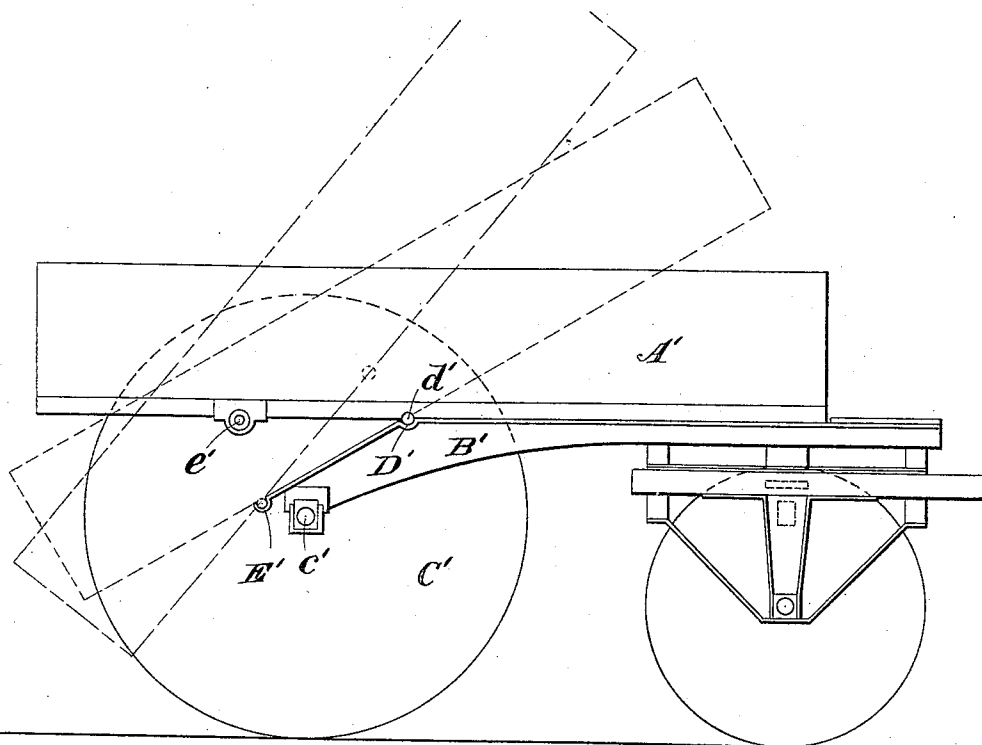


(No Model.)

M. L. SENDERLING.
DUMPING WAGON.

No. 529,467.

Patented Nov. 20, 1894.



Witnesses.
George Barry.

Inventor.
Martin L. Senderling,
by his attorneys,
Brown & Seward

UNITED STATES PATENT OFFICE.

MARTIN L. SENDERLING, OF JERSEY CITY, NEW JERSEY.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 529,467, dated November 20, 1894.

Application filed June 16, 1892. Serial No. 436,910. (No model.)

To all whom it may concern:

Be it known that I, MARTIN L. SENDERLING, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and useful Improvement in Dumping-Wagons, of which the following is a specification.

My invention relates to an improvement in dump wagons in which provision is made for allowing the body of the wagon to change its fulcrum to the rear as it assumes a tilted adjustment.

A practical embodiment of my invention is represented in the accompanying drawing which represents a view in side elevation of a four wheeled vehicle, showing in dotted lines the positions which its body assumes when being tilted to dump.

The body of the wagon is represented by A', the supporting frame by B', the rear supporting wheels by C' and the axle by c'. The primary bearing upon which the body rests, when its tilting movement begins, is denoted by D', the primary pivot by d', the secondary bearing upon which the body rests, after it has been tilted a considerable portion of its full tilting movement, by E' and the secondary pivot by e'. The primary bearing D' is located on the frame B' forward of the axle c', so as to distribute the load upon the four wheels of the vehicle. The secondary bearing E' is located below the primary bearing and to the rear of the axle c' and the secondary pivot e' is located at the bottom of the body of the vehicle.

In operation, as the body of the vehicle begins to tilt, it will rock upon its primary pivot d' seated in the bearing D' and after it has become tilted to an angle of forty-five degrees more or less, the secondary pivot e' will have become seated in the secondary bearing E' and the body, in its further tilting movement,

will be lifted from its primary bearing D' and will fulcrum and rock upon its secondary bearing to the completion of its dumping movement. This will serve to permit the body of the vehicle to assume a position nearly or quite at right angles to its normal position and will serve to carry the body of the wagon bodily to the rear of the rear axle and thereby bring it into position to discharge its load over the side of the dock or into a position clear of the rear wheels.

As the body does not pivot upon its secondary or rearward pivot until it has assumed a position more or less oblique to its normal position, the center of gravity of the load will have been carried rearwardly, so that its tilting movement may be continued upon the secondary pivot with substantially the same amount of lift that was required to at first rock it upon its primary pivot.

It is understood that the structure of the supporting frame, wheel and axles may be of any well known or approved form and may be varied to suit the size of the vehicle to be built and the particular use to which it is to be put.

What I claim is—

A dumping wagon, the body of which is provided with a primary pivot and a secondary pivot, a bearing for the primary pivot located forward of the rear axle and a bearing for the secondary pivot located to the rear of the rear axle, the said body being arranged to tilt during the beginning of its tilting movement on the primary pivot and after an interval on the secondary pivot, substantially as set forth.

MARTIN L. SENDERLING.

Witnesses:

FREDK. HAYNES,
GEORGE BARRY.