

(No Model.)

H. NIEMEYER.
DUMPING WAGON.

No. 536,887.

Patented Apr. 2, 1895.

Fig. 1.

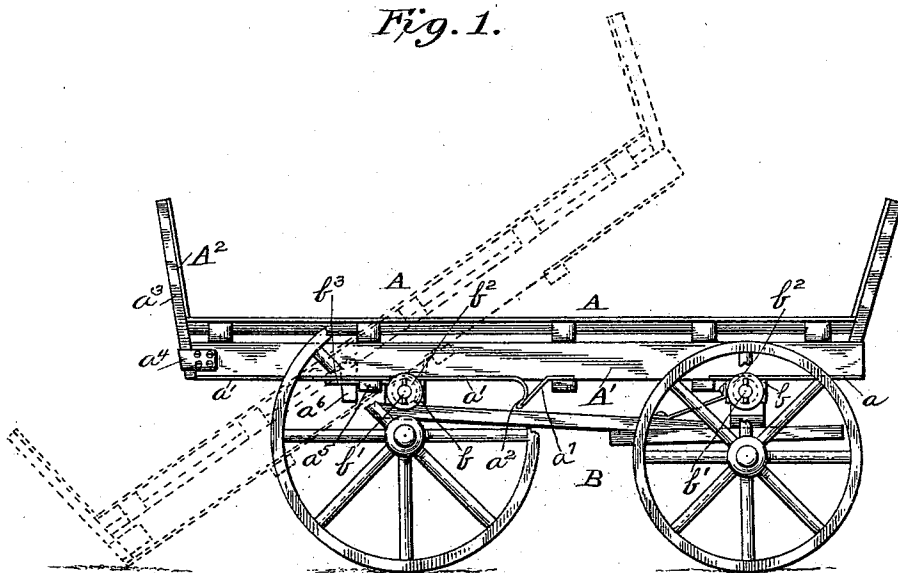


Fig. 2.

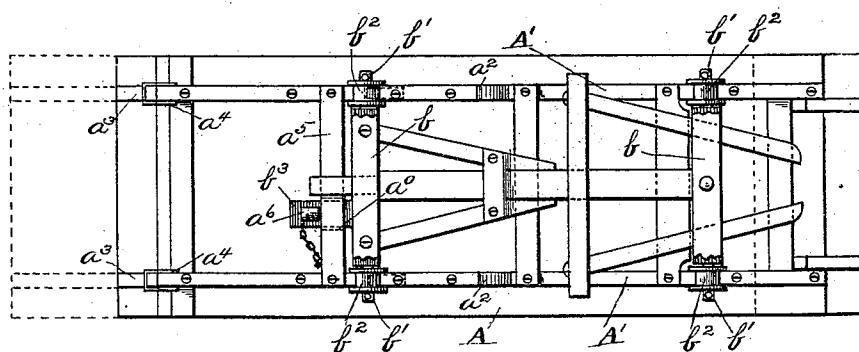
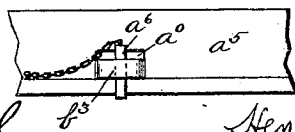


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

HENRY NIEMEYER, OF MATTOON, ILLINOIS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 536,887, dated April 2, 1895.

Application filed January 25, 1895. Serial No. 536,249. (No model.)

To all whom it may concern:

Be it known that I, HENRY NIEMEYER, a citizen of the United States, residing at Mattoon, in the county of Coles and State of Illinois, 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 improvements in wagons, and more especially to that class of wagons which unload their contents by dumping.

My invention is intended to provide a cheap, simple and efficient dumping wagon for use in transporting broom corn stalks, sugar cane, and the like from one place to another, and unloading it quickly; and it consists of the novel features hereinafter described and claimed.

Reference is had to the accompanying drawings, wherein the same parts are indicated by the same letters, throughout the several views.

Figure 1 is a side elevation of my improved dumping wagon, parts being broken away to better illustrate the invention, and the body or platform of the wagon being shown in the dumped position by dotted lines. Fig. 2 is an inverted plan view of the same, the ends of the axles being broken away, and the wheels being omitted, for the sake of clearness in the drawings; and Fig. 3 is an enlarged detail view in rear elevation of a portion of the rear sill of the wagon body, showing the perforated lug projecting therefrom, and the pin for holding the body or platform in the normal position shown by the full lines in Fig. 1.

A designates the body or platform of my improved dumping wagon; and B designates the running gear of the same. This running gear is preferably of the construction ordinarily used in farm wagons, but instead of the two bolsters thereof being provided with standards at either end as is usual, a spindle b' is formed upon either end of each of these two bolsters. On each of these spindles b' , four in all, a doubly-flanged roller b^2 is revolvably mounted and keyed thereon, so as to be

readily removable for the purposes of lubrication, or for any other reason, when desired.

The side pieces A' of the frame of the body or platform A rest upon said rollers b' and fit in the groove between the flanges of the said rollers. These side pieces A' should have enough play in the said grooves to slide easily therein.

On the portions of the side pieces A' on which the rollers would bear in dumping the wagon, I provide metal plates to prevent the woodwork of the frame from becoming worn, and also in order to make the body slide more easily and smoothly. These plates are indicated by a and a' in Fig. 1. The forward pair a of these plates are perfectly flat as shown, while the rear pair a' are bent near their forward ends to form the curved stops a^2 . These curved stops a^2 catch on the rollers on the rear bolster of the wagon when the body or platform A has been slid backward on the said rollers and dumped, as indicated by the dotted lines in Fig. 1. These stops serve to hold the said body or platform and prevent its sliding off too far, or possibly, sliding clear off. The forward end of each of said pair of plates a' is formed into a brace a' and is bolted or otherwise suitably secured to the side timber A' as shown. These braces serve to prevent the ends of the curved stops a^2 from flattening out due to the constant jarring strains put upon them in dumping the wagon.

The rear end of the body or platform is provided with a removable gate A^2 which should be removed before dumping the load. This gate is held in place normally by the two standards a^3 whose lower ends fit into sockets formed by the metal straps a^4 one on the end of each of the two side pieces A' of the body frame.

Extending backward from the rear bolster of the running gear of the wagon, I provide a lug b^3 which is rigidly attached to the said rear bolster, and when the body of the wagon is in the position to receive a load, projects through a mortise a^5 in the rear sill or cross piece a^5 on the under side of the wagon body. This lug b^3 is provided with a perforation or mortise therein, adapted to receive a pin a^6 which when inserted in the said perforation

or mortise in said lug while the body or platform of the wagon is in the position for receiving a load, as shown in Fig. 1, serves to hold the said body or platform against any tendency to slide backward from any cause, and thus prevents premature dumping of the load. The said pin is attached to the sill a^5 in order to avoid its becoming lost, by means of a short chain as shown, or by any other convenient means.

My wagon is dumped in the following manner:—the tail gate A^2 having first been removed in order that the load may slide out easily:—First remove the pin a^6 from the perforation in the lug b^3 ; then slide the body A backward on the rollers b^2 , until the stops a^2 come in contact with the rollers on the rear bolster. It will then be very easy to raise the forward end of the body, and the load will slide partially out. If the team be then started, the whole load will be deposited upon the ground.

To replace the body or platform in the position for loading, raise the rear end thereof and slide it forward until the lug b^5 engages in the mortise a^0 , when the pin a^6 may be inserted and the wagon is again in readiness to receive a new load.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a dumping wagon, the combination with

the running gear thereof of the ordinary farm wagon construction, having front and rear bolsters $b\bar{b}$ mounted upon the front and rear axles, respectively, provided with spindles b' formed on the opposite ends of each of said bolsters; and doubly-flanged rollers b^2 revolvably mounted on said spindles; of the body or frame A having longitudinal side timbers A' provided with the pair of flat metal bearing plates a which bear on the front pair of rollers, and the flat metal bearing plates a' which bear on the rear pair of said rollers, said plates a' being bent near their forward ends to form the pair of curved stops a^2 , and having their forward ends formed into the pair of braces a^7 and secured to the said side timbers in front of said curved stops; the perforated lug b^3 rigidly secured to and projecting rearwardly from the rear bolster of said running gear, and adapted to engage in a mortise a^0 in the rear sill a^5 of said body A , when in position for loading; and a pin a^6 adapted to engage in said perforation in said lug, and to hold said body against dumping, substantially as described.

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

HENRY NIEMEYER.

Witnesses:

AUGUST PRISE,
JAMES A. THATCHER.