No. 858,364. PATENTED JULY 2, 1907.

E. H. ARMATAGE & H. G. O. LINDSAY.

DUMPING VEHICLE.

APPLICATION FILED SEPT. 8, 1906.

Fig. 1.

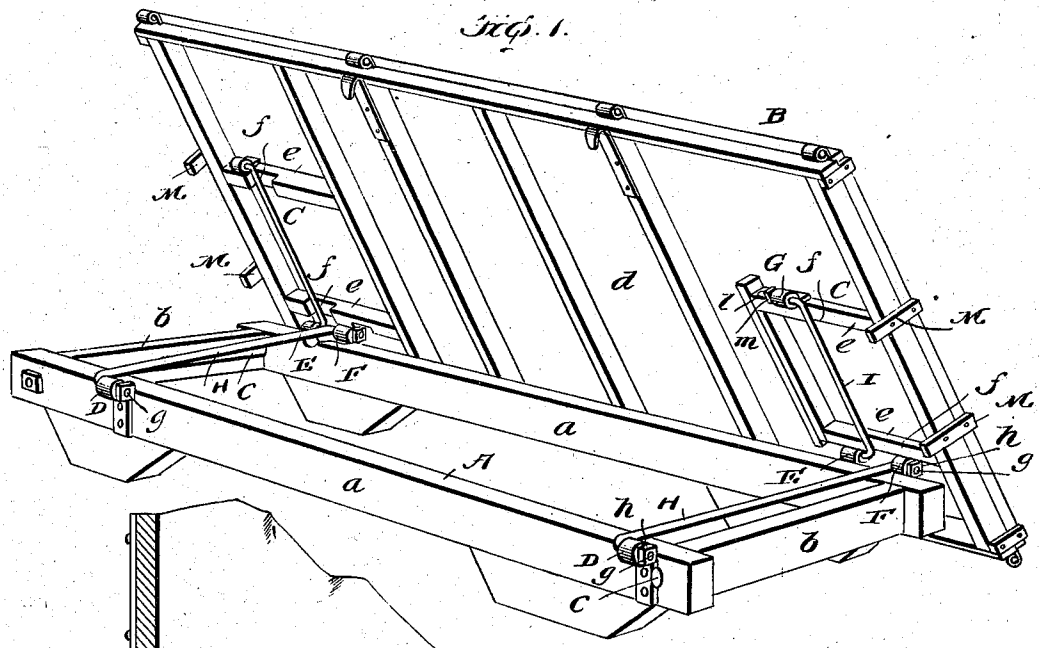


Fig. 2.

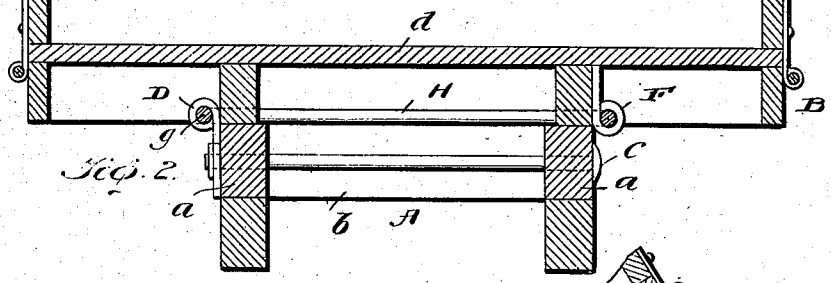
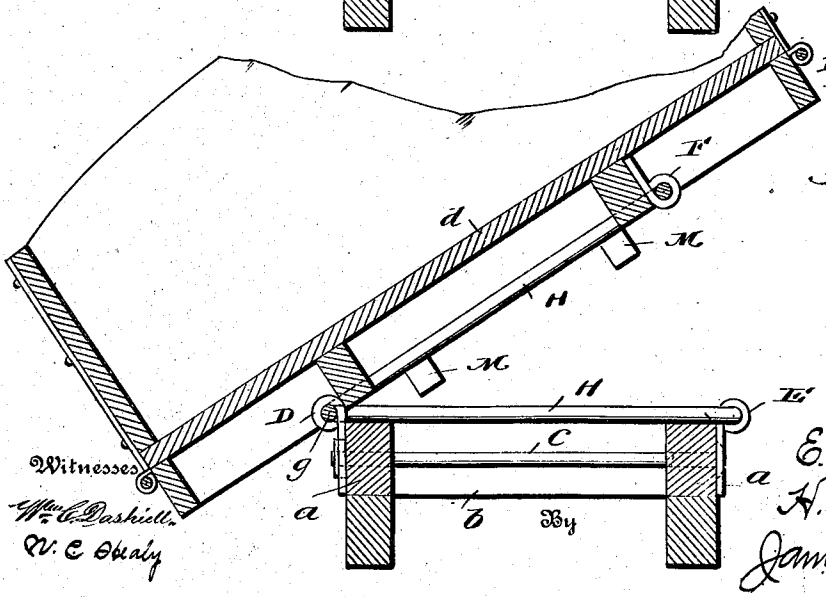


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

EDWIN HENRY ARMATAGE AND HARRISON GREY OTIS LINDSAY, OF EATON, COLORADO.

DUMPING-VEHICLE.

No. 858,364. Specification of Letters Patent. Patented July 2, 1907.

Application filed September 8, 1906. Serial No. 333,798.

To all whom it may concern:

Be it known that we, EDWIN HENRY ARMATAGE and HARRISON GREY OTIS LINDSAY, citizens of the United States, residing at Eaton, in the county of Weld and State of Colorado, have invented new and useful Improvements in Dumping-Vehicles, of which the following is a specification.

Our invention relates to dumping vehicles, more particularly dumping wagons; and it consists in the peculiar and advantageous construction, hereinafter described and claimed, whereby either side of the body may be raised according to the direction in which it is desired to dump the load, and yet said body is at all times strongly connected with and firmly held on the main frame.

In the accompanying drawings, forming part of this specification: Figure 1 is a perspective view of so much of a dumping wagon as is necessary to illustrate the preferred embodiment of our invention; the same being shown with its body declined toward the left. Fig. 2 is a transverse section illustrating the body as resting horizontally on the main frame. Fig. 3 is a transverse section illustrating the body as declined toward the left on the main frame.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which:

A is the main frame of our novel dumping wagon, and B is the body thereof. The main frame A preferably comprises sills *a* adapted to rest on the bolsters and between the standards of a wagon, end cross-bars *b* interposed between the sills, and transverse bolts *c* connecting the sills at points adjacent to the said end cross-bars. The body B may comprise merely a bed *d*, as shown in Fig. 1, or a bed equipped with fixed end walls and hinged side walls, as shown in Figs. 2 and 3; each of the side walls being designed to be let down so as to permit a load to freely slide from the body. On the underside of its bed and adjacent to the ends thereof, the body B is provided with frames C which are fixed thereto and have their longitudinally disposed bars *e* recessed as indicated by *f* for a purpose which will presently be set forth.

D D are longitudinally disposed eyes arranged at the outer side of one sill *a* of the main frame A, and in a horizontal plane immediately above that of the upper side of the sill. E E are longitudinally-disposed eyes arranged at the outerside of the other sill *a* and in a horizontal plane immediately above that of the upper side of the sill.

F F are longitudinally disposed eyes fixed to those end bars of frames C that are remote from the eyes D, and G G are longitudinally disposed eyes fixed to the end bars of frames C remote from the eyes E. As will be noticed the eyes F on body B are in transverse alinement with the eyes D on frame A, while the eyes G of the body are transversely alined with the frame eyes E.

H H and I I are transversely-extending swinging rods, the office of which is to permit of the body B being raised and declined to either side, and this while securely holding the body and effecting a strong and durable connection of the same to the main frame A. The rods H have arms *g* at their ends journaled and secured by nuts *h* or other suitable means in the eyes D on the frame A and the eyes F on the body B, while the arms I have similar arms *l* at their ends journaled and secured by nuts *m* in the eyes E of the frame A and the eyes G on body B. In virtue of this construction, it will be seen that when the body B is raised and declined toward the left, as in Fig. 1, the rods I will swing upward with the body, while the eyes F of the body will simply turn on the adjacent arms of the rods H; also, that when the body B is declined toward the right, as in Fig. 3, the rods H will swing upward with the body, while the eyes G on the body will simply turn on the adjacent arms of the rods I. From this it follows that notwithstanding the facility with which the body B may be raised and declined toward either side of the wagon, the body is at all times securely held on and strongly connected with the main frame A; and it will also be noticed that when in a horizontal position, the body B rests close to the main frame A, and the rods H and I bear on said main frame with the result that the body is held solidly on the main frame, and shaking or casual lateral movement of the body with respect to the frame is precluded. It will further be noticed that when the body B is declined in one direction or the other, the pair of rods that rest horizontally on the frame A will effectually hold the body B against movement beyond the vertical, and in that way adapt the body to be easily returned to its horizontal position on the main frame.

With a view of preventing casual endwise movement of the body B on the frame A, the said body B is preferably provided with depending end pieces M, which when the body is in a horizontal position on the frame A rest at the outer sides of the end cross-bars of the frame.

The construction herein shown and described constitutes the preferred embodiment of our invention, but we desire it understood that in practice such changes in the form, construction and relative arrangement of parts may be made as fairly fall within the scope of our invention as claimed

Having described our invention, what we claim and desire to secure by Letters-Patent, is:

1. In a dumping vehicle, the combination of a frame, a body, and swinging rods pivoted at their outer ends to opposite sides of the frame and pivoted at their inner ends to the body at opposite sides of the longitudinal median line thereof, with reference to their pivoted connections to the frame; the said rods being arranged to bear on the frame when the body is disposed horizontally above said frame.

2. In a dumping vehicle, the combination of a main

frame having sills, longitudinally disposed eyes connected to the outer sides of the sills and disposed in a horizontal plane immediately above that of the upper sides of the sills, a body having recessed frames fixed to its underside, longitudinally-disposed eyes fixed to the end bars of said frames on the body, and swinging rods having angular arms at their ends; one angular arm of each rod being journaled and secured in one eye on the frame and the other angular arm thereof being journaled in an eye on the body at the opposite side of the longitudinal median line of the body, with reference to the first mentioned eye, and all of the said rods being arranged to bear on the frame when the body is disposed horizontally above the frame.

3. In a dumping vehicle, the combination of a main frame having sills and end cross-bars, longitudinally disposed eyes connected to the outer sides of the sills and disposed in a horizontal plane immediately above that of the upper sides of the sills, a body having depending end pieces arranged to rest at the outer sides of the end cross-bars of the main frame, and also having recessed frames fixed to its underside, longitudinally-disposed eyes fixed to the end bars of said frames on the body, and swinging rods having angular arms at their ends; one angular arm of each rod being journaled and secured in one eye on the frame and the other angular arm thereof being journaled in an eye on the body at the opposite side of the longitudinal median line of the body, with reference to the first mentioned eye, and all of the said rods being arranged to bear on the frame when the body is disposed horizontally above the frame.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

EDWIN HENRY ARMATAGE.
HARRISON GREY OTIS LINDSAY.

Witnesses:
ARCHIE BOAST,
MORTON THORNBURG.