

T. J. COPE.
DUMPING WAGON.
APPLICATION FILED JAN. 10, 1905.

3 SHEETS—SHEET 1.

Fig. 1.

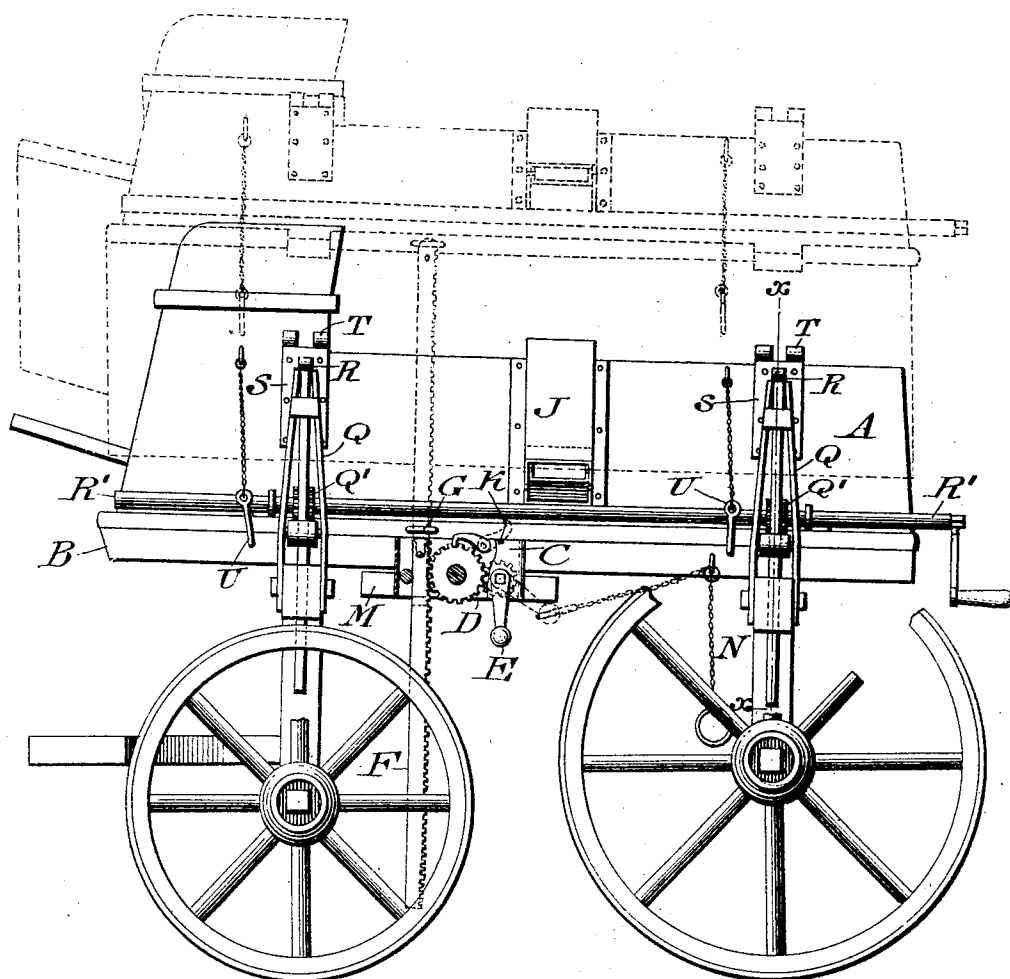
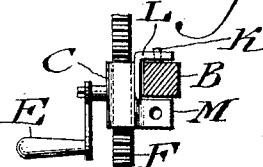


Fig. 9.

Witnesses
P. F. Nagle.
L. Houville.



Inventor
Thomas J. Cope.
By *Widerheim & Burbank*
Attorneys

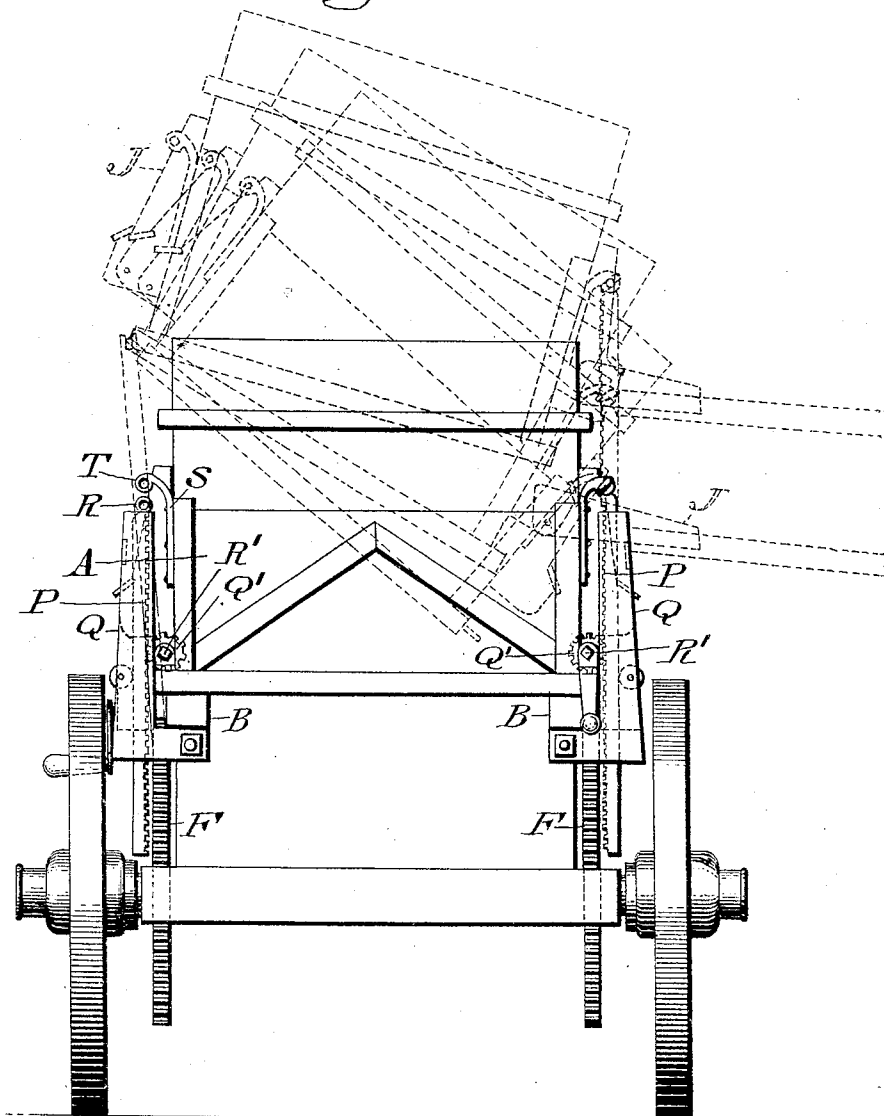
No. 803,470.

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3 SHEETS—SHEET 2.

Fig. 2.



Witnesses
P. F. Nagle.
L. Houville.

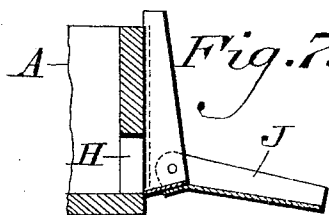
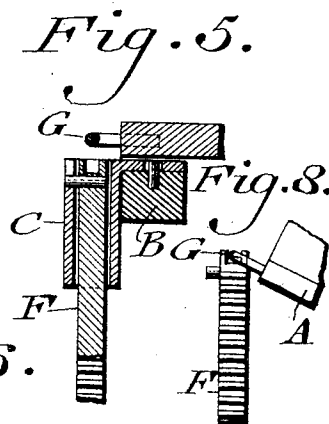
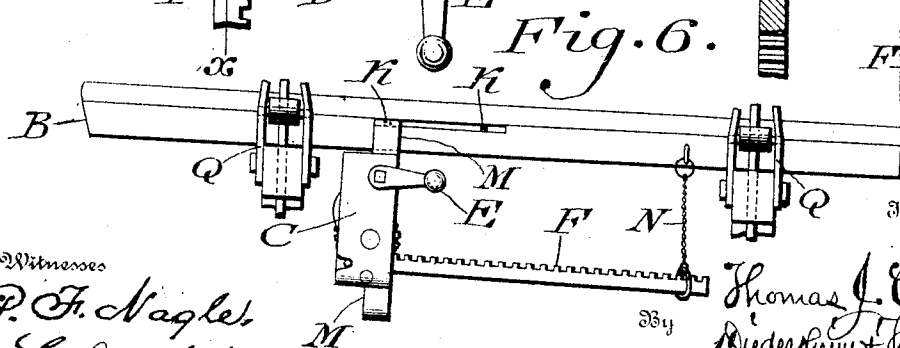
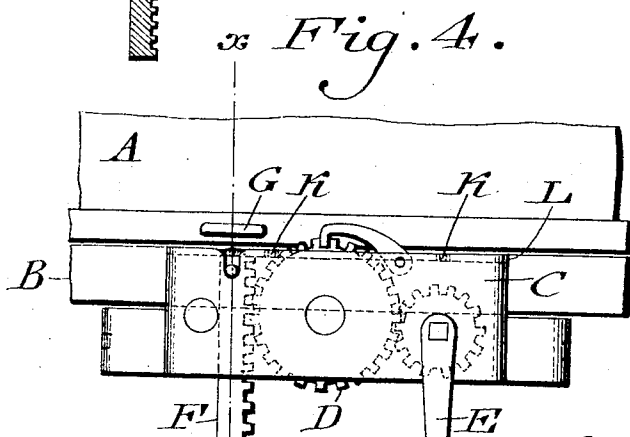
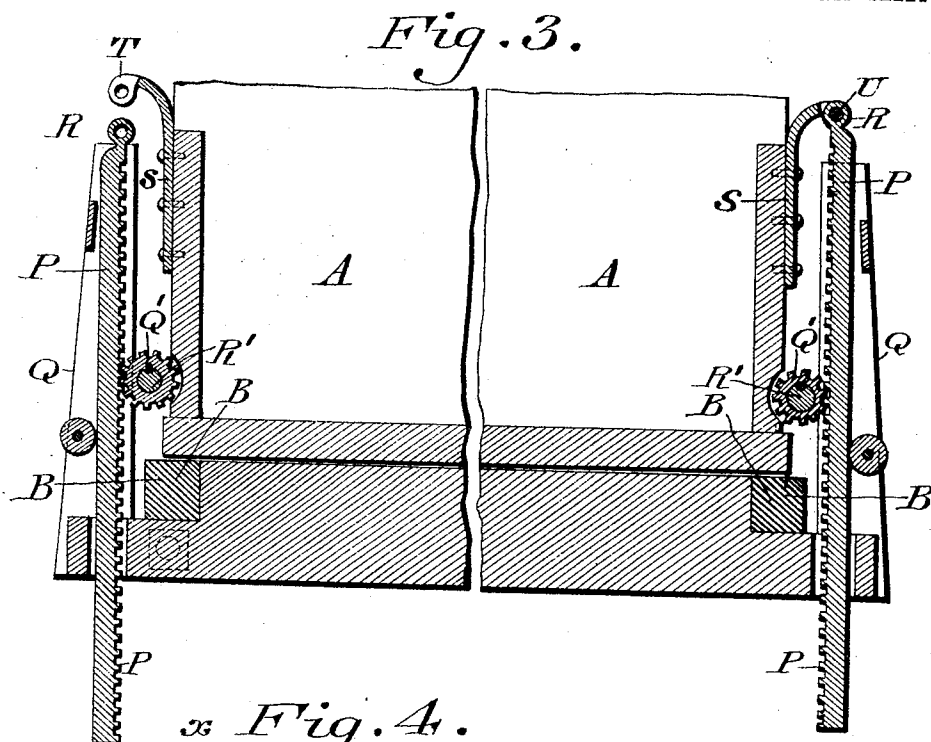


Fig. 7.

Inventor
Thomas J. Cope.
By *G. H. Fairbank.*
Attorney

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3 SHEETS—SHEET 3.



Witnesses
P. F. Nagle,
L. Douville.

Inventor
Thomas J. Cope.
By
Biederman & Baird
Attorneys

UNITED STATES PATENT OFFICE.

THOMAS J. COPE, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

No. 803,470.

Specification of Letters Patent.

Patented Oct. 31, 1905.

Application filed January 10, 1905. Serial No. 240,431.

To all whom it may concern:

Be it known that I, THOMAS J. COPE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Dumping-Wagon, of which the following is a specification.

My invention consists of a dumping-wagon in which provision is made for discharging the load or contents of the body at the side of the wagon, thus avoiding obstruction of the street or railway thereon, provision being also made for placing the body in inclined position, so as to elevate the place of discharge, and, furthermore, to elevate the body to a greater degree and permit inclination of the body at its highest point, so as to dump or discharge the load at different altitudes relatively to requirements due to the different positions of the sidewalk or place designed to receive the load in a cellar or elsewhere.

It also consists of details of construction as will be hereinafter described, and pointed out in the claims.

Figure 1 represents a side elevation of a dumping-wagon embodying my invention. Fig. 2 represents a rear view thereof. Fig. 3 represents a transverse vertical section thereof on an enlarged scale. Fig. 4 represents a side elevation of a detached portion. Fig. 5 represents a vertical section of a portion on line *x x*, Fig. 4. Fig. 6 represents a side elevation of a portion showing certain parts in different positions from those shown in Fig. 4. Fig. 7 represents a vertical section of a portion of the side of the body of the wagon. Fig. 8 represents a vertical section of a portion shown in Fig. 5, the parts being in different positions. Fig. 9 represents an end view of parts shown in Figs. 4 and 6.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates the body of a wagon, and B the sills of the running-gear thereof, said body being adapted to be raised from said sills and to be tilted to the right or left according to requirements of a street, sidewalk, &c., as will be hereinafter more fully explained.

Secured to the sills are the housings C, each forming the bearings for the gearing D, the shaft of one member or pinion thereof having a crank-handle E thereon for rotating said gearing, the other member meshing with the rack F, which passes freely through the hous-

ing and has its upper end adapted to engage with the arm, staple-like piece, or bar G, which is secured to and projects outwardly from the side of the body A, it being evident that as the racks are raised by the operation of the gearing D they connect with the bar G, and consequently raise the latter for dumping the load or contents at a side of the body, it being noticed that either side has an opening or outlet H therein and a chute J therefor, in the present case pivoted thereto, for evident purposes.

While a rack is shown at each side of the wagon, as in Fig. 2, it may be desirable to employ a rack that may be applied to each side, and thus provide for raising but one side of the body to tilt the latter or place it in inclined position. In this case a single housing C may be employed, and the sills B have pins K rising therefrom, and the housing C is removably supported from said pins so as to be placed on either side of the wagon, the upper end of said housing having a flange L thereon, the latter being provided with openings which may be fitted on said pins K, so that the flange is sustained on the sill and connected therewith.

On the ends of the housing are ears M, by either of which the housing may be hung or suspended from the sill, (see Fig. 6,) the rack F being placed in horizontal position and having its free end sustained by the chain N on the sill, the rack thus occupying a position where it will not strike objects along the street or roadway.

When the body is to be raised at one side, the opposite side requires to have an axis. For this purpose I employ the vertically-sliding rack - bars P, which are guided in the standards Q, which rise from the sills B, the upper ends of said bars being provided with eyes R and the sides of the body having secured thereto the plates S, having eyes T at their upper ends, said eyes R and T forming knuckles. Pins or pivots U are passed through said eyes T, forming knuckles, as most plainly shown at the right-hand side of Figs. 2 and 3, the body thus being adapted to turn on the bars P, as illustrated by the dotted lines, Fig. 2.

In order to further elevate the body, the bars P have meshing with them the pinions Q', which are mounted on the shafts R', the bearings whereof are on the sills B, it being evident that by rotating said shafts, and conse-

quently the pinions Q', the bars P will be raised, and with them the body A, when, as is evident, the latter may be placed at its highest position, so that the greatest fall may be obtained for the contents or load discharged through the chute or spout J, which leads from the openings H in the side of the body, as hereinbefore stated.

The standards Q, rack-bars P, and pinions Q', shafts R', and eyes T are on the exterior of the sides of the body, it being evident that said body thus requires no special construction to adapt the aforesaid appurtenances to operate said body.

It will also be noticed that by connecting the bars P and body A by means of the eyes R T and pins U at one side of the body and leaving the opposite side disconnected, as shown in Fig. 3, the rack F may be operated on the left-hand side when said body turns on the pins U as pivots and the body may be tilted, as shown in dotted lines, Fig. 2.

When it is desired to lock the bar or rack F when elevated, I may secure the chain N to the crank-handle E, such chain being also applicable to the crank-handle placed on either shaft R'.

The upper end of the rack or bar F has a recess therein to freely receive the bar G, and thus form the pivotal connection of said bar and rack, said bar freely turning on the base of said recess during the pivotal motions of the body to the side of the wagon, said bar being also disconnectible from said rack when so required.

Various changes may be made in the details of construction shown without departing from the general spirit of my invention, and I do not, therefore, desire to be limited in each case to the same.

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

1. In a dumping-wagon, a liftable body, a bar depending therefrom, means for raising said bar, whereby said body may be primarily elevated, auxiliary bars detachably connected with said body, one at each side thereof, means for raising said auxiliary bars sepa-

rately from each other and tilting said body in either direction.

2. In a dumping-wagon, a body adapted to be turned to the side thereof, a vertical bar and operating mechanism for raising said body and a detachable pivotal connection for said body and bar, said connection consisting of an arm on said body and a recess in the upper part of said vertical bar, said recess freely receiving said arm.

3. In a dumping-wagon, a body, a bar and operative mechanism for primarily elevating said body, and an additional bar and operative mechanism for further elevating said body and tilting the same to the side.

4. In a dumping-wagon, a liftable body, standards rising from the running-gear, primarily elevating bars on said standards, means for operating said bars, said standards and body having detachable knuckles for pivotally connecting them, and means for turning said body on said standards at either side of the wagon.

5. In a dumping-wagon, a body, an elevating-bar for the same, gearing for operating said bar and a housing on which said gearing is mounted and means on the running-gear whereby said housing may be removably supported and placed on either side of the running-gear.

6. In a dumping-wagon, a bar for elevating the body thereof, gearing for operating said bar and a housing on which said gearing is mounted, said housing being provided with means whereby when not in use it may hang suspended in vertical direction from the running-gear.

7. In a dumping-wagon, a body, a bar for elevating the same, gearing for operating said bar, a housing on which said gearing is mounted, said housing being provided with means whereby when not in use it may hang suspended from the running-gear, and means on the running-gear for holding said bar in inoperative position.

THOMAS J. COPE.

Witnesses:

JOHN A. WIEDERSHEIM,
SADIE R. CARR.