Dumping-Rack, of which the following is a full, clear, and exact description.

Our invention relates to improvements in dumping racks, and especially such as are adapted to carry broom corn or other similar loose material.

The object of our invention is to produce a dumping rack which may be attached to the running gear of any ordinary wagon after the body has been removed, which is adapted to carry a large load of broom corn, to dump the load easily when desired, and which is provided with a rearwardly-extensible fender adapted to project beyond the tail end of the rack body so as to engage and secure the rearwardly projecting portions of the load.

To these ends, our invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

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

Figure 1 is a side elevation of our improved rack mounted on the running gear of a wagon. Fig. 2 is a plan view of the same. Fig. 3 is a cross section on the line 3—3 in Fig. 1; and Fig. 4 is a vertical section on the line 4—4 in Fig. 3.

The running gear 10, may be of any approved kind such as is usually employed on farm wagons and the like, and the rack 11 is mounted on the running gear, this rack having a floor or bed 12 of substantially the usual kind, the body having upwardly and outwardly flaring side rails 13 which increase its capacity, and the floor or bed, as well as the rails, is secured to cross timbers 14, which are mounted on the longitudinal sills 15 of the rack. It will be understood, however, that this floor may be constructed in any other way without affecting the principle of our invention, which relates entirely to the dumping mechanism and the extensible fender at the rear end of the rack. The front end of the

rack is adapted to rest on the front bolster 16, which is of the usual kind, and is secured in the customary manner to the front axle of the running gear, while the rear portion of the rack is secured to the rear bolster 17, which is fastened to the rear axle of the running gear, and this bolster is recessed near its opposite ends and at points beneath the sills 15, as shown at 18 in Fig. 3, the recesses being formed on the under portion of the bolster while those parts immediately above the recesses are rounded, as shown at 19 in Fig. 4. The rack is firmly secured to the rear bolster by means of metallic straps 20, which extend through the recesses 18 and around the under sides of the rounded portions 19 of the bolster, the ends of the straps being fastened securely to the sills 15. This construction causes the rack to be held securely in place, and at the same time permits it to be dumped readily, the rack swinging into the position illustrated by dotted lines in Fig. 1, and the straps 20 turning on the rounded portions of the rear bolster. The rack body has preferably on its under side guide rods 21, which straddle the reach 10^a of the running gear and prevent the rack from shifting sidewise. The rack has also at its front end a dash-board 22, which may be of any usual kind, the one shown having the customary stakes 22^a fixed to it, these being adapted to enter the stake pockets 22^b of the front corners of the rack. At the rear end of the rack is a removable tail-board 24, having stakes 25, which are held in the usual way in the stake pockets 26 at the rear corners of the rack.

The dash-board and tail-board form no part of our invention, but the fender 27, which is secured to the top of the tail-board is an important feature thereof. This fender comprises the parallel side pieces 28, and the board or plate 29 is secured to the side pieces near their hinged ends. The side pieces are hinged to the tail-board, as shown at 30, so that the entire fender may be tipped forward, as illustrated in Fig. 1 when the rack is in a horizontal position, or the fender may be swung rearwardly so as to practically increase the size of the rack and provide for holding the rearwardly-extending portion of the load. The side pieces 28 have depending spikes or

pins 31, which project forward or upward when the fender 27 is tipped back, and these are adapted to stick into or between the stalks of the corn or other material and thus prevent the same from being scattered.

It will be seen that the rack may be fastened to any ordinary running gear, the rear bolster 17 being secured to the rear axle thereof in any convenient way, and it will be observed that the rack may be loaded and unloaded very easily, the rack being tilted backward in the usual way when the load is to be dumped, as illustrated in Fig. 1. The loading of the rack is facilitated by the fact that both the dash-board and tail-board may be removed, but these features are not claimed as part of the invention.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. The combination with the running gear of a vehicle, of a rack mounted on the running gear and provided with side sills, a bolster secured to the rear axle of the running gear, and recessed near its opposite ends, at points beneath the side sills, the said recesses being formed on the under portion of the bol-

ster, and the parts of the bolster above the recesses being rounded and straps extending through the recesses in the bolster and having their ends secured to the side sills of the rack, substantially as specified.

2. The combination with the running gear of a vehicle, of a bolster secured to the rear axle of the running gear, a tilting rack mounted on the bolster and running gear and provided with guide rods depending from its under surface, and straps secured to the rack and extending beneath the bolster, so as to turn thereon, substantially as specified.

3. The combination, with the dumping rack, of the rearwardly-swinging fender having projecting pins thereon, substantially as specified.

4. The combination with the rack, of a tail-board secured thereto, and the rearwardly-extending spiked fender hinged to the tail-board, substantially as specified.

WM. UNDERWOOD.
CORNELIUS PRALL.

Witnesses:

S. H. RECORD,
R. S. HODGEN.