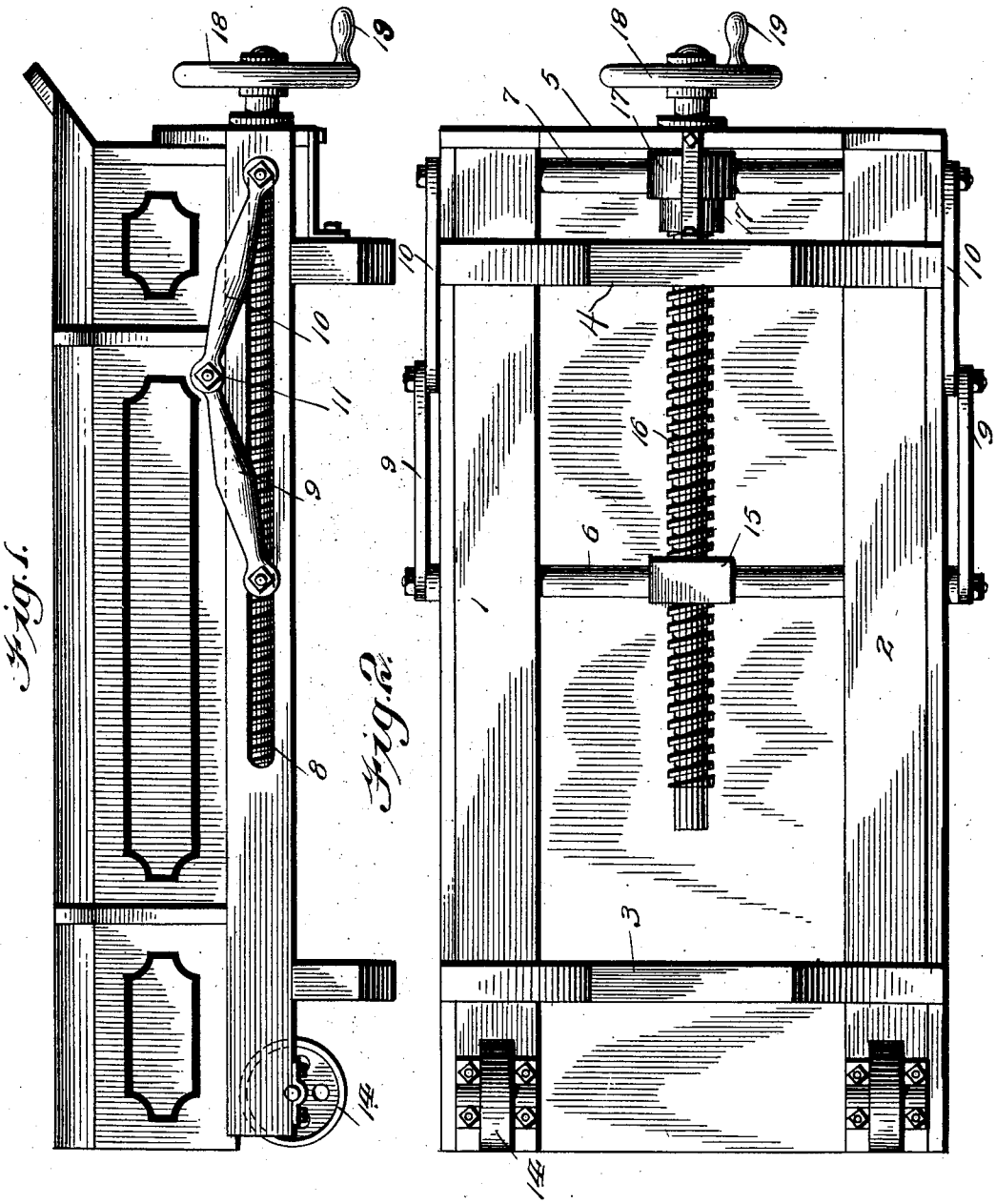
No. 700,086. Patented May 13, 1902.

P. REESE.

DUMPING WAGON.

(Application filed Oct. 19, 1901.)

(No Model.) 3 Sheets—Sheet 1.



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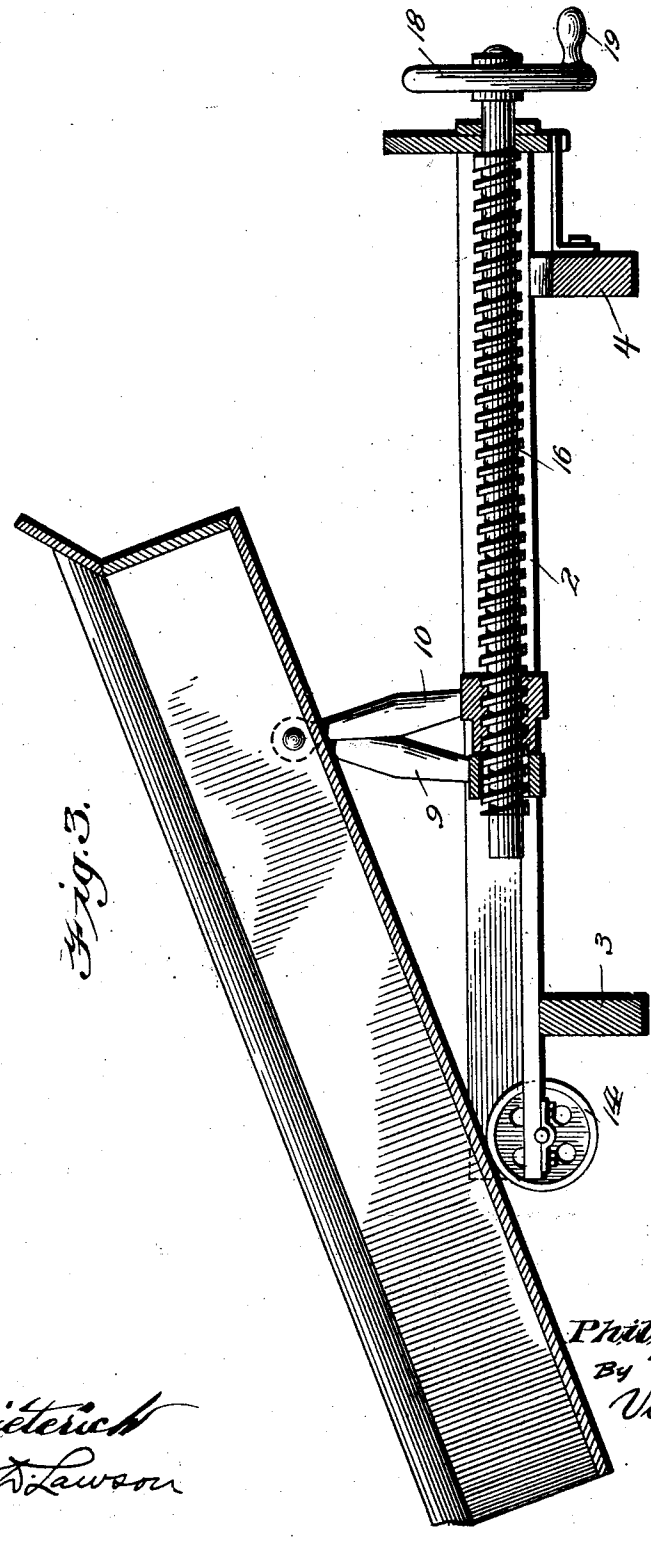


Fig. 3.

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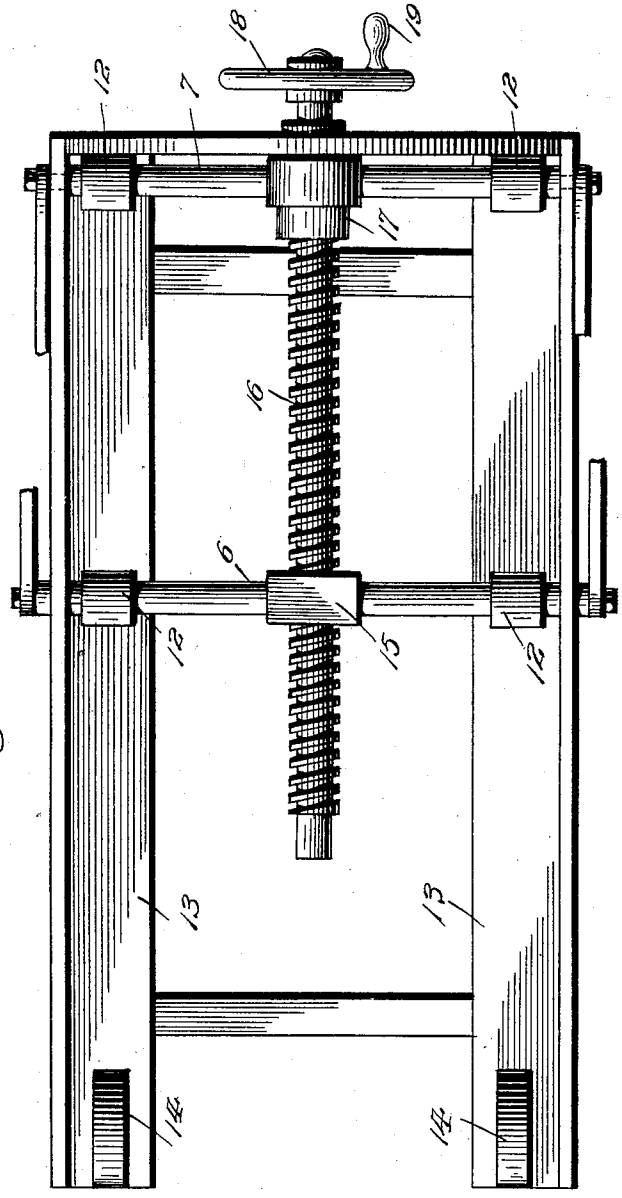


Fig. 4.

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UNITED STATES PATENT OFFICE.

PHILIP REESE, OF SLOPE, OHIO.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 700,086, dated May 13, 1902.

Application filed October 19, 1901. Serial No. 79,282. (No model.)

To all whom it may concern:

Be it known that I, PHILIP REESE, a citizen of the United States, residing at Slope, in the county of Trumbull and State of Ohio, have invented certain new and useful Improvements in Dumping-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.

My invention relates to dumping-wagons, the primary object being to provide simple and effective means for elevating the front portion of a wagon-body and at the same time moving the body or wagon-bed rearward.

A further object of the invention is to provide means whereby the weight of the wagon-body and its load will be equally distributed throughout the frame of the wagon.

A further object is to transfer a portion of the weight of the load to a pair of rollers located at the rear end of the supporting-frame of the vehicle, and thus relieve the operating mechanism of a portion of the strain imposed thereon.

With these ends in view the invention consists in the features of construction and combination of parts hereinafter fully described, and defined in the appended claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a dumping-wagon embodying the invention. Fig. 2 is a bottom plan view of the same. Fig. 3 is a longitudinal vertical section showing the wagon-bed in elevated position. Fig. 4 is a top plan view of the supporting-frame of wagon with the wagon-body removed.

The frame of the vehicle comprises parallel longitudinal bars 1 and 2, connected by hounds 3 and 4, and at their front ends a cross-bar 5.

6 and 7 designate parallel transverse shafts the ends of which extend through longitudinal slots 8, formed in the side bars 1 and 2. The projecting ends of the shafts 6 and 7 are connected at each side of the wagon by a pair of toggle-arms 9 and 10, the meeting ends of which overlap and are pivotally secured to the side of the wagon-body adjacent to the front end thereof, as shown at 11.

Upon each of the shafts 6 and 7 are mounted two rollers, (designated by the numeral 12,) upon which the wagon-body is supported. At the rear end of each of the side timbers 13 is mounted upon a suitable axial support a roller 14, said rollers normally supporting the rear end of the wagon-body.

15 designates a block forming the central portion of the shaft 6 and having an unthreaded opening through which loosely extends the rear end of a screw 16, the front end of which extends through the forward cross-bar 5 of the frame and through a nut 17, formed integral with and constituting the central portion of the shaft 7. Upon the front projecting end of the screw 16 is mounted a crank-wheel 18, provided with a handle 19.

The operation of the mechanism just described is as follows: Normally the parts are in the position shown in Fig. 1, with the toggle-arms distended and the wagon-body resting upon the frame. When it is desired to dump the wagon, the screw 16 is revolved by means of the crank-wheel 18, causing the shaft 7 to move rearward through the medium of the screw and nut 17, and this rearward movement of the shaft 7 causes the front end of the wagon-body to rise through the medium of the toggle-arms 9 and 10. The continued turning of the screw gradually raises the front end of the wagon-body and at the same time moves it rearward, a portion of the weight thereof being transferred to the rollers 14 at the rear of the frame.

An important characteristic of the invention is that the raising of the wagon-body may be effected very gradually, which is an advantage in the handling and unloading of pianos or other merchandise which are liable to be damaged or broken by sudden jars or careless usage.

It will be understood that when the shaft 7 has been moved rearward a sufficient distance to cause its nut 17 to contact with the block 15 the latter, as well as the shaft 6, will be carried rearward, inasmuch as the opening in said block is not threaded.

It will be obvious that a reverse revolution of the screws will return the wagon-body to its normal position after it has been dumped or unloaded.

I claim—

1. In a dumping-wagon, the combination

with the frame provided with longitudinal slots in its side bars, and the wagon-body; of parallel shafts mounted below the wagon-body and having their ends projecting through said slots, and having enlarged central portions, a pair of toggle-arms at each side of the wagon connecting said shafts and pivotally secured to the sides of the wagon-body, a screw extending through the enlarged portions of said parallel shafts, and means for revolving said screw.

2. In a dumping-wagon, the combination with the frame provided with longitudinal slots in its side bars, and the wagon-body; of parallel shafts mounted below the wagon-body and having their ends projecting through the said slots, a pair of toggle-arms at each side of the wagon connecting said shafts and pivotally secured at their meeting ends to the sides of the wagon-body, a block having an unthreaded opening arranged centrally on one of said shafts, a block having a threaded opening arranged centrally on the other shaft, and a screw through the said blocks whereby the wagon-body will be raised and then moved rearward.

3. In a dumping-wagon, the combination with a supporting-frame having rollers mounted at its rear end and having side bars formed with longitudinal slots; of two parallel shafts, the ends of which project through said slots, a pair of toggle-arms at each side of the wagon-body connected to the ends of said shafts and pivotally secured at their meeting ends to the sides of the wagon-body, a block formed with an unthreaded opening secured on one shaft, a nut secured on the other shaft, a screw extending through said nut, and means for operating said screw.

In testimony whereof I affix my signature in presence of two witnesses.

PHILIP REESE.

Witnesses:
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J. E. PICKERING.