

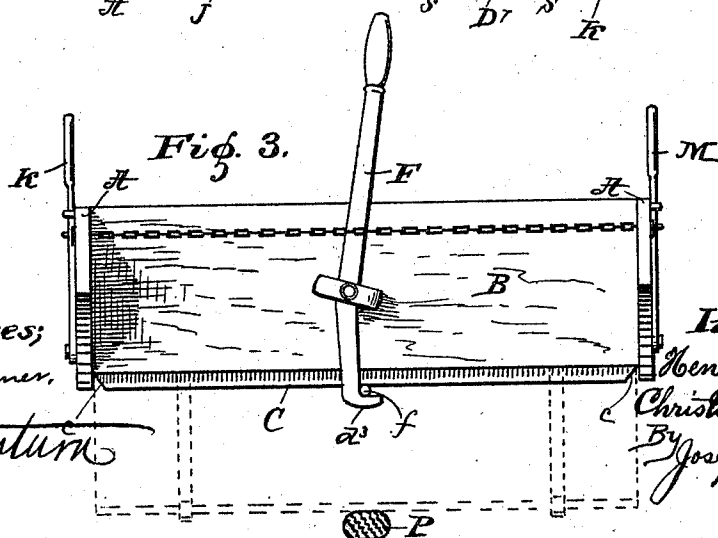
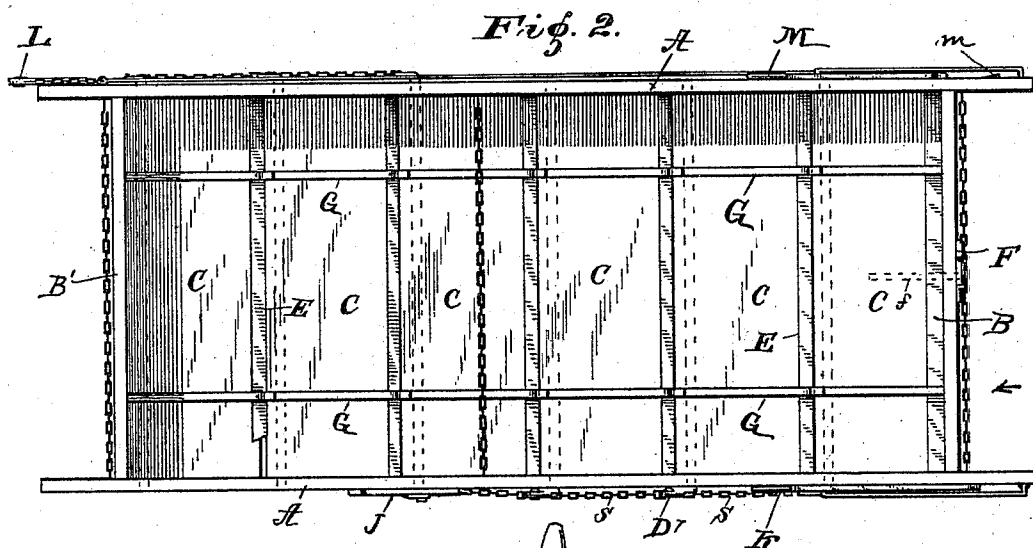
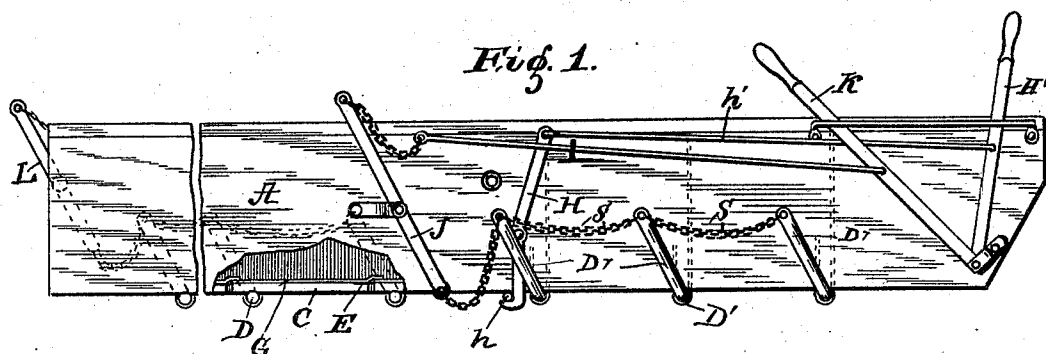
(No Model.)

2 Sheets—Sheet 1.

H. D. LORASH & C. HILGEMEIER.
DUMP BED FOR WAGONS.

No. 579,116.

Patented Mar. 16, 1897.



Witnesses;

F. H. Hoerner.

L. A. Montan

Inventors

Henry D. Lorash

Christian Hilgemeier

By Joseph A. Minturn

Attorney.

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Fig. 4.

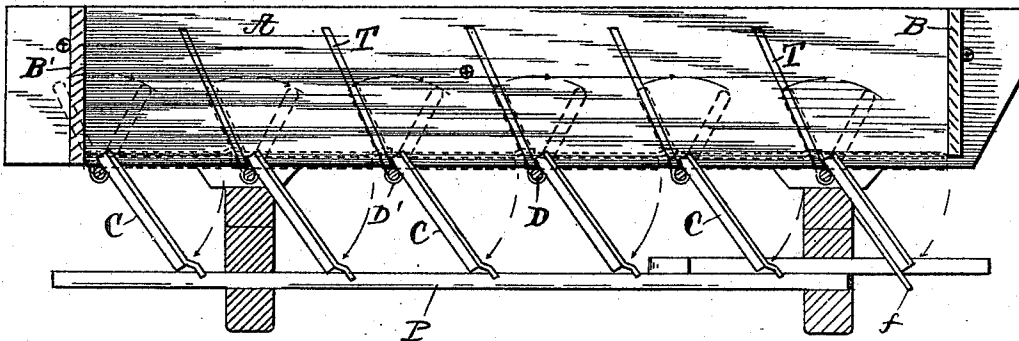


Fig. 5.

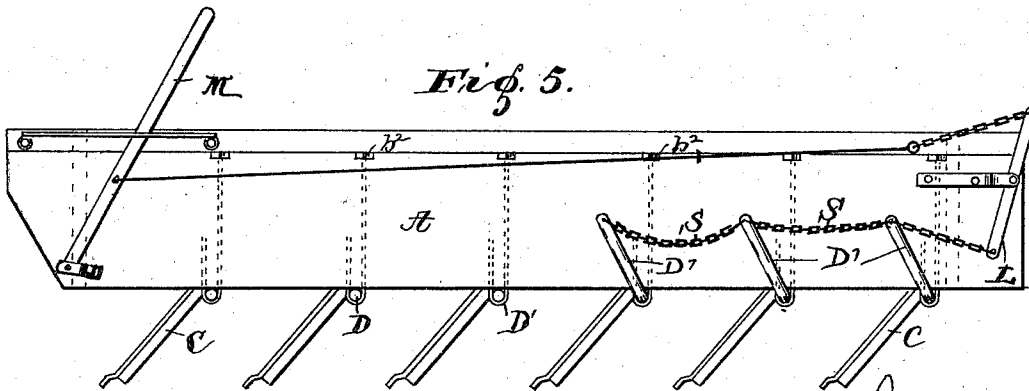
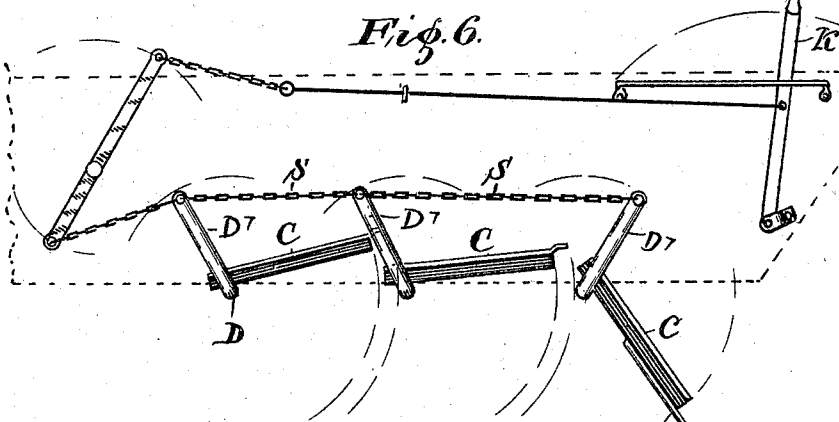


Fig. 6.



Witnesses;
F. H. Woerner.
L. A. Minturn

Inventors,
Henry D. Lorash,
Christian Hilgemeier,
By Joseph A. Minturn,
Attorney.

UNITED STATES PATENT OFFICE.

HENRY D. LORASH AND CHRISTIAN HILGEMEIER, OF INDIANAPOLIS, INDIANA, ASSIGNORS OF ONE-HALF TO CHARLES S. COOPER AND ALLEN A. RUSSELL, OF SAME PLACE.

DUMP-BED FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 579,116, dated March 16, 1897.

Application filed October 10, 1896. Serial No. 608,486. (No model.)

To all whom it may concern:

Be it known that we, HENRY D. LORASH and CHRISTIAN HILGEMEIER, citizens of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have
5 invented certain new and useful Improvements in Dump-Beds for Wagons; and we do hereby declare the following to be a full, clear, and exact description of the invention, such
10 as will enable others skilled in the art to make and use the same.

This invention relates to beds for hauling sand, gravel, dirt, and like substances in which a quick means for discharging the load
15 is desired, the object being, first, to provide a removable dump-bed which can be used on any of the wagons of usual construction having removable beds; second, to provide means for dumping a part of the load at a time when
20 it is desired to do so; third, to provide a bed which will distribute the contents equally over all of the ground underneath the wagon; fourth, to provide a discharge that will obviate all danger of clogging the operative
25 parts with gravel, that will clean itself, and which will permit boulders and like bodies of considerable bulk to pass out without danger of lodgment on the way out; fifth, to provide a simple, durable, and inexpensive construction.
30

We accomplish the objects of this invention by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a view in side elevation of our
35 improved bed with the parts in position to receive and hold the load. The view is broken in two and shortened up to come within the limits of the drawing, and a part of the side of the bed is broken away to show the inside
40 arrangement and construction. Fig. 2 is a plan view of the bed, showing the bottom sections closed. Fig. 3 is an end elevation of the bed, looking in the direction of the arrow, Fig. 2, and showing the open position of the
45 sections in dotted lines. Fig. 4 is a vertical longitudinal section of the bed, showing the sections of the bottom in their open position in full lines and in dotted lines in their closed position; Fig. 5, a view in side elevation of
50 the opposite side of the bed from that shown

in Fig. 1 and showing the bottom sections in their open positions. Fig. 6 is a diagram showing the three front sections of the bottom and illustrating the manner in which the sections clear each other in opening and closing.
55

Similar letters of reference indicate like parts throughout the several views of the drawings.

A represents the sides of the dump-bed, B
60 the front and B' the rear end-gates, both of which may be removably secured, but preferably only the rear end-gate will be removable, while the front gate is fixed. We prefer to use chains *b* in place of rods to tighten
65 up the bed, because the chains can be unhooked and dropped down out of the way in less time and with less trouble than a rod could be withdrawn.

The bottom or floor of the bed will be in a
70 plurality of sections C, which are hinged so all of them will swing down in the same direction, the floor in reality being made up of a series of trap-doors. Each of the sections C will be mounted on a flat bar D, which is
75 bolted to the under side of the section. The bars project beyond both ends of the sections, and these projecting ends of the bars are made round in cross-section to form trun-
80 nions, which are fastened to the sides A of the bed by U-shaped irons D', so as to form a hinge on which the sections may turn. The stems of the U-shaped irons are projected into the woodwork of the sides A. One of
85 them, in the construction which we have here adopted, goes through almost to the top edge of the side and is there secured by means of a nut *b*². (See Fig. 5.) The other stem will
90 be amply strong if it goes only a portion of the distance through the side, as shown by the dotted lines in the drawings. In the construction of the sides, as shown in the drawings, they are made up of two boards, a wide
95 one on the bottom and a narrow one on the top edge, and the nuts for holding on the bolts D' will be placed between the wide and narrow boards.

E are metal strips fastened to the upper front edges of each one of the sections and projecting out so as to overlap the next ad-
100

5 jacent section. This strip closes up the space
 between the sections and acts as a guard to
 protect the edges from wear. The position
 of the hinge-bar D is close to, but not at, the
 10 rear edge of the section, so that when the
 section swings down in dumping the rear
 edge will be drawn away from the front edge
 of the section next following. When the sec-
 15 tions are all in the same horizontal plane,
 that is, in their closed position, the front edge
 of each section is supported by the rear edge
 of the section just in front, and the last for-
 ward section of the series is supported by a
 20 hook d^3 , which is pivotally secured to the
 front end-gate of the bed and is caught over
 a pin f , fastened to the front section. The
 hook d^3 is the lower terminal of the lever F,
 the upper end of which lever projects above
 25 the bed to form a handle for moving the lever
 in engaging and releasing the pin f . Trans-
 verse bars G are fastened in pairs to the up-
 per sides of the sections. The front ends of
 these bars extend beyond the front edges of
 the sections, and it is by these projections that
 30 the sections are supported.

In dumping the load the lever F is moved
 so as to leave the pin f unsupported. The
 weight of the load above it forces the front
 section of the floor down and by so doing
 35 swings the back edge of the section upwardly
 and forwardly, so as to leave the front edge
 of the next section unsupported, and the
 weight above it causes it to drop down, there-
 by releasing the next section, and so on
 40 throughout the whole series. It will there-
 fore appear that the movement of the lever
 F so as to remove the support for the pin f
 causes the whole load to be dumped.

It is sometimes desirable to dump only half
 45 of a load at one place, and in order to do this
 we will provide means for holding the rear
 sections from dropping down. This is done
 by means of a hooked lever H, which is piv-
 oted to the side of the bed and hooks over a
 50 pin h , which is fastened to one of the sections
 of the floor. As long as the section having
 the pin is supported the remaining sections
 to the rear of it will be supported. The lever
 H is connected by means of the rod h' with
 55 the hand-lever H', placed within easy reach
 at the front end of the bed. When it is de-
 sired to dump only one-half of a load, the
 lever H' will be held and the front sections
 will be allowed to drop.

60 To keep gravel and small pieces from wedg-
 ing between the end of the sections and the
 side of the bed, we will provide the under
 side bevels c , which allow the particles to drop
 on down out of the way. The sections C drop
 65 down until they are arrested by striking on
 the coupling-pole P of the wagon, and by
 raising or lowering the bed and thereby in-
 creasing or lessening the distance between
 the bed and the pole the angle of inclination
 of the sections can be regulated.

In order to raise the sections of the floor
 into horizontal position ready for use, we pro-

long the bars D at one end and bend up the
 extension to form the arm D'. These arms
 are joined together in two series by means of 70
 chains S in the manner as shown in the draw-
 ings. The front half of the arms are con-
 nected with the lower end of the lever J, which
 lever is pivoted approximately midway of its 75
 length to the side-board of the bed, and the
 upper end of the lever J is connected with
 the lever K at the front of the bed. The
 arms belonging to the rear half of the sections
 will be joined together with chains in the 80
 same manner as described for the front sec-
 tions and will be connected with the lower
 end of the lever L. The lever L and the arms
 from the rear sections are on the opposite side
 of the bed from the arms belonging to the 85
 front sections in order to avoid too much in-
 terference of parts which would follow an
 arrangement of all on the same side. The
 lever L is connected with the hand-lever M
 at the front of the bed in the manner as 90
 shown in Fig. 5, and a catch m (see Fig. 2) is
 for the purpose of holding the lever in the
 position assumed by it when the sections are
 raised. In setting the sections the rear set
 will be first brought up by a forward move- 95
 ment of the lever M, and the three sections
 composing the rear set are chained together
 in such manner that the last or hindmost sec-
 tion will be brought a little above the hori-
 zontal before the section in front of it starts 100
 to move, and the second section from the
 back moves up and past the horizontal plane
 before the third section starts, then the third
 section comes up, and all are held in raised
 position by locking the lever M under the 105
 catch m . After that the front set is brought
 up in the same manner—that is, by beginning
 with the rear section of the set and swinging
 it past the horizontal plane before the next
 one is set in motion.

Fig. 6 shows the front set with the two rear 110
 sections raised and the front section ready to
 start on its upward movement. When the
 front section is up in position, the pin f is
 caught and held by the hooked lever, and the
 levers K and M are released and the sections 115
 of the bottom allowed to settle back into their
 proper horizontal plane.

T are metal straps to keep the sections from
 wearing out the sides of the bed.

Having thus fully described our invention, 120
 what we claim as new, and wish to secure by
 Letters Patent of the United States, is—

1. In a dump-bed for wagons, the combina-
 tion with a bottom consisting of a plurality
 of hinged and swinging sections having the 125
 front edge of each section supported by the
 section next in front of it in the manner sub-
 stantially as shown and described, a crank
 secured to each of said sections said cranks
 being joined together by chains into groups, 130
 each chain increasing in length from the short-
 est chain which will connect the levers to the
 first crank for the purposes set forth, and
 hand-levers connected with the chains where-

by the sections can be brought back into the plane of the bed-bottom after the load has been dumped but in the reverse order in which they were lowered in dumping.

5 2. In a dump-bed for wagons, a bottom consisting of a plurality of sections hinged so as to swing downwardly when the load is dumped, the said sections having their ends beveled on the under sides thereof, substantially in the manner as shown and for the purposes specified.

10 3. The combination with the sides A and ends B and B', forming the body of a dumping-bed, of the bottom sections C hinged to the sides A in the manner as described, the transverse bars G, plates E, cranks D', chains S connecting the cranks together in two se-

ries, said chains being of increasing length beginning in each series with the shortest chain which will extend from its operating- 20 lever to the first crank of the series, and hand-levers K and M connected by chains with the series of cranks whereby the bottom sections can be returned to form the plane of the floor by moving the levers, all substan- 25 tially as described and for the purposes specified.

In testimony whereof we affix our signatures in presence of two witnesses.

HENRY D. LORASH.

CHRISTIAN HILGEMEIER.

Witnesses:

JOSEPH A. MINTURN,

F. W. WOERNER.