No. 661,029. Patented Nov. 6, 1900.

J. BOWER.

WAGON BODY.

(Application filed Feb. 21, 1900.)

(No Model.)

Fig. 1.

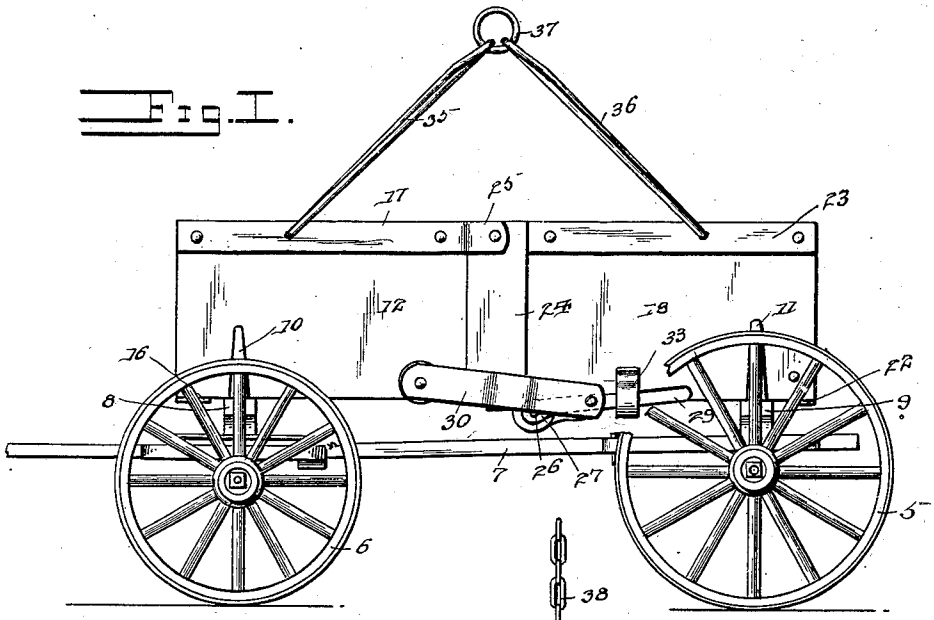


Fig. 2.

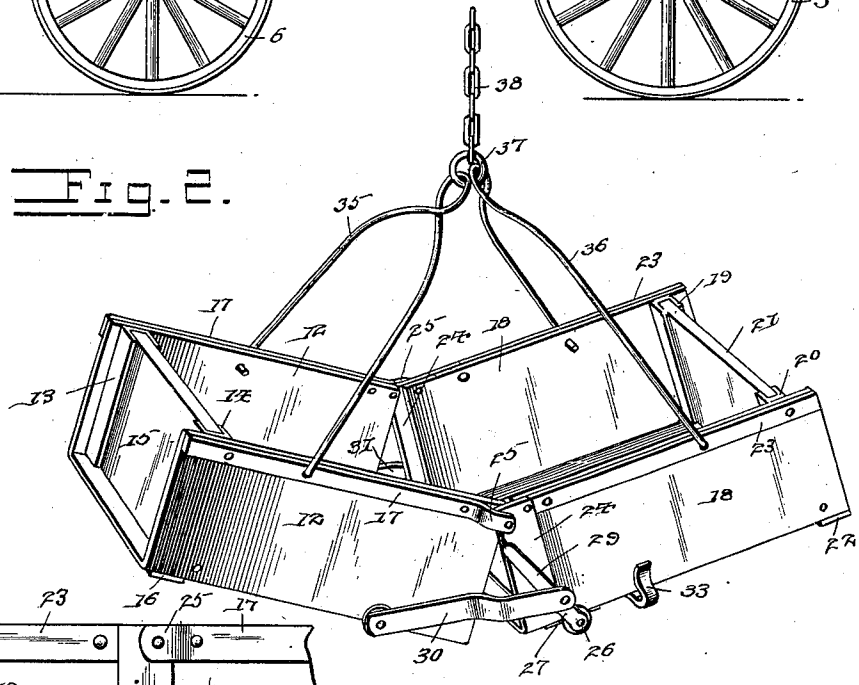
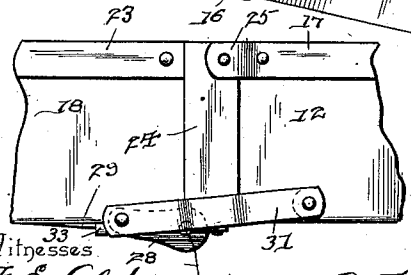


Fig. 3.



Witnesses
F. E. Alden.
Geo. H. Chamberlin

James Bower. Inventor
By his Attorneys,
C. A. Snow & Co.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JAMES BOWER, OF TOPEKA, ILLINOIS.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 661,029, dated November 6, 1900.

Application filed February 21, 1900. Serial No. 6,067. (No model.)

To all whom it may concern:

Be it known that I, JAMES BOWER, a citizen of the United States, residing at Topeka, in the county of Mason and State of Illinois, have invented a new and useful Wagon-Body, of which the following is a specification.

This invention relates to wagons in general, and more particularly to wagon-bodies, and has particular reference to bodies for dumping-wagons, the object of the invention being to provide a construction in which the body may be broken transversely at its middle portion to discharge its load and to provide means whereby the body may be raised bodily from the running-gear to discharge its contents under certain conditions.

In the drawings forming a portion of this specification, and in which similar numerals of reference designate like and corresponding parts in the several views, Figure 1 is a side elevation showing a wagon having a body constructed in accordance with the present invention. Fig. 2 is a perspective view showing the wagon-body raised from the running-gear and illustrating the parts of the body adjusted to jump the load. Fig. 3 is a side elevation of the central portion of the body at the opposite side from that shown in Fig. 1 of the drawings.

Referring now to the drawings, and more particularly to Fig. 1, the wagon-body of the present invention is shown upon a running-gear including rear wheels 5 and front wheels 6, the axletrees being connected by reach-bars 7 so disposed as to permit the central part of the body to sink between them. This part of the structure, however, forms no part of the present invention.

The running-gear is provided with the usual front and rear bolsters 8 and 9, respectively, having guards 10 and 11, and upon these bolsters and between the guards is placed the wagon-body.

The wagon-body, as illustrated in Fig. 2 of the drawings, consists of two similar parts hinged together. One of the parts comprises a metallic plate 12, bent to form a bottom and sides, and at one end of which and upon the inner faces of the sides are secured guides 13 and 14 to receive a tail-board 15. A cross-brace 16 is secured to the under face of the bottom of this body-section directly below the tail-board and acts also to hold the body upon the running-gear under conditions hereinafter explained. Upon the outer face of each side of the body-section and adjacent the upper edge thereof is secured a stiffening-plate 17. The second body-section consists of a metallic plate 18, bent in the same manner as the plate 12 and provided with similar guides 19 and 20, which receive a tail-board 21. This body-section has also a cross-brace 22 upon the under face of its bottom and below the tail-board. Brace or stiffening strips 23 are secured to the outer faces of the sides of the body-section at the upper edges thereof and terminate somewhat short of the end of the body-section opposite to the tail-board 21. A supplemental plate 24, which is U-shaped, is secured to the plate 18 between the ends of the bars 23 and the end of the plate 18, this plate 24 extending somewhat beyond the plate 18, so as to inclose the adjacent end of the plate 12 when it is adjusted to aline with the plate 18. The inner ends of the bars 17 are curved outwardly and forwardly to form ears 25, which lie upon the outer faces of the upturned portions of the plate 24 and to which they are pivotally connected. With this construction it will be seen that the wagon-body may be broken at its central point by moving the outer ends of the sections upwardly and that when the body-sections are in alinement the plate 24 will cover the joint of the sections. In order to operate this breakable body, a crank-shaft 26 is rotatably mounted upon the body-section formed by the plate 18, this shaft having arms 27 and 28 secured to its extremity and lying in the same direction and at right angles to the shaft, the arm 27 being somewhat longer than the arm 28 to form an operating hand-lever 29. Links 30 and 31 are pivoted to opposite sides of the body-section, which includes the plate 12, and the link 31 is pivoted at its opposite end to the end of the arm 28, while the link 30 is pivoted upon the arm 27 at the same distance from the shaft 26 as the link 31. Thus by operating the lever 29 the lower edges of the adjacent ends of the body-sections may be moved toward and away from each other, the proportions of the parts being such that when the body-sections are engaged the pivotal connections of the links 30 and 31, as also

the shaft 26, will lie in substantially the same plane, so that the tendency of the load to break the body and dump the load may be easily overcome by means of a spring clamp or clasp 33, secured to the plate 18 and adapted to receive the lever 29 between it and the plate.

In placing the wagon-body upon the running-gear it is so disposed that the brace-plates 16 and 22 will lie beyond the bolsters 8 and 9 a sufficient distance to permit the central portion of the body to sink when the lever 29 is operated to break the joint, these plates being adapted to engage the bolsters to prevent the sliding movement of the body when the joint is broken to be confined to one body-section, which would draw that body-section from its bolster. With this arrangement the body may be loaded and when drawn to the proper location may be operated to dump its contents.

It has been found desirable at times to transport a load over ground that is impassable for a wagon before dumping the load, and to provide for this operation the body is placed removably upon the running-gear and is provided with slings 35 and 36, connected to the body-sections, respectively, and mutually connected at their tops by means of a ring 37, with which may be engaged a lifting chain or rope 38, forming part of a tackle. By this means the body, with its load, may be raised from the running-gear and swung to the proper position, after which the lever 29 may be operated to dump the load in the manner above described.

It will of course be understood that in practice the sections of the wagon-body may be made of any suitable materials and may have any desired size and proportions and, furthermore, that various modifications may be made without departing from the spirit of the invention.

What is claimed is—

1. A wagon-body comprising two sections pivotally connected at their upper edges and disconnected therebelow, whereby the sections may be moved into and out of engagement, and means for moving the sections pivotally, said means comprising a lever pivoted to one section adjacent its lower edge and a link pivoted to the lever and to the other section adjacent its lower edge, the lever being adapted for movement to carry the pivotal connection of the link therewith, in a direction to lie behind the fulcrum of the lever.

2. A wagon-body comprising two sections pivotally connected at their upper edges and disconnected therebelow, whereby the sections may be moved into and out of engagement, means for moving the sections pivotally and including a lever fulcrumed to one section and a link pivoted to the opposite section and to the lever, whereby the lever may be operated to move the adjacent end of the link in a direction to lie behind the fulcrum of the lever, and a clip for engagement by the lever to hold the latter at one limit of its movement.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES BOWER.

Witnesses:
DOUGLAS WRIGHT,
EMMA WRIGHT.