

H. F. HILBORN.
DUMPING BACK.
APPLICATION FILED MAR. 1, 1911.

1,010,910.

Patented Dec. 5, 1911.
2 SHEETS—SHEET 1.

Fig. 1,

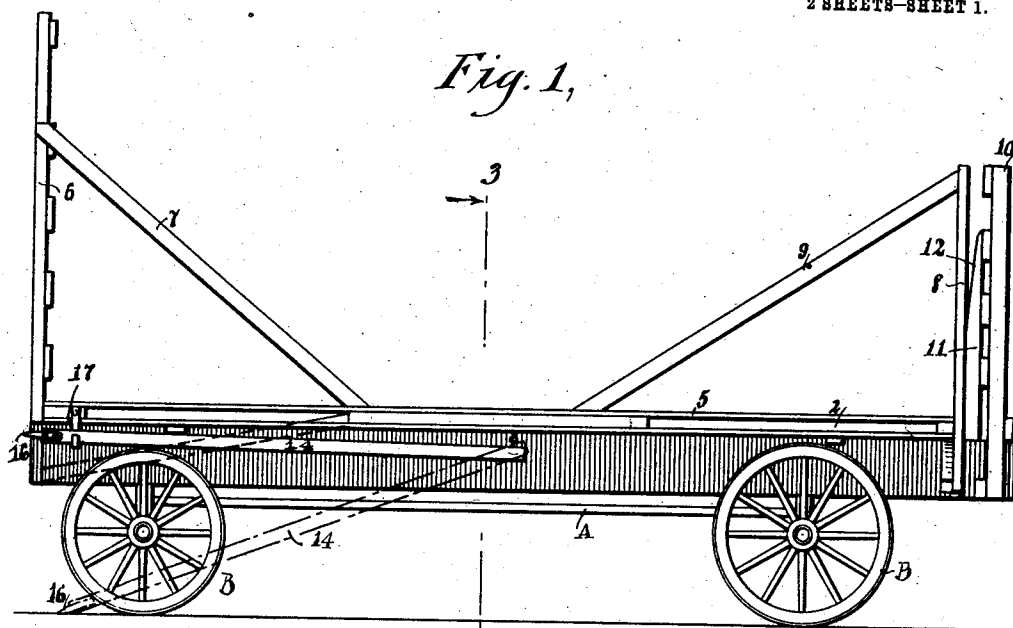
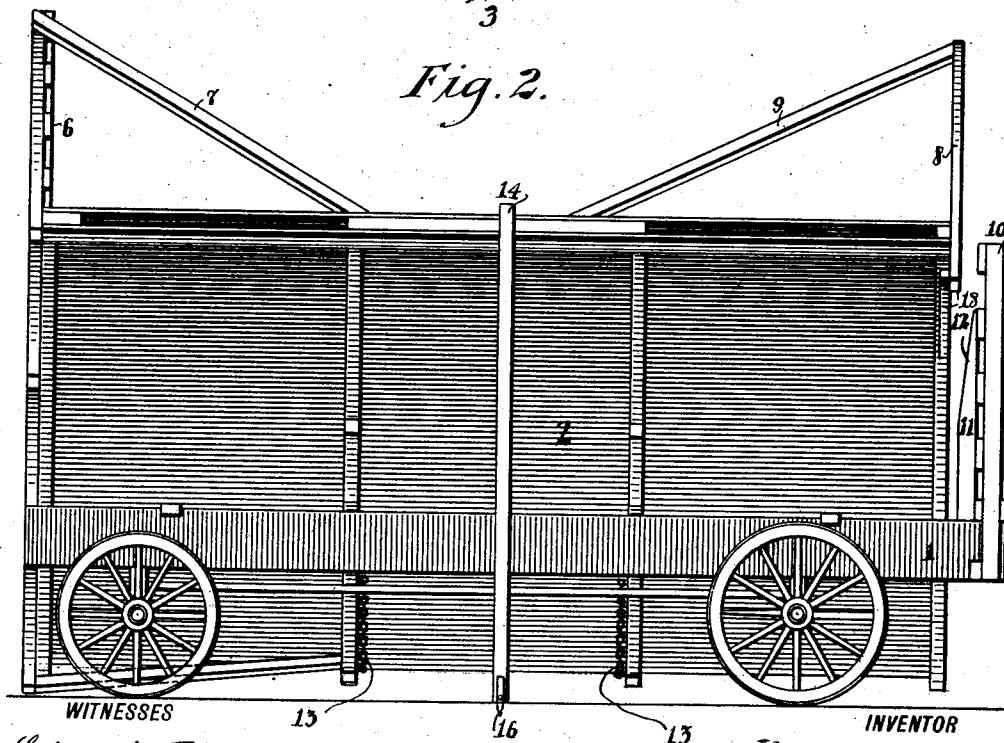


Fig. 2.



WITNESSES
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2 SHEETS-SHEET 2.

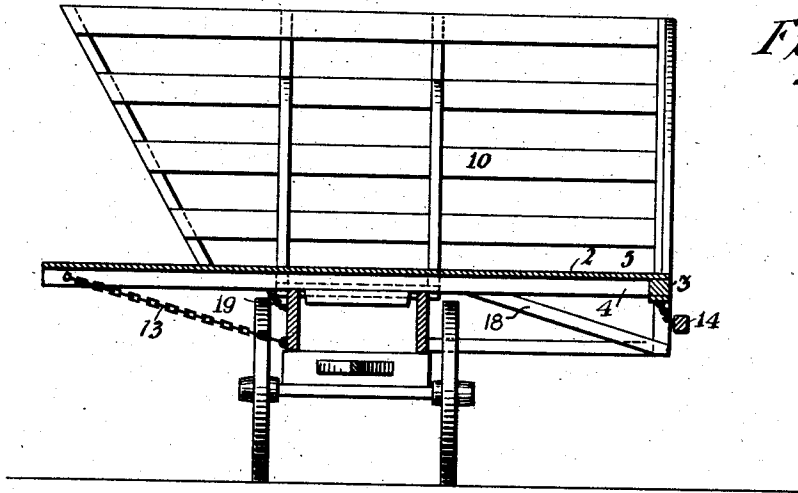


Fig. 3.

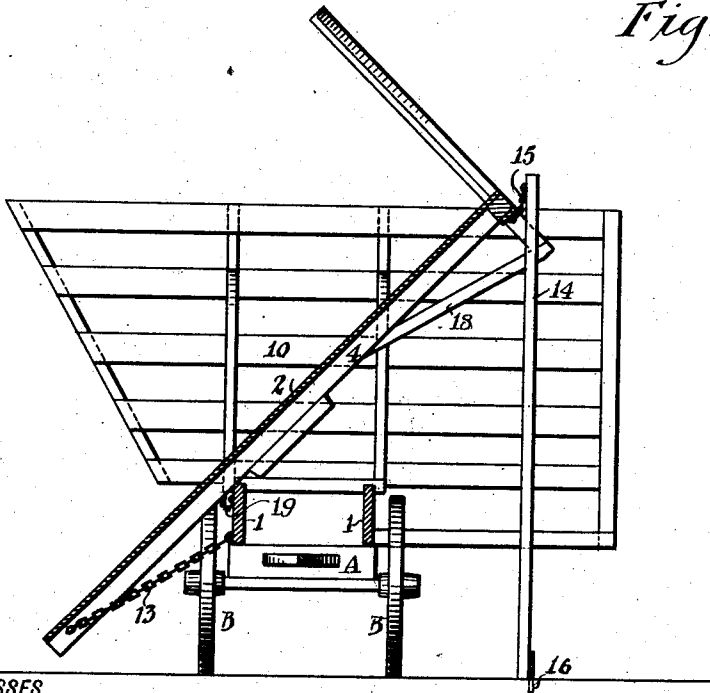


Fig. 4.

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UNITED STATES PATENT OFFICE.

HENRY FRANKLIN HILBORN, OF MOHALL, NORTH DAKOTA.

DUMPING-RACK.

1,010,910.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed March 1, 1911. Serial No. 611,597.

To all whom it may concern:

Be it known that I, HENRY F. HILBORN, a citizen of the United States, and a resident of Mohall, in the county of Renville and State of North Dakota, have invented a new and Improved Dumping-Rack, of which the following is a full, clear, and exact description.

My invention relates to a new and improved dumping apparatus, and an object of my invention is to furnish an improved fodder rack or frame, by which corn or other fodder may be easily and rapidly removed from the wagon while the latter is moving forward, thereby saving considerable time and labor.

A further object of my invention is to provide gates to prevent the material from being scattered during the dumping process.

I attain these objects by positioning a platform upon a wagon body and fastening this platform to the body by means of a loose chain connection, and on the opposite side of the platform I connect a rocker, which is adapted to engage with the ground and raise up this side of the platform, thereby dumping the contents off on the opposite side. I further provide a gate on the rear of the wagon, and provide another gate on the movable platform in the front thereof.

With the above and other objects in view, as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims.

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

Figure 1 is a side elevation of a preferred embodiment of my invention, showing the platform resting on the wagon; Fig. 2 is a side elevation of the device shown in Fig. 1, but with the platform in tilted position; Fig. 3 is a cross sectional view taken on the line 3—3 of Fig. 1 and looking in the direction of the arrow; and Fig. 4 is a view similar to Fig. 3, but showing the platform in tilted position.

The framework of the body A is supported in any suitable manner upon the

wheels B in the common wagon construction. Extending longitudinally of the wagon are side pieces 1, constituting the rack bed upon which is positioned the platform 2. This platform 2 comprises a side beam 3 and end pieces 4 upon which is positioned the flooring 5 of the platform 2. Rigidly attached to the front end of the platform 2, is a front gate 6 of any preferred construction, braced in position by means of diagonal braces 7. Positioned upon the opposite end of the platform is a guiding upright 8, braced in position by a diagonal 9, the diagonals 7 and 9 constituting a siding for the platform. The upright 8 extends below the platform 2 and is braced in position by the transverse diagonal brace 18 extending from the lower end of this upright to the rear end piece 4. Rigidly positioned upon the rear of the body of the wagon is a tail gate 10, and positioned between the tail gate 10 and the guide post 8, is a coacting guiding member 11, having an inner beveled face 12, adapted to engage the post 8 to guide the platform back into position after it has been dumped. This platform is held to the body of the wagon by a pair of chain connections 13 attached to the under side of the side beams 3 and to the adjacent side piece 1. In order to prevent the platform 2 from jumping off the side pieces 1, there is a short chain connection 19 on the same side as and attached above the chain 13, thereby constituting a loose hinge between the platform and the body of the truck. On the side of the platform opposite the side to which there is positioned the chain connections 13, is fastened centrally, a rocker 14, by means of a link 15. The free end of this rocker 14 has a pointed end 16 adapted to engage with the ground. This rocker 14 may be held in inoperable position by having its free end positioned within the hook member 17 attached to the side beam 3 of the platform.

It will be seen from Fig. 3, that normally there is provided an ordinary wagon having front and rear gates one side of which wagon has protecting side pieces. When it is desired to dump the load, the rocker is lifted off the hook 17 and dropped to the ground. The pointed end 16 coming in contact with the ground, as shown in Fig. 1, will cause the platform to be tilted up on the side while the platform will be held to the wagon by means of the chain connection

13. As this tilting platform carries with it the front gate, it will be seen that the material will not be scattered about, but will be laid on the ground. As the wagon progresses forward, it will ride past the point where the rocker is affixed to the ground, and the platform being deprived of the support of this rocker, will be lowered back upon the bed and it will thus be noted that no time is lost in dumping the load and the driver will not have to wait until all the material has been dumped off the rear end as with the dumping wagons now in use.

As many changes could be made in the above construction and many apparently widely different embodiments of this invention could be made without departing from the scope thereof, it is intended that all matters contained herein in the above description or shown in the accompanying drawings shall be interpreted as illustrative and not in a limiting sense. It is also to be understood that the language used in the following claims is merely intended to cover all the generic and specific features of the invention herein described and all statements of the scope of the invention, which, as a matter of language, might be said to fall therebetween, and that materials, sizes and relativities of parts are non-essential, except as called for in the claims.

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

1. In a dumping wagon, a rack bed, a platform resting on said bed, a short chain connection between one side of said bed and the platform to hold said platform to the wagon and to act as a pivotal connection between said bed and platform, and a rocker of greater length than the distance from its point of attachment to the ground, having one end connected to the side of the platform opposite

the side to which the chain is attached, the other end of said rocker adapted to engage the ground, whereby the forward movement of the wagon will cause the platform to be tipped and the continuous movement of the wagon will cause said rocker to drag on the ground permitting the platform to fall back into position on the bed.

2. In a dumping wagon, a rack bed, a platform resting on said bed, a short chain connection between one side of said bed and the platform to hold said platform to the wagon and to act as a pivotal connection between said bed and platform, a rocker of greater length than the distance from its point of attachment to the ground, having one end connected to the side of the platform opposite the side to which the chain is attached, the other end of said rocker adapted to engage the ground, whereby the forward movement of the wagon will cause the platform to be tipped and the continuous movement of the wagon will cause said rocker to drag on the ground permitting the platform to fall back into position on the bed, and means on said bed guiding said platform back into place.

3. In a dumping wagon, in combination, a wagon, a platform pivoted to one side of said wagon adapted to tip sidewise, a gate rigidly mounted on the rear of said wagon, and a gate on the front of said platform whereby on tilting the platform, the front gate will be carried thereby to prevent the scattering of the dumped material.

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

HENRY FRANKLIN HILBORN.

Witnesses:

N. IVERSON,

A. L. SHATTUCK.