

(No Model.)

S. J. FORSGARD.
DUMPING WAGON.

No. 482,498.

Patented Sept. 13, 1892.

Fig. 1.

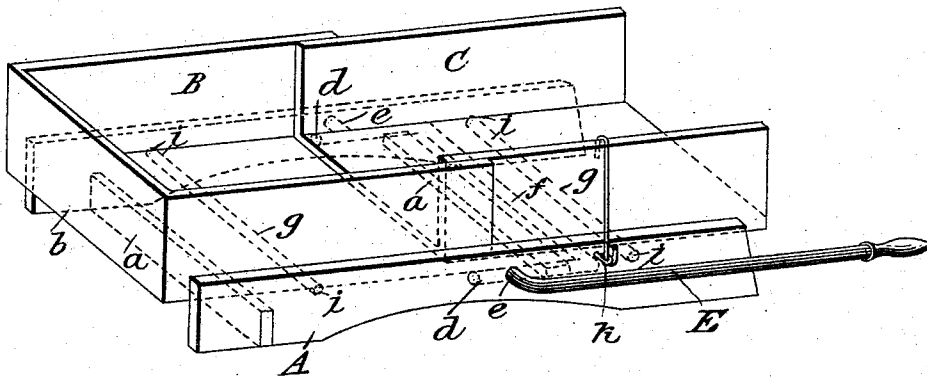
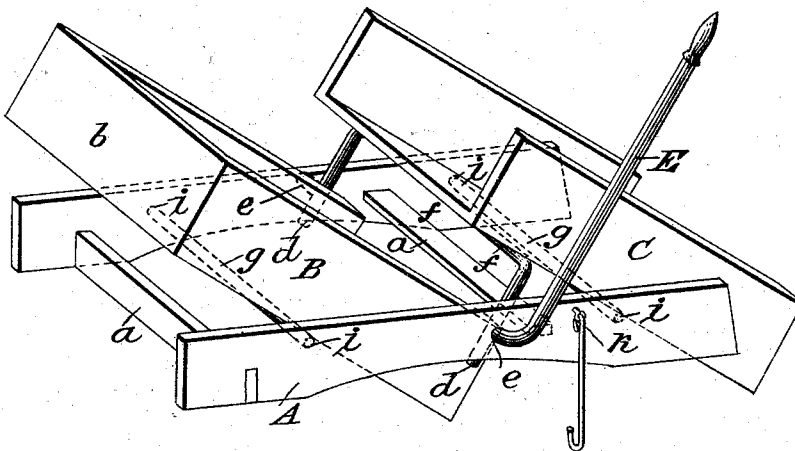


Fig. 2.



Witnesses:

James A. Duke
J. E. Coppage

Inventor:

Samuel J. Forsgard
by H. H. Kerr
Attorney:

UNITED STATES PATENT OFFICE.

SAMUEL J. FORSGARD, OF WACO, TEXAS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 482,498, dated September 13, 1892.

Application filed May 7, 1890. Renewed July 27, 1892. Serial No. 441,350. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. FORSGARD, a citizen of the United States, residing at Waco, in the county of McLennan and State of Texas, have invented a new and useful Double Dump for Wagons, of which the following is a specification.

The objects of my improvements are to provide a double dump for carrying dirt, sand, gravel, and other loose material on ordinary road-wagons, together with mechanism for instantly unloading the same. I attain these objects by mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top side view of my improved double dump empty, ready for a load. Fig. 2 is also a top side view, the load having been dumped.

Similar letters refer to similar parts in both views.

The side pieces A A, connected by cross-pieces a a, constitute the frame for my device. They are of plank or other suitable material. This frame sits on the front and rear bolsters over the axles of the wagons and is of a width to fit within the stakes. The left end of the frame is placed over the forward axle, and the right end over the rear axle, so that the dumping is done toward the rear.

B and C are the dumping-boxes. They are each constructed of sheet metal in one piece, having square upturned edges, as shown. The box B has its left or front end b closed by a continuation of the sides; but both ends of box C are open, as shown. When in position for a load, as in Fig. 1, the left end of box C fits within and rests upon the right end of box B. When in this position, the two boxes form together a wagon-box open at its rear end ready for a load. These boxes are fastened to axles g g, which turn in suitable journals i i in the frame A A. The axle of box B should be slightly to the left of its center, while that of box C should be slightly to its right.

At or near the center of the frame is my dumping-lever for emptying the boxes, suitably journaled in holes e e therein. This consists of a bent lever, in the shape of the

letter U, having its base f crossing the frame and its sides lying along the inside of the frame under box C, as shown. The points d d project beyond the journals e e far enough to engage and hold up the right end of box B. When in the position shown in Fig. 1, the parts of the lever are in a horizontal frame resting on cross-bar a of the frame. Formed solid with the dumping-lever and being a part thereof is handle E, projecting outside the frame, as shown. A suitable hook k holds the box C and with it box B in position when loaded.

The operation of the device is as follows: The double dump being loaded in the position shown in Fig. 1 and it being desired to unload it, the hook k is released. The handle E of the dumping-lever being lifted upward toward the left, the points d d will finally pass out of engagement with the end of dump-box B, which will cause the right end of B to fall by gravity and discharge its load, its center of gravity being to the right of its axle. At the same time that this is happening the U-shaped dumping-lever is moved upward toward the left parallel with handle E. The cross part f, pushing under dump-box C, raises the left end of this box till its load is discharged, also by gravity. The box B is then raised, the dumping-lever pushed back to the position shown in Fig. 1, the box C falling by gravity, and hook k is reattached. The dumping-lever is so proportioned that boxes B and C will discharge simultaneously at the same angle. Their revolutions downward may be regulated by suitable stops placed on the frame. The frame may be placed at such a position with reference to the bolsters as not to interfere with the hounds.

What I claim is—

The combination of a frame, double dumping-boxes swinging upon axles, and a U-shaped dumping-lever, said lever provided with points extending slightly beyond its axis, substantially as described and set forth.

SAMUEL J. FORSGARD.

Witnesses:

W. S. KINCHELOR,
J. H. SCALES.