

(No Model.)

2 Sheets—Sheet 1.

J. H. JACK.
DUMPING WAGON.

No. 572,344.

Patented Dec. 1, 1896.

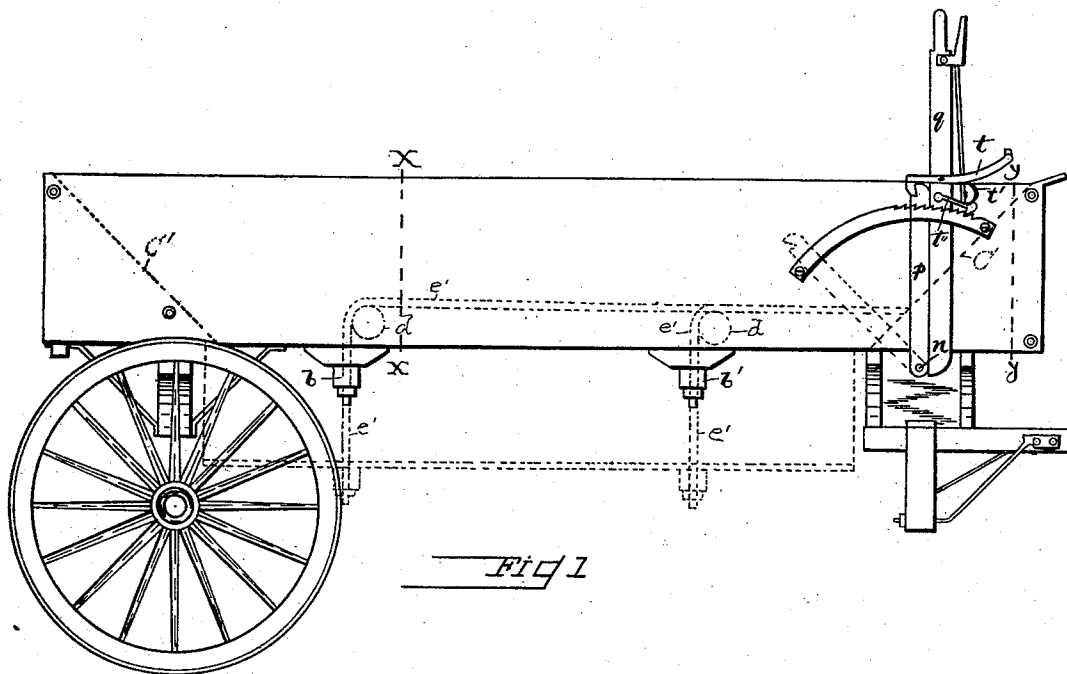


Fig 1

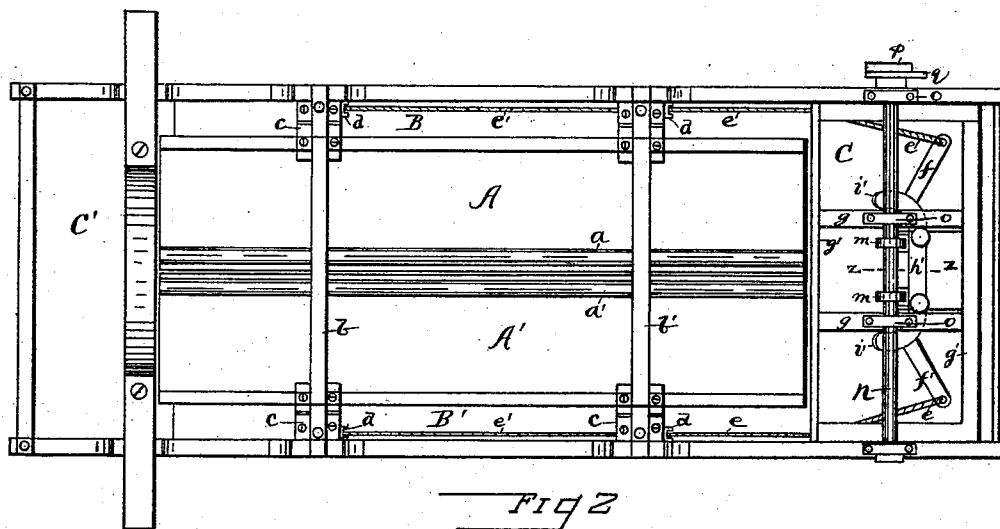


Fig 2

WITNESSES
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his ATTORNEY

(No Model.)

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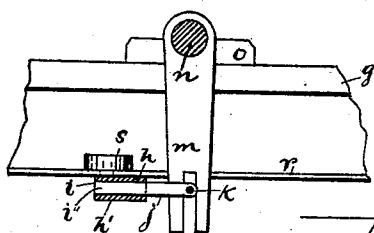
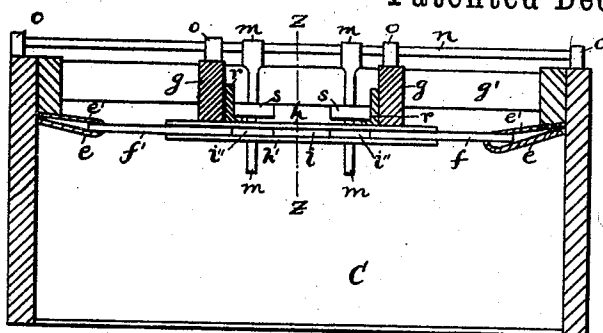


FIG 4.

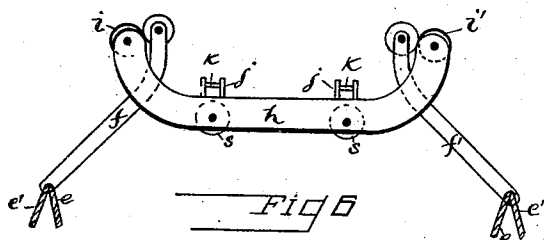


FIG 5

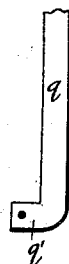


FIG 7.

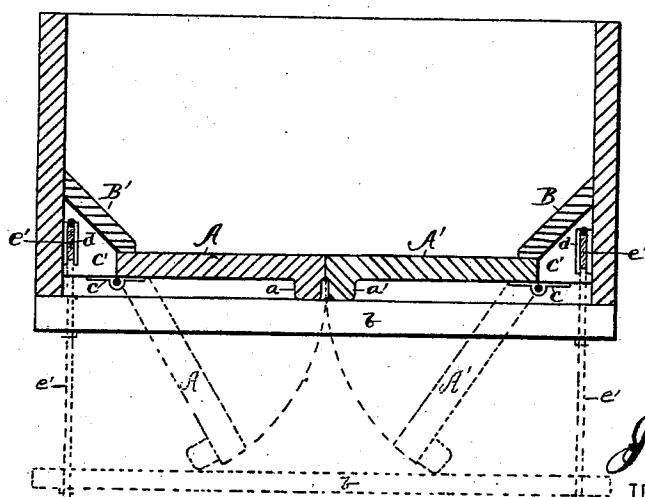


FIG 6

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UNITED STATES PATENT OFFICE.

JOSEPH H. JACK, OF DAYTON, OHIO.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 572,344, dated December 1, 1896.

Application filed April 17, 1896. Serial No. 587,996. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH H. JACK, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Dumping-Wagons; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in dumping-wagons.

The object of the invention is to provide novel and convenient means for dumping a load from a wagon, as will hereinafter be fully described.

Referring to the annexed drawings, which illustrate the said invention, Figure 1 is a side elevation of a dumping-wagon constructed in accordance with my invention. Fig. 2 is a bottom plan view. Fig. 3 is an enlarged inverted sectional view on the line *yy* of Fig. 1. Fig. 4 is an enlarged sectional view on the line *zz* of Figs. 2 and 3, showing the parts as inverted. Fig. 5 is an enlarged sectional view on the line *xx* of Fig. 1. Fig. 6 is an enlarged plan view of the sliding plates and the levers operating therewith. Fig. 7 is a side elevation of the lower end of the operating-lever.

Similar letters of reference indicate corresponding parts throughout the several views.

The floor of the wagon is composed of two parts *A A'*, the inner longitudinal edges of which are provided with rounded beads *a a'*, that come in contact with transverse bars *b b'*, which are adapted to be raised and lowered by means hereinafter described, as is shown in broken lines, Figs. 1 and 5. The said floors *A A'* are connected by hinges *c* to blocks *c'*, that are secured to the inner sides of the wagon-body below stationary inclined parts *B B'*.

C C' designate inclined end pieces, against which the floors *A A'* close.

d designates sheaves, of which there are four, mounted on the blocks *c'*, and over which cables *e e'* pass, two of said cables being connected to the rear bar *b*, one at each end, and the other two being similarly con-

nected to the front bar *b'*. The forward ends of all said cables are connected to levers *ff'*, that have their inner ends curved and pivoted to the upper sides of bars *g g*, that are attached to cross-pieces *g' g'* of the frame.

h h' designate two plates of uniform size and shape. These plates are held a proper distance apart to provide an intervening slot *i*, that extends throughout their length and through which the levers *ff'* project, as shown in Fig. 5, and are normally in contact with antifriction-rollers *i' i'*, that are mounted in said plates.

s s designate two antifriction-rollers that are mounted on the under side of said plates and move in contact with tracks *r r* on the inner sides of the bars *g g*, as shown in Fig. 3, when said plates are actuated by the means hereinafter described.

i'' designates blocks that are inclosed between and attached to the said plates *h h'*. By means of these blocks the said plates are maintained the desired distance apart and enabled to move as a single piece. The said blocks have forked ends *j*, that project beyond the edge of the plates, as shown in Fig. 6, and are provided with cross-bars *k*, which are straddled by the forked ends of arms *m m*, that are rigidly mounted on a rocker-rod *n*. This rod *n* lies across the front end of the wagon and is journaled in bearings *o o* on the sides of the wagon and on the bars *g g*. On the outer end of the said rod *n* there is rigidly mounted an upright bar *p*, which is adjacent to a hand-lever *q*, that is loosely mounted on said rod. The lower end of the hand-lever projects on an angle, as at *q'*, Fig. 7, to reach said rod and permit the bar *p* to occupy the position shown in Fig. 1.

t designates a pawl pivoted to the lever *q*, the engaging end of which is pressed down by a spring *t'*, that is secured between it and a ratchet-pawl *t''*. The said pawl *t* is adapted to engage with a notch on the upper end of the bar *p* and to draw said bar, under the movement of the lever *q*, forward from the position shown in broken lines, Fig. 1. This movement of the bar *p* turns the rod *n*, which likewise imparts movement to the sliding plates *h h'* through the arms *m m*. The movement thus imparted to said plates in turn moves the levers *ff'*. A forward movement

of the said plates will throw outwardly the ends of the levers $f f'$, to which the cables are attached. This elevates the bars $b b'$, and therewith the bottom of the wagon is drawn up from the position shown in broken lines, Fig. 5. Pressure applied to the upper end of the pawl t will disengage said pawl from the bar p , and the weight of the bed of the wagon alone will effect a lowering of the bars $b b'$. The lower surface of the beads $a a'$ being rounded, and the floors $A A'$ being lowered to the angles substantially as shown in Fig. 5, no resistance is offered to the upward movement of the bars.

The mechanism, as shown in Fig. 2, is all inclosed below the seat, where it is concealed and protected from the weather, dirt, and accidental breakage.

Having fully described my invention, I claim—

1. In a dumping-wagon, the combination with a wagon-bed consisting of hinged sections A and A' , transverse bars b and b' , pulleys mounted on the inner sides of the wagon-body, and cables connected to said transverse bars, of levers f and f' to which said cables are connected the said levers having their inner ends curved and pivoted below the wagon-seat, sliding plates h and h' with an intervening slot through which the said levers project, a transverse rocker-rod mounted below the wagon-seat, arms m and m projecting up-

wardly from said rocker-rod and adapted to move the plates h and h' , and means for operating said rocker-rod from one side of the wagon to move the sliding plates h and h' , as herein shown and described.

2. In a dumping-wagon, the combination with the hinged floors A and A' , transverse bars b and b' , rollers mounted on the inner sides of the wagon-body, and cables connected to said bars and running forward to a point below the wagon-seat, of levers pivoted below the wagon-seat and to which the said cables are connected, curved sliding plates rigidly secured to each other so as to provide an intervening slot through which the said levers project, rollers mounted on the lower one of said plates, tracks upon which said rollers are guided, a transverse rocker-rod mounted below the seat of the wagon, arms mounted on said rod and adapted to impart movement to the sliding plates, an upright bar rigidly connected to the rocker-rod on one side of the wagon, and means for engaging with said bar to operate the rocker-rod, substantially as and for the purposes specified.

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

JOSEPH H. JACK.

Witnesses:

R. J. McCARTY,
L. G. LONG.