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W. W. CARRE.

Improvement in Dumping Wagon.

No. 122,565. Patented Jan. 9, 1872.

Fig. 1.

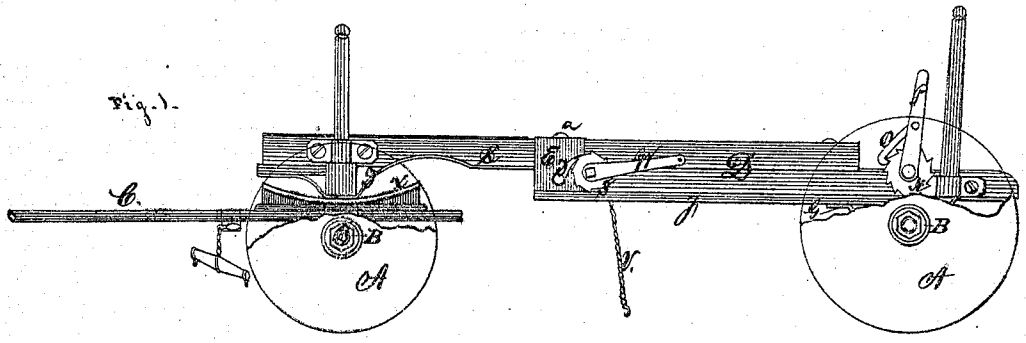
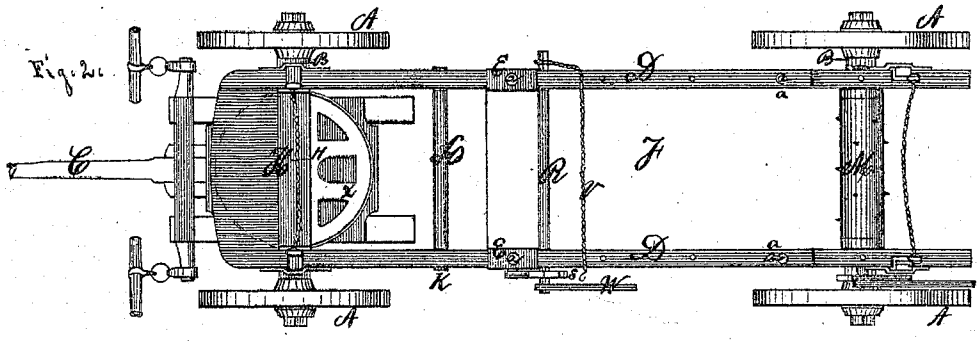


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

WALTER W. CARRÉ, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 122,565, dated January 9, 1872.

Be it known that I, WALTER W. CARRÉ, of the city of New Orleans and State of Louisiana, have invented an Improved Dumping-Wagon; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which it relates to make and use the same, reference being had to the accompanying drawing forming a part of this specification.

This invention relates to that class of wagons which are designed to be used almost exclusively for the purpose of dumping lumber and timber; and for such purpose it possesses a combination and arrangement of certain mechanical devices hereinafter particularly described, which shall most effectually accomplish the end in view. It is of simple and economical construction, while, at the same time, it possesses strength and durability to a degree equal to that of any similar class of wagons intended for the purposes to which this relates.

But my improvement will be more clearly understood and appreciated by referring to the drawing, which amply illustrates all that I claim as appertaining to my invention, and whereon the similar letters refer to the similar parts thereof, and on which—

Figure 1 is a side view of my improved wagon, with portions of the wheels thereof broken away, the more clearly to expose to view the particular parts which I claim as new and as pertaining to my device. Fig. 2 is a top view of my wagon as complete and ready for use.

A are the wheels; B, the axle; C, the tongue, all of which may be constructed in the usual manner. D are adjustable side frames, with stirrups E attached to the rear part thereof, through which the forward part slides. These parts are, furthermore, secured together when properly adjusted to the desired length by pins *a a a a*, or their equivalents. The rear or lower part of this frame is, moreover, strengthened by a cross-plank, F, bolted or otherwise properly secured to its lower side and by the rear axle, to which, also, it is rigidly attached by means of the stirrup G, partly visible on the drawing. The forward parts of the aforesaid side frames D are firmly held together by means of the bolster H, to which they are also rigidly attached by stirrups I, and by the connecting-rod K running through the hollow cylinder L, which latter rotates loosely and freely thereon. The said hollow cylinder, in connection with the bolster H, is designed to subserve the purpose of furnishing a bearing for forward part of the lumber or timber thereon placed when relieved from the said bolster H, and to further assist, by its free rotary motion, the operation of throwing the load to the rear while in the act of discharging it, as hereinafter described. M is a wooden or metal roller, of any proper diameter, through the longitudinal center of which passes a metal axle, having its bearings upon the rear part of the aforesaid side frames D, and upon one end of which are placed a ratchet-wheel, N, pawl O, and lever P, by means of which a rotary motion is imparted to the said roller M, and the lumber or timber for the rear part of which the said roller M furnishes a bearing, is, by the driver, easily thrown to the rear of the wagon or truck, with the hind end thereof upon and in direct contact with the ground. The forward movement of the draft animals attached to the wagon will complete the operation of discharging, and the lumber or timber will be left upon the ground in nearly or quite as compact a condition as that which it occupied while placed upon the wagon. Upon the lower or rear part of the side frames D aforesaid, is likewise placed the rotating rod R with its ends projecting beyond the sides thereof, and upon which are placed the ratchet-wheel S, pawl T, lever W, and tightening or binding chain V. Both ends of this chain being thrown over the lumber or timber and secured to the ends of the said rod R, as shown, and by means of the lever W tightly wound thereupon, and thus firmly held by the ratchet-wheel S and pawl T it will serve the important purpose of holding the lumber upon the wagon while in transit.

Another important, essential, and peculiar feature of my invention is the horizontal curved plate X, or "fifth-wheel," as it is technically called, the upper or concave surface of which is perfectly smooth, so as to allow it to rotate easily under the bolster H as the draft animals deviate from a direct line of progress.

The object sought to be attained by the curved formation of the said "fifth-wheel" X are two-fold, namely, the elevation of the forward end of the said side frame D, so as to al-

low the front wheels to pass freely thereunder while turning from a direct line; and secondly, the elevation of this frame and, as a consequence, the load thereupon, will materially assist the operation of dumping, and thereby the more effectually to accomplish the object in view.

Having described my improvement, what I desire to secure by Letters Patent is the following claims:

1. The concave plate or fifth-wheel X, when the same is arranged on a wagon or truck so as to operate substantially as described.

2. The lumber or dumping-wagon, arranged as herein described, having a concave fifth-wheel, X, the whole constructed substantially as shown.

W. W. CARRÉ.

Witnesses:
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(31)