

P. BODLEY.
Dumping-Wagons.

No. 135,195.

Patented Jan. 28, 1873.

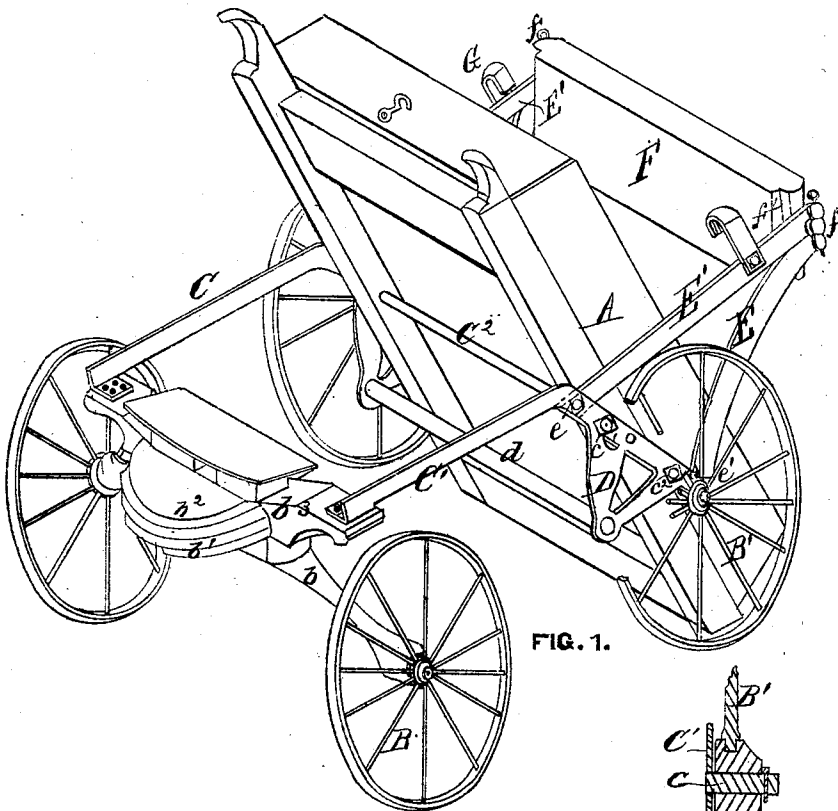


FIG. 1.

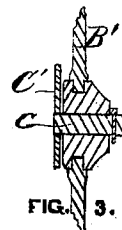


FIG. 3.

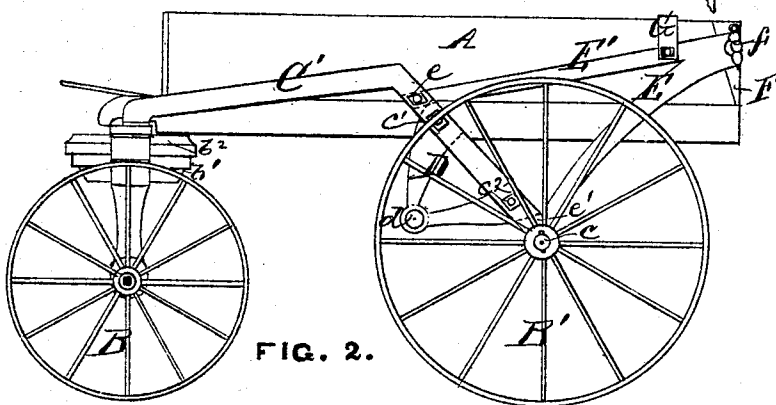


FIG. 2.

WITNESSES:

Charles Meisner.
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UNITED STATES PATENT OFFICE.

PEARCE BODLEY, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 135,195, dated January 28, 1873.

To all whom it may concern:

Be it known that I, PEARCE BODLEY, of St. Louis, Missouri, have made a certain new and useful Improved Dumping-Wagon; and I do hereby declare that the following is a full and true description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention relates to four-wheel dumping-wagons, adapted for use for excavations, coal-yards, mines, railway works, canals, brick-yards, &c. The object of the improvements here presented is to facilitate the dumping or tilting of the wagon-bed by rendering the same self-operating, and also at the same time which shall open and close its tail-board. The nature of this invention consists in the construction and combination of the various parts with a wagon-bed, to operate as hereinafter will more fully appear.

To enable those herein skilled to make and use my said invention, I will now more fully describe the same, referring to—

Figure 1 as a perspective view; to Fig. 2 as a side elevation, showing wagon-bed in closed position; to Fig. 3 as a detail section of sub-axle.

A is the wagon-bed; B, the front and B' hind wheels. The front wheels B are supported in proper axle *b*. The front axle *b* is provided with turn-table parts *b*¹ *b*² and cross-tree *b*³, the said parts being constructed and operating as ordinary. In order to position the hind wheels B' in a more forward position than usual, and also to support the wagon-bed so as to tilt on a point within the circle described by said hind wheels, I have constructed the frame attachment as follows: My improved frame attachment consists of the main-frame supports C C¹, of the angular constructive form clearly shown in Figs. 1 and 2. The main frames C C¹ are arranged both sides of the wagon-bed A, the front part resting and being properly secured to cross-tree *b*³, while to the rear of said supports C C¹ are secured sub-axes *c*, which support the hind wheels B', as illustrated in Fig. 1 and 2 and 3. The angular constructive form of the main-support frames C C¹ enables me to support and tilt the wagon-bed A on a cross-shaft, C², arranged to pass centrally through the side beams of said wagon-bed. (See Fig. 1.) The wagon-bed is thus most equally balanced, readily tilted, and the forward position of the hind wheels enables same to sustain the

greater part of the weight. To the main frames C C¹ are further united, at *c*¹ *c*², an angle truss or brace, D, the object whereof being to strengthen, brace, and secure said main frames together by the cross-shaft *d*, as shown in Fig. 1 and 2. Further, to the main frames C C¹ are bolted, at *e* *e'*, two supporting-arms, E E', which extend backward to the rear of wagon-bed A, and are of the constructive form clearly shown in Figs. 1 and 2. F is the tail-board. The tail-board F, instead of being slid in between cleats secured to the sides of the wagon-bed A, as ordinary, is properly hinged, at *f*, to the two supporting-arms E E'. By removing one of the pins the tail-board can be made to swing on one of the hinges, or entirely taken from wagon-bed by withdrawing both pins out of the hinges. The tail-board F being left secured to the supporting-arms E E', the tilting action of the wagon-bed self-opens to unload and closes to load.

In order to better accomplish the opening-and-closing action of the wagon-bed, the side boards of same, at their rear ends, are formed inclined, so as to fit and close in the end mortises *f'* of the tail-board. (See Figs. 1 and 2.) The driver or operator is thus not necessitated to leave his seat to remove and replace the tail-board.

The frame attachment aforesaid constitutes a substantial portion of the whole wagon, gives great strength and steadiness to all its parts, and at same time admits of abundant space for the bed to drop to full required vertical position when unloading its load.

G is a catch or hook bolted to rear part of supporting-arms E E', said hooks being to brace and steady the rear parts of wagon from undue weight brought to bear upon said point.

Having thus fully described my said improvements, what I claim is—

The rear supporting-arms E E', tail-board F, catch G, angle-brace D, connecting-shaft *d*, main supports C C¹, tilting-shaft C², when arranged to operate in combination with a wagon-bed, A, and wheels B B', as and for the purpose set forth.

In testimony of said invention I hereunto set my hand.

PEARCE BODLEY.

Witnesses:

WILLIAM W. HERTHEL,
CHARLES MEISNER.