No. 779,908. PATENTED JAN. 10, 1905.

J. F. CLARK.

DUMPING WAGON.

APPLICATION FILED FEB. 2, 1904.

2 SHEETS—SHEET 1.

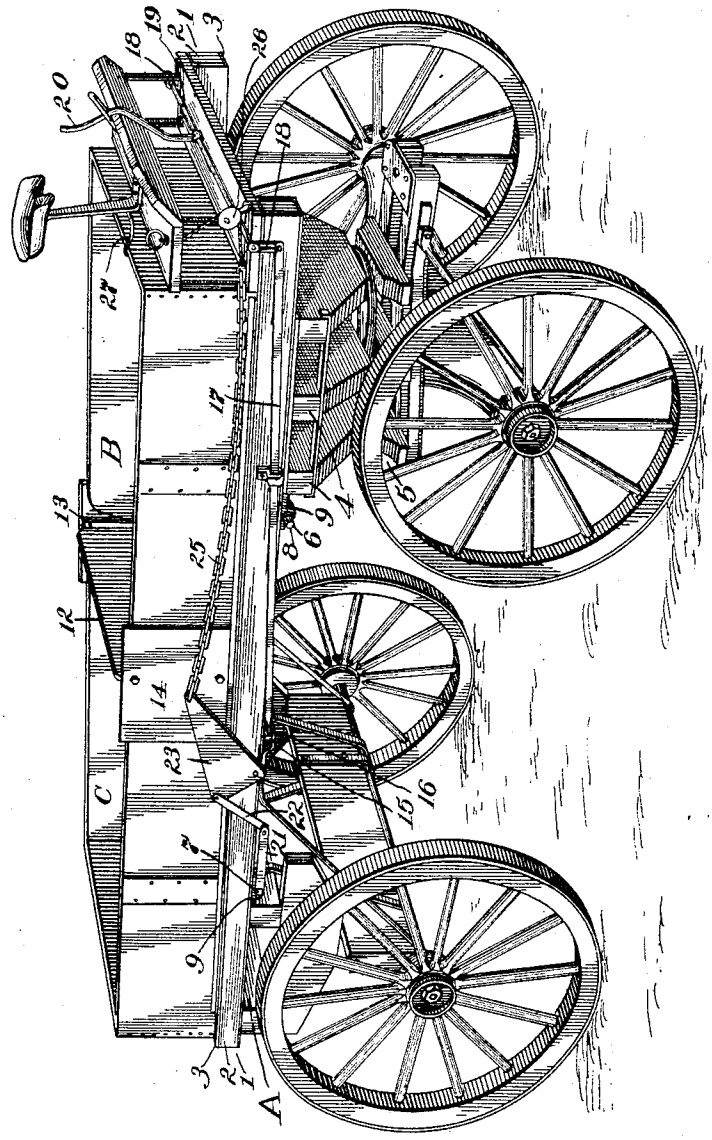


Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

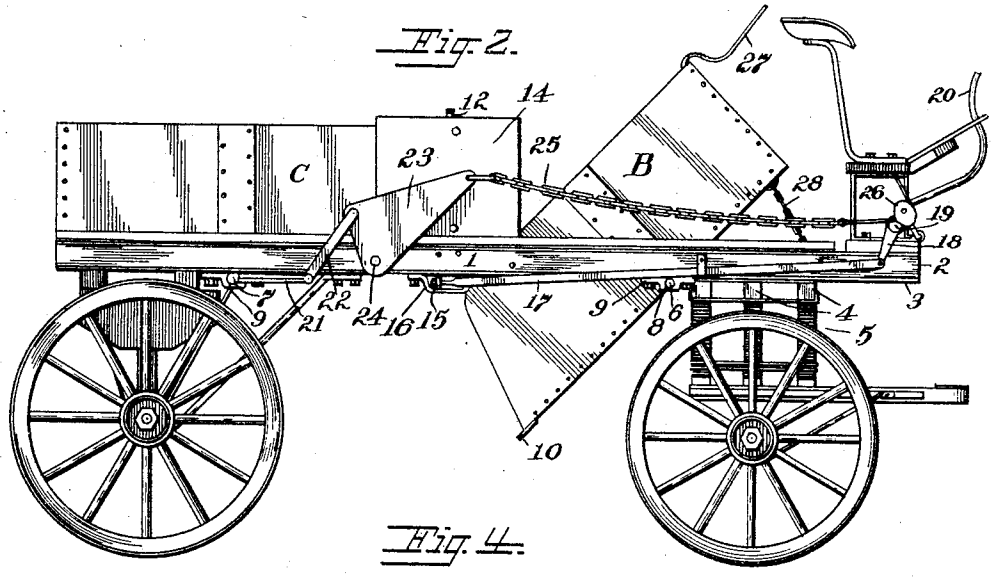


Fig. 4.

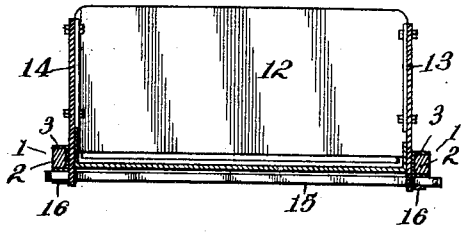


Fig. 3.

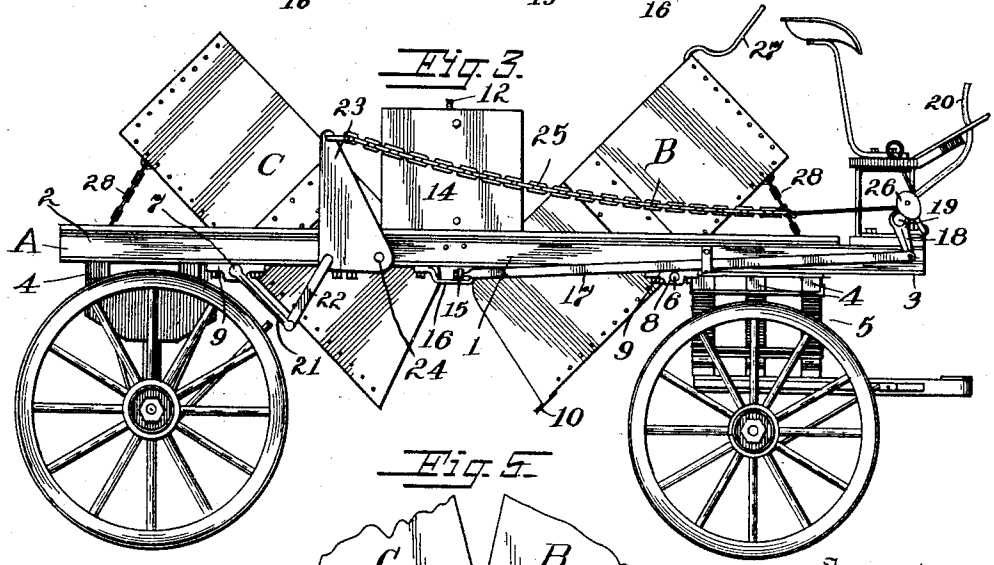
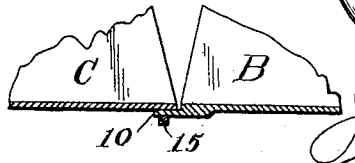


Fig. 5.



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No. 779,908. Patented January 10, 1905.

UNITED STATES PATENT OFFICE.

JABEZ F. CLARK, OF DENVER, COLORADO.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 779,908, dated January 10, 1905.

Application filed February 2, 1904. Serial No. 191,740.

To all whom it may concern:

Be it known that I, JABEZ F. CLARK, a citizen of the United States, and a resident of Denver, in the county of Denver and State of Colorado, have invented a new and useful Improvement in Dumping-Wagons, of which the following is a specification.

My invention relates to an improvement in dumping-wagons, the object being to provide a wagon of two compartments capable of being dumped independently and the parts operated from and returned to their normal position from the driver's seat; and with these objects in view my invention consists in certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective of my improved wagon in one of its adjustments. Fig. 2 is a side elevation showing the forward compartment in the dumping position. Fig. 3 is a view showing both compartments in dumping position, and Figs. 4 and 5 are detail views.

A represents the frame of the wagon, composed, preferably, of channel-iron sides 1 1, having a filling of wood 2 2, the angle-iron flanges 3 3, and the cross-bars 4 4, all of which are mounted on a suitable truck 5.

B and C indicate the front and rear compartments, preferably made of sheet metal and pivotally supported in the frame of the wagon, and they are so supported by the axles 6 and 7, respectively, secured across the bottoms of the two compartments, the ends of which are rounded, as at 8 8, and turn in journals 9 9 on the under side of the wagon-frame. The two compartments are in the form of scoops, the forward of which has a lip 10 on its inner edge, which is adapted to underlap the inner edge of the rear scoop and support the latter when raised, and the two are in their normal horizontal position.

A removable division-wall or partition 12 extends vertically across from one stationary side plate, 13, to the other, 14, whereby to divide the wagon-box into two compartments when in normal position, and in this way it is perfectly feasible to carry two varieties of material—for instance, two different sizes of coal—a ton of each, for instance, according to the capacity of the compartments. The two sections are held in their normal position by a cross-bar 15, the ends of which fit and are adapted to be slid back and forth in the stirrups 16 16, which depend from the sides of the frame. This sliding cross-bar is operated by means of two connecting-rods 17 17, one on each side of the wagon-frame, which rods are pivotally connected at their forward ends to the crank-arms 18 18 on the rock-shaft 19, and the latter has attached to it a lever 20, which may be operated by hand or foot to slide the cross-bar forward or rearward, as may be required.

The forward and rear sections of the wagon-body dump by gravity when the cross-bar is removed from beneath their inner ends, the forward section being first released by pressing forward on the hand or foot lever 20, which action causes the cross-bar to slide backward from beneath the inner edge of the forward section, the weight of the load causing the section to dump. As the cross-bar leaves the forward section it assumes a position beneath the rear section, thus supporting the latter as soon as the support of the front section is removed from it. The rear section is then dumped by swinging the lever 20 rearward, which operation removes the cross-bar from beneath the rear section, permitting the latter to dump. The compartments B and C are raised to resume their normal positions in the reverse order and in the following manner: A crank-arm 21 extends outward from the rear axle 7. A link 22 extends from the forward end of this crank-arm to the bell-crank lever 23, which latter is pivotally supported at 24 on the frame of the wagon. A chain or similar flexible device 25 extends from the opposite end of the bell-crank lever to the forward end of the wagon within reach of the driver, it extending, preferably, through a sheave 26. By pulling on this chain or connection the rear section is raised, whereupon the lever 20 is swung forward, placing the cross-bar 15 beneath rear section C and supporting the latter. The driver then presses down upon the hand-lever 27 on the forward section of the wagon-body until the latter is

in its horizontal position, whereupon the lever 20 is again swung forward to slide the cross-bar 15 beneath the inner end of the forward section B. Chains or other devices 28 28 limit the tilt of the compartments to something like an angle of from horizontal to forty-five degrees.

A wagon of this construction is strong and at the same time comparatively light and can be placed on the market at a reasonable price. Likewise it is most convenient for loading, carrying, and dumping material of the same or different kinds, as the case may be.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth; but,

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a wagon-frame, and two dumping-sections pivotally supported thereon, one constructed to support the inner end of the other, a sliding cross-bar for supporting or releasing said sections, and an operating-lever located within reach of the operator, and connected with the cross-bar, as a means for operating the latter.

2. The combination with the frame of a wagon, and a pair of body-sections pivoted thereto, a sliding cross-bar for locking said sections in their horizontal position, and independent levers operable from a given point, one for shifting the cross-bar, and the other for raising one of the sections to its normal position.

3. The combination with the frame of a wagon, having stirrups thereon, and a wagon-body made in two sections pivoted to the frame, of a cross-bar fitted to slide in the stirrups, a rock-shaft having cranks thereon, rods extending from the cranks to the sliding cross-bar, and a lever connected with the rock-shaft whereby to rock the latter.

4. The combination with a wagon-frame, of a dumping-section, a crank connected therewith, a bell-crank lever pivoted to the frame, a link connecting the two cranks, and means extending from the bell-crank lever to a point within reach of the operator whereby the cranks are rocked to swing the section into position.

5. The combination with the frame of a wagon, and a body made in two sections pivotally supported on the frame and which sections open at the center, of a sliding cross-bar, a rock-shaft, means for rocking the latter, and means for communicating motion from the rock-shaft to the cross-bar, a crank connected with one of the body-sections and means extending therefrom capable of being operated to swing the said section into position.

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

JABEZ F. CLARK.

Witnesses:
J. E. HAVENS,
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