

H. PEZZETTI.
DUMP WAGON.
APPLICATION FILED APR. 2, 1912.

Patented Aug. 11, 1914.
2 SHEETS-SHEET 1.

1,106,675.

FIG. 1.

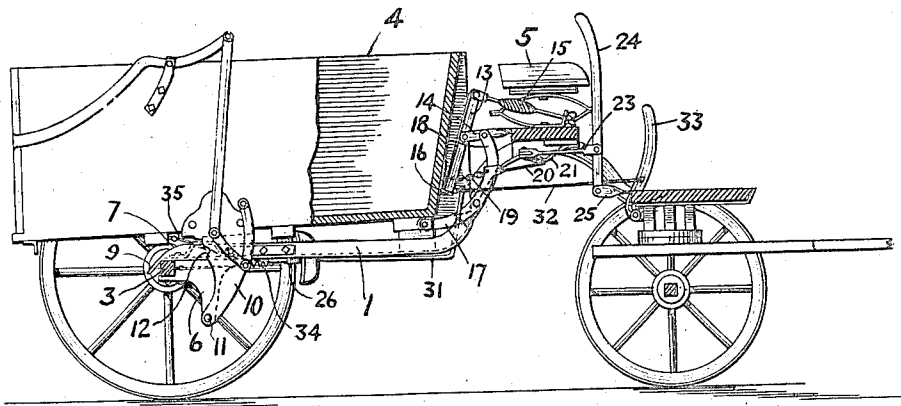
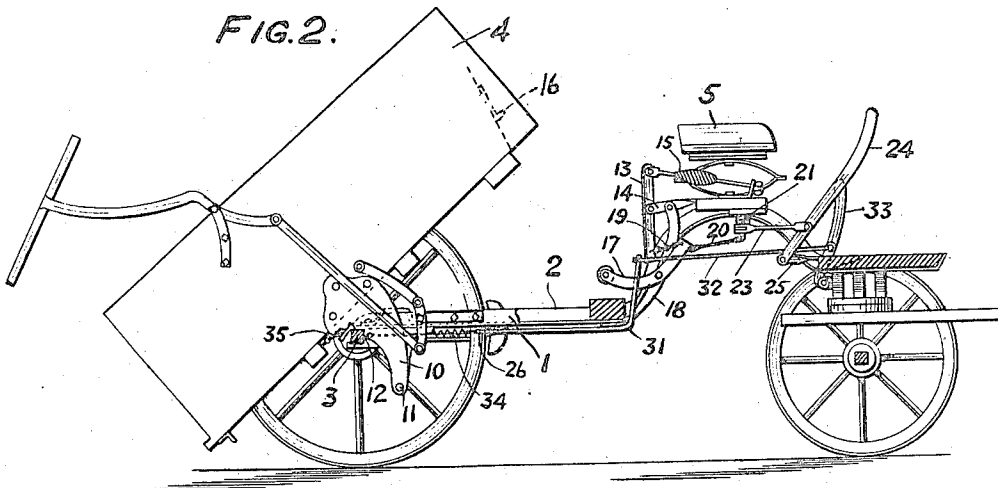


FIG. 2.



WITNESSES:

Robt. R. Kitchel.

Frank C. Finch.

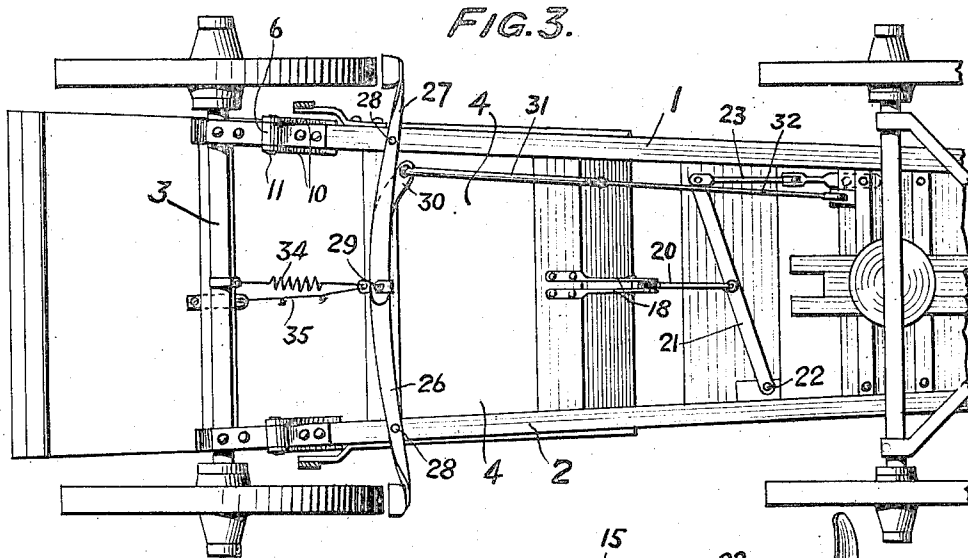
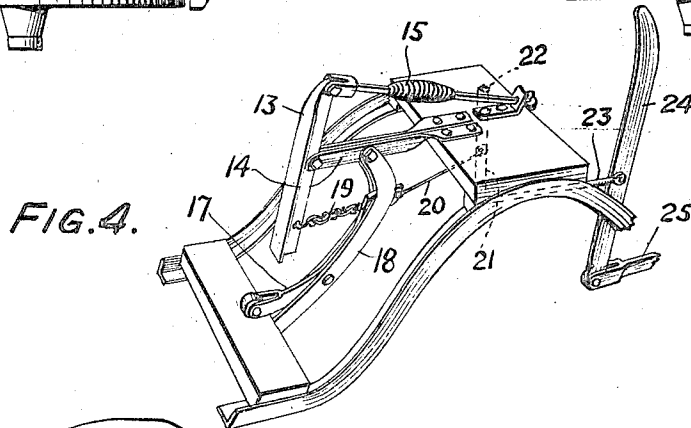
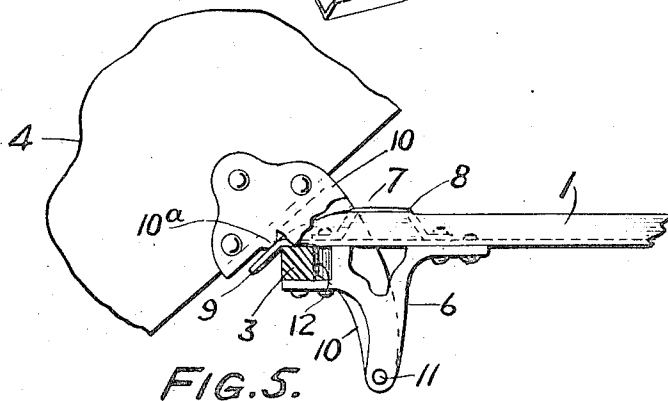
INVENTOR

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DUMP-WAGON.

1,106,675.

Specification of Letters Patent.

Patented Aug. 11, 1914.

Application filed April 2, 1912. Serial No. 687,974.

To all whom it may concern:

Be it known that I, HENRY PEZZETTI, a subject of the King of Italy, and having declared my intention to become a citizen of the United States, residing at the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Dump-Wagons, of which the following is a specification.

Objects of the present invention are to provide a horse drawn or self-propelled wagon in which the center of gravity of the body and its load, when present, is well in advance of the rear wheels, in which the body, when dumped, does not collide with the ground or roadway, and in which by means of a single pair of levers the body can be readily dumped and returned to normal position.

The invention will be claimed at the end hereof but will be first described in connection with the embodiment of it selected for illustration in the accompanying drawings forming part hereof and in which—

Figure 1, is a side view, partly in section, of a wagon embodying features of the invention. Fig. 2, is a similar view showing the body in dumping position. Fig. 3, is a plan view drawn to an enlarged scale of a wagon embodying features of the invention. Fig. 4, is a perspective view of the front portion of the wagon with parts removed, and Fig. 5, is an elevational view, partly in section and with parts broken away, illustrating a detail.

In the drawings the wagon shown is intended to be horse drawn and the invention will be described in connection with that wagon, although the invention is applicable to so-called motor trucks or wagons.

1 and 2, are rails or reaches, 3, is the rear axle, 4, the body, and 5, the driver's seat. 6, is an arm rigid with and depending from the rail 1. This arm is provided with a seat 7, of the form of a part of a circle. The seat is made up of the chair 8, the end of the rail 1, and the projection 9. 10, is a bifurcated arm rigid with the body 4, and arranged to straddle the arm 6, and seat 7. The arms 6 and 10, are pivoted together at 11. The branches or forks of the arm 10, are notched, as at 12, and these notches by resting on the axle 3, prevent the end of the body from striking the ground or pavement,

as shown in Fig. 2. The arm 10, is provided with a projection or part 10^a, arranged to move along the seat 7. The body 4, in respect to the rear axle has a forward and back motion, and the body also has a turning motion about the pivots 11, and on the seat 7. 13, is a latch shown as pivoted to a bracket 14, at a point intermediate of its ends. One end of the latch 13, is operated upon by a spring 15, and the other end normally engages a fitting 16, on the body.

17, is a starting lever pivoted intermediate of its ends to and arranged between bars 18. One end of the starting lever 17, normally underlies the body 4, and the other end is connected by a chain 19, with the latch 13, and by a rod 20, with the lever 21, pivoted at 22, and connected by a link 23, with the handle lever 24, pivoted to a fixed fitting 25. When the handle 24, is operated, the latch 13, is released and the starting lever 17, is turned, thus the body is turned about the pivots 11, sufficiently to cause it to dump. In turning, the part 10^a slides on the seat 7, until the notched parts 12, of the arms 10, collide with the axle and the body is thus held clear of the ground.

26 and 27, are brake levers pivoted at 28, and also pivoted together at 29, sufficient lost motion being provided for permitting them to turn. The end 30, of the lever 26, projects and is connected by a bent rod 31, and a rod 32, with the brake lever 33.

34, is a spring tending to move the brake levers into the position shown in Fig. 3. 35, is a chain which connects the body 4, with the brake levers 26 and 27. After the body has been dumped it can be returned to normal position by operating the brake lever which pulls the body forward thus causing it to turn about the pivots 11, and assume its normal position in which it is held by the latch 13.

From the foregoing description it is evident that the center of gravity is normally in front of the rear axle so that the front wheels are properly loaded, that the body is dumped by the movement of one lever and is returned by the movement of another lever so that only two levers are required, and that the body, when dumped, is held clear of the ground or pavement.

What I claim is:

In a wagon, the combination of an axle and reaches, a body, arms pivoted together

and having circular sliding contact one being rigid with the body and adapted to collide with the axle and operate as a stop and the other being rigid with the reaches, a
6 latch and dumping lever for controlling dumping of the body, brake mechanism including a brake lever, and connections between said brake mechanism and body

whereby the body is returned from dumping position by the brake lever.

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In testimony whereof I have hereunto signed my name.

HENRY PEZZETTI.

Witnesses:

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FRANK E. FRENCH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."