A. F. ABIGT.

DUMP WAGON.

APPLICATION FILED SEPT. 9, 1911.

1,063,945.

Patented June 10, 1913.

Fig. 1.

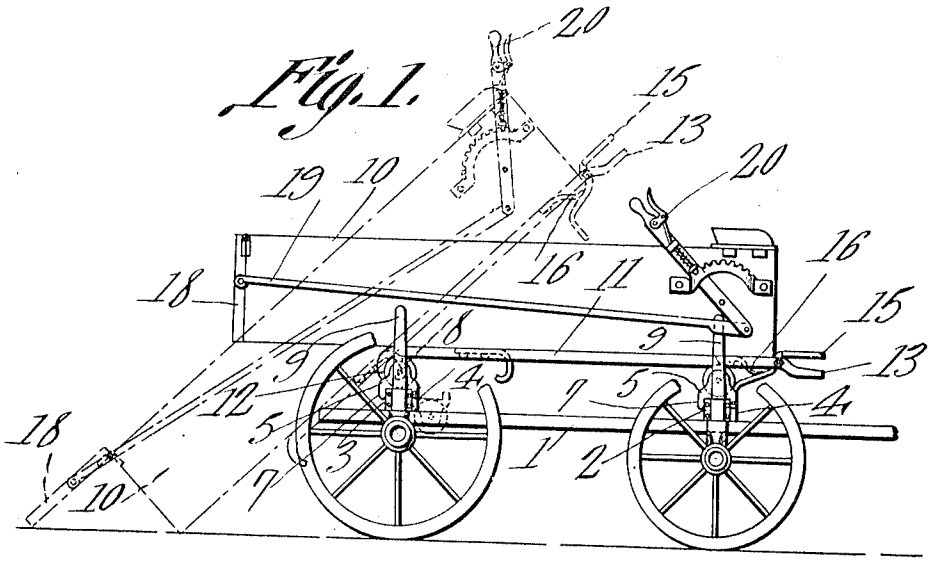


Fig. 5.

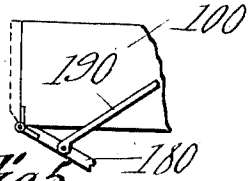


Fig. 2.

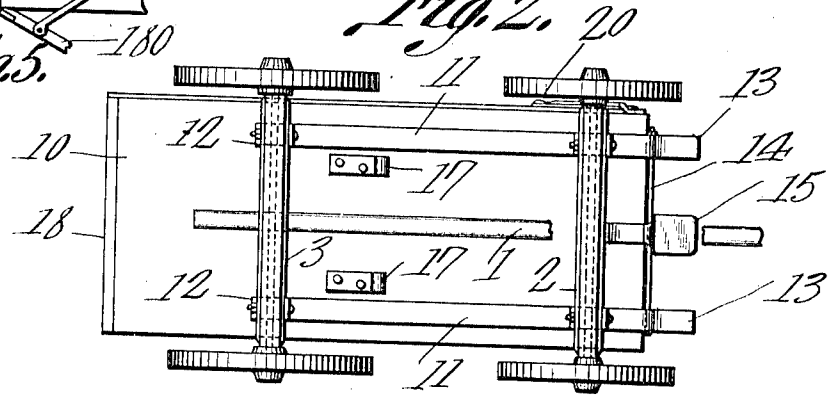


Fig. 4.

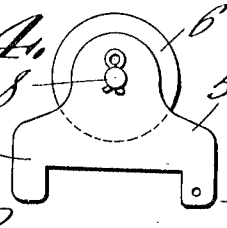
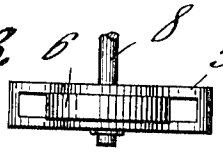


Fig. 3.



Witnesses

J. Tonnis

L. H. Wilson.

Inventor

Arthur F. Abigt,

By A. A. Snow & Co.

Attorneys

UNITED STATES PATENT OFFICE.

ARTHUR F. ABIGT, OF EVANSVILLE, INDIANA.

DUMP-WAGON.

1,063,945. Specification of Letters Patent. **Patented June 10, 1913.**

Application filed September 9, 1911. Serial No. 648,470.

To all whom it may concern:

Be it known that I, ARTHUR F. ABIGT, a citizen of the United States, residing at Evansville, in the county of Vanderburg and State of Indiana, have invented a new and useful Dump-Wagon, of which the following is a specification.

This invention relates to dumping wagons and one of its objects is to provide a wagon of this type the body of which is mounted upon rollers and carries means whereby, when the body is pushed rearwardly, it will travel upon the rollers and be tilted upwardly to give the body its initial impulse during the tilting thereof, there being additional means upon the body and coöperating with the supporting rollers, for limiting the movement of the body relative to the running gear supporting the same.

A further object is to provide simple means for locking the body in normal position so as to prevent it from accidentally dumping.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed, without departing from the spirit of the invention.

In the accompanying drawings, the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a side elevation of a wagon embodying the present improvements, the position of the body during the dumping operation, being indicated by dotted lines. Fig. 2 is a bottom plan view of the wagon. Fig. 3 is an enlarged top plan view of one of the rollers and its supporting bracket. Fig. 4 is a side elevation of the roller and its bracket. Fig. 5 is a side elevation, fragmental in nature, and showing a modified form of the invention.

Referring to the figures by characters of reference 1 designates running gear of the usual or any preferred type, the same including a front bolster 2 and a rear bolster 3. Plates 4 are secured to the front faces of these bolsters adjacent the ends thereof and hingedly connected to the upper end of each plate 4 is a bracket 5 carrying a supporting roller 6. Each bracket is so shaped and located as to move into position upon the upper face of the bolster, there being lugs or extensions 7 projecting from each bracket and adapted to lap the rear face of the bolster when the bracket is in normal position upon the bolster. When it is not desired to use the bracket, the same can be swung forwardly and downwardly so as to hang in a position below the upper face of the bolster as indicated by dotted lines at the left of Fig. 1. The rollers upon the front bolster are located directly in front of the rollers on the rear bolster and axles 8 connect the rollers of each pair, these axles being parallel with the bolsters.

Standards 9 project upwardly from the end portions of the bolsters 2 and 3 and a wagon body 10 is movably mounted between them. This wagon body is provided, along the lower surface of the bottom thereof, with parallel wear strips or rails 11 adapted to bear downwardly on the rollers 6. The rear ends of these strips 11 are bent to form stop hooks 12 adapted to bear against the rear rollers 6 when the wagon body is in its normal position, thus preventing the body from moving forward out of normal position relative to the running gear. The front ends of the strips or rails 11 project forwardly beyond the body 10 and are curved downwardly and forwardly to form tongues 13. A rod 14 is secured to these tongues and extends transversely thereof, this rod supporting a foot lever 15 one end of which is adapted to engage the front face of the bolster 2 and thus prevent the wagon body 10 from shifting rearwardly relative to the running gear. A spring 16 may be interposed between the lever and the bottom of the wagon body so as to cause said lever to automatically engage the bolster 2 as soon as the wagon body is brought to normal position.

Stop hooks or abutments 17 are secured upon the bottom of the body 10 and extend downwardly therefrom, these hooks being adapted to engage the axle or shaft 8 of the rollers 6 and thus limit the rearward movement of the wagon body during the dumping operation.

A tail board 18 is hingedly connected to the rear or discharge end of the body 10 and is connected, by means of a rod 19, to a lever 20 mounted on the wagon body adjacent the front end thereof. By means of this lever the tail board can be swung open or closed.

It will of course be apparent that when the hooked terminals 12 are bearing against the rear portions of the rear rollers 6 and the lever 15 is bearing against the front face of the bolster 2, the wagon body 10 is held against movement relative to the running gear 1. When, however; it is desired to dump the contents of the wagon, the tail board 18 is moved to open position and lever 15 is then shifted so as to become disengaged from the bolster 2. The operator then pushes rearwardly on the body 10 and the strips 11 will travel along the rollers 6, tongues 13 ultimately moving against the front rollers 6 and giving an initial upward impulse to the body 10. This impulse is given just prior to the engagement of the hooks 17 with the rear rod 8 and it will be apparent, therefore, that the body will be caused to tilt with said rear rod 8 as an axis and will assume the position indicated by dotted lines in Fig. 1. As soon as the contents of the body have been discharged, said body can be swung back to its initial position and pulled forward and locked.

When it is not desired to use the wagon for dumping purposes, the brackets 5 can be swung forwardly and downwardly and the wagon body can thus be caused to rest directly on the bolsters. Or, if preferred, another wagon body can be substituted for the body 10.

In that form of the invention which appears in Fig. 5, the tail board 180 is hingedly connected to the rear or discharge end of the body 100, for upward swinging movement, the tail board 180 being controlled by the rod 190, corresponding to the rod 19.

What is claimed is:—

A dumping wagon including bolsters, brackets hingedly connected to the bolsters and adapted to rest on and straddle the same, rollers journaled in the brackets, axles connecting the rollers and parallel with the bolsters, said brackets and rollers being movable to inverted positions in front of and below the bolsters, when not in use, and a wagon body movably mounted on the rollers when in active position to hold said brackets against displacement and being mounted on the bolsters when the brackets and rollers are in inactive positions.

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

ARTHUR F. ABIGT.

Witnesses:
JOE BURNE,
JACOB HARTMAN.