

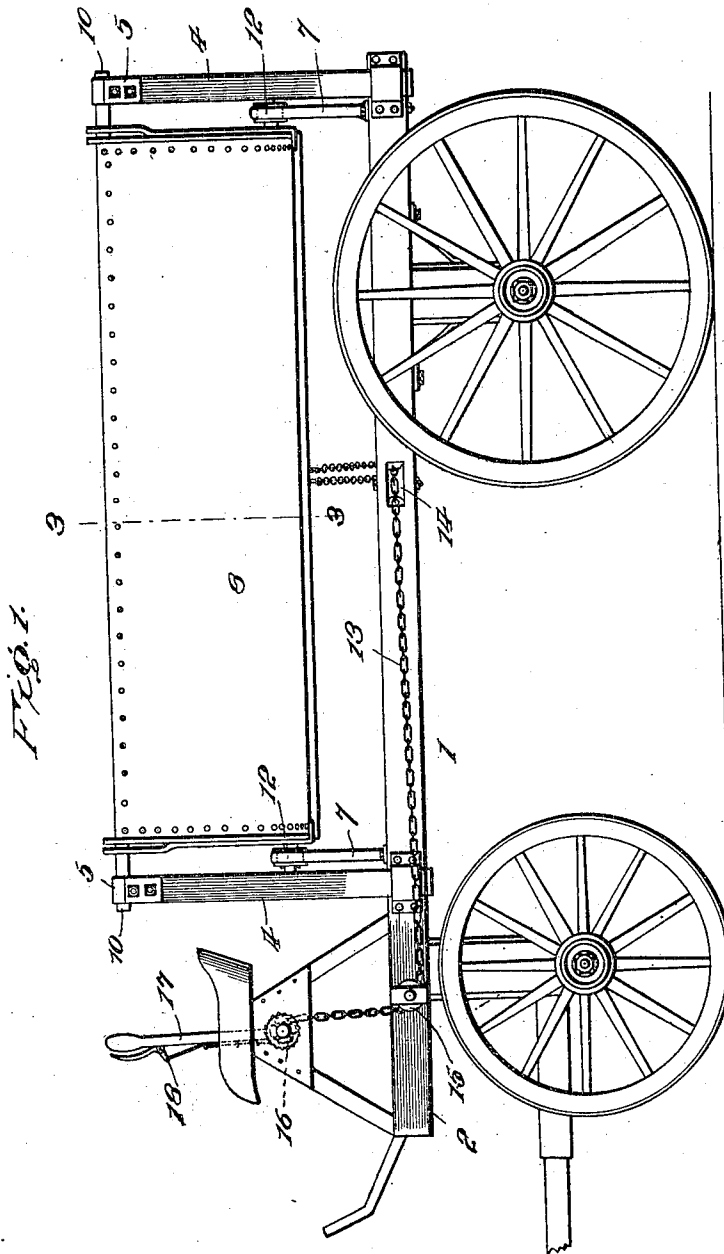
No. 837,723.

PATENTED DEC. 4, 1906.

G. C. PRICE.
DUMP WAGON.

APPLICATION FILED OCT. 4, 1905.

2 SHEETS—SHEET 1.



Inventor

Gaston C. Price,

Witnesses

J. W. Irvine
Louis H. Schmidt.

By *Frank B. Crosswhite*

Attorney

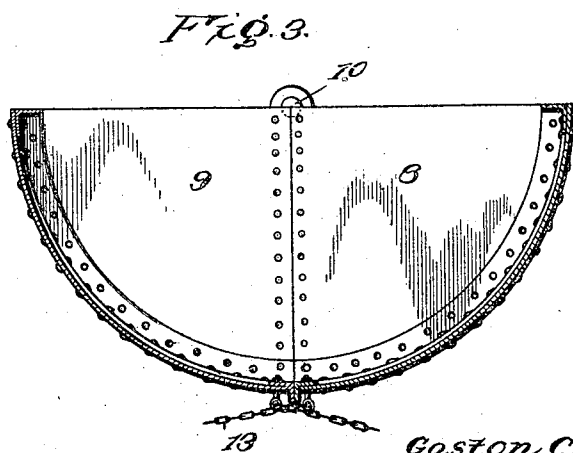
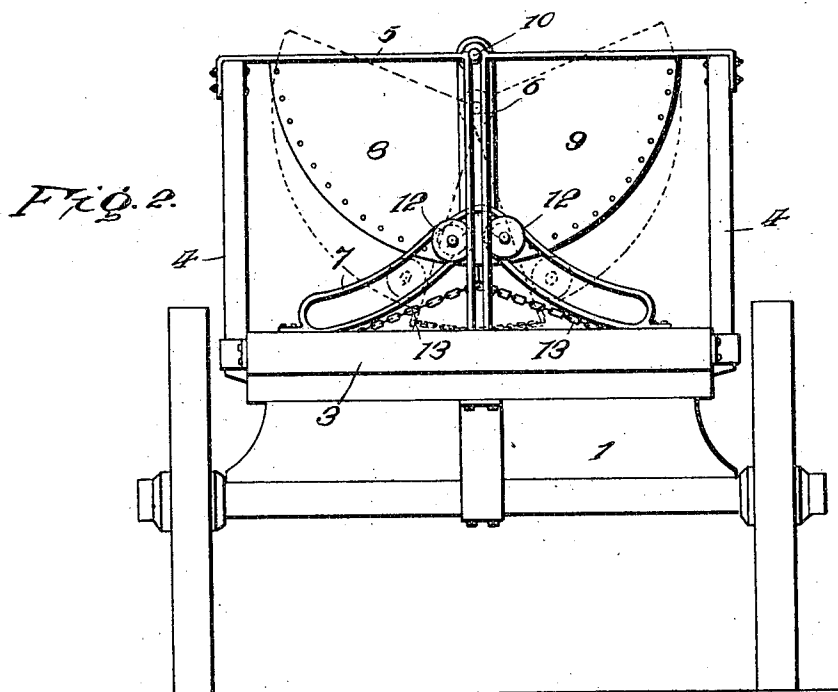
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UNITED STATES PATENT OFFICE.

GASTON C. PRICE, OF MEMPHIS, TENNESSEE.

DUMP-WAGON.

No. 837,723.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed October 4, 1905. Serial No. 281,343.

To all whom it may concern:

Be it known that I, GASTON C. PRICE, of Memphis, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Dump-Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of this invention is to provide a dump-wagon the parts whereof will be close fitting and from the body of which the load will be automatically discharged, such body being always above and free of the dumped material, which latter may be dirt, sand, brick, mortar, gravel, or the like.

The invention will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation. Fig. 2 is an end view. Fig. 3 is a sectional view of the body on the line 3 3, Fig. 1.

Referring to the drawings, 1 designates the frame of a wheel-vehicle, the sides 2 of which are connected at their ends by cross-timbers 3 and are equipped with end posts 4, arranged in pairs, the opposite posts being themselves connected by strap-irons 5. Centrally of each end, supported by the cross-timbers 3 and the strap-irons 5, is a vertical guideway 6, preferably formed by two parallel plates or bars, and transversely thereto, also at each end, is a double guideway 7, of approximately inverted-V shape, preferably formed from a casting the ends of which are secured to the cross-timbers. The apex of this guideway 7 is in line with the vertical guideway 6.

The body of the vehicle is in its entirety of semicylindrical formation and open at its top. It is composed of two corresponding sections 8 and 9 of quadrant formation in end view, as shown in Fig. 2. Each section is closed along its curved side and open along its two straight sides—that is to say, along its top and inner side—and the two sections are pivotally connected together at their inner upper ends by stub-shafts 10, which extend into the vertical guideways 6. At its lower inner portion, at each end, each section carries a roller 12, which rollers travel in the divergent portions of guideway 7. The normal position of the body is shown in full lines in Fig. 2, from which it will be seen that when the sections of the body are closed together

they are well above the frame of the vehicle, and even when open to permit of the discharge of the contents between their lower inner opposite portions the two sections will be well above the dumped material.

The body-sections are held in their closed position and operated to bring them thereinto by chains 13, the chains of the respective sections being crossed—that is, they are carried to the opposite sides of the frame and passed around sheave-wheels 14, mounted horizontally in the sides 2 of such frame, and also around sheave-wheels 15, from whence they are carried to a shaft or drum 16. This latter is operated to effect the winding of the chains by means of a hand-lever 17, carrying the usual locking device 18. By this means the release of the body-sections is under the direct control of the driver. When in their closed positions, the lower longitudinal and the end meeting edges of the two sections will be tightly held together while the vehicle is being loaded and transporting its load. To effect the dumping of such load, the operator has merely to release the drum 16, so that the chains 13 will allow the two body-sections to automatically separate under the weight of the load. When this occurs, the stub-shafts 10 will move downwardly in the guideways 6, and the rollers 12 will travel outwardly in the divergent portions of the guideways 7, as is shown in dotted lines, Fig. 2. To thus effect the dumping of the load, it is not necessary that the body-sections turn on their pivot-shafts 10 any greater distance than is indicated in Fig. 2; but it is manifest that the extent to which such sections will so turn is controlled by the length of the chain 13 or the unwinding thereof from shaft 16; but preferably the sides are permitted to move apart until the rollers strike the ends of the diverging guideway 7.

The advantages of my invention are apparent. It will be noted that even when the body-sections have been shifted under the weight of the load to allow of the automatic dumping thereof even their lowermost portions remain above the vehicle-frame, so that as the wagon is being moved away there is no danger of its progress being impeded, or the bottom torn or broken off or interfering with the material dumped, or unnecessary weight thrown upon the horses by the body portion engaging the dumped material. It will also be seen that the

closing of the two sections of the body is effected by the manipulation of a single lever located within convenient reach of the driver.

- 5 A dump-wagon constructed in accordance with my invention is simple and relatively inexpensive and not liable to readily get out of order.

I claim as my invention—

- 10 1. A dump-wagon having its body composed of two corresponding quadrants pivotally connected at their upper meeting ends, projections at the ends of said body in axial line with the pivotal connection between the
15 quadrants, vertically-disposed guides for said projections, and means connected to said quadrants for holding them in their normal positions.

- 20 2. A dump-wagon having its body composed of two corresponding quadrants pivotally connected at their upper meeting ends, rollers on the ends of said quadrants adjacent their lower inner portions, divergent guideways for said rollers, and means connected to said quadrants for holding them in
25 their normal positions.

3. A dump-wagon having its body composed of two corresponding quadrants pivotally connected at their upper meeting ends, projections at the ends of said body in axial line with the pivotal connection between the quadrants, vertically-disposed guides for said projections, rollers on the ends of said quadrants adjacent their lower inner por-

tions, divergent guideways for said rollers, 35 and means connected to said quadrants for holding them in their normal positions.

4. A dump-wagon having its body composed of two corresponding quadrants pivotally connected at their upper meeting ends, 40 projections at the ends of said body in axial line with the pivotal connection between the quadrants, the main frame, vertically-disposed guides for said projections, chains secured to the lower ends of said quadrants, 45 said chains being crossed, wheels on said frame with which said chains engage, and means for operating such chains, as set forth.

5. The combination with the frame having at its ends vertical guideways, and divergent 50 guideways intersecting the latter, of the body composed of two corresponding sections, shafts pivotally connecting such sections at their inner upper portions, such shafts extending into said vertical guideways, 55 rollers on the ends of said sections adjacent their lower inner portions, said rollers working in said divergent guideways, chains connected to the lower inner portions of said sections, and means for operating such 60 chains.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

GASTON C. PRICE.

Witnesses:

W. H. BICKFORD,
W. E. CREW.