

(No Model.)

T. HILL.
DUMPING WAGON.

No. 583,373.

Patented May 25, 1897.

FIG. 1.

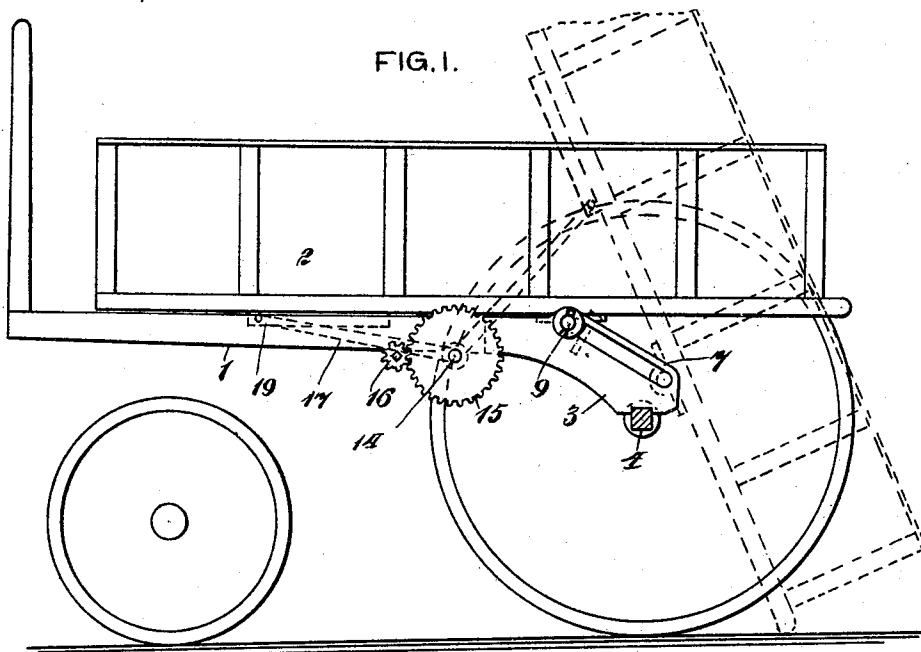


FIG. 2.

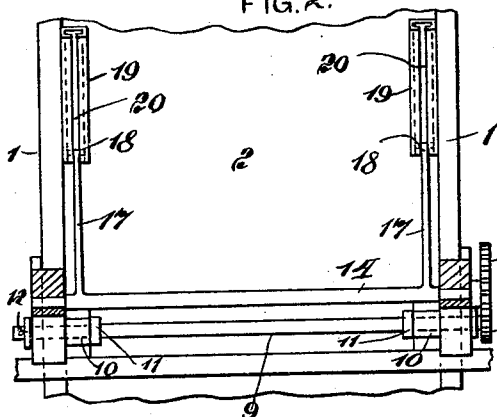


FIG. 3.

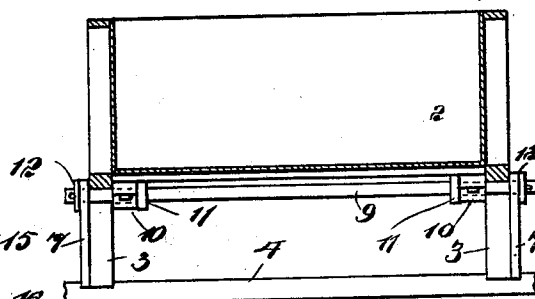


FIG. 5.

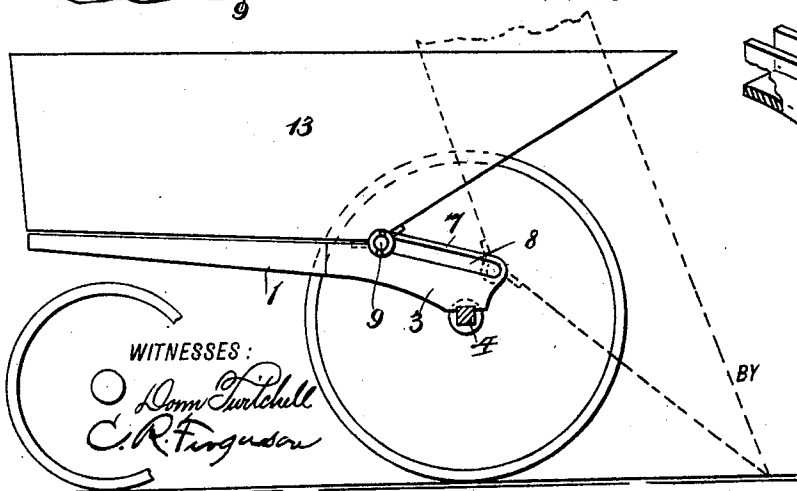
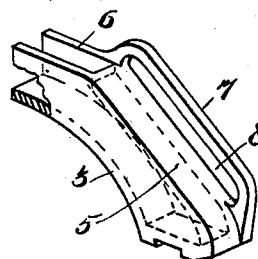


FIG. 4.



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DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 583,373, dated May 25, 1897.

Application filed December 9, 1896. Serial No. 614,992. (No model.)

To all whom it may concern:

Be it known that I, THOMAS HILL, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and Improved Dumping-Wagon, of which the following is a full, clear, and exact description.

This invention relates to dumping wagons or carts; and the object is to provide a device of this character that may be easily operated and in which there are very few parts, and therefore not likely to easily get out of order.

I will describe a dumping-wagon embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of a dumping-wagon embodying my invention. Fig. 2 is a bottom plan view of a portion thereof. Fig. 3 is a partial section and partial elevation of the rear end of the wagon. Fig. 4 is a perspective view of a pedestal employed, and Fig. 5 is a side elevation showing a slight modification.

Referring to the drawings, 1 designates the frame-sills, upon which the body 2 is supported. The rear ends of the sills 1 extend into and are connected to the pedestals 3, which are connected at their lower ends to the rear axle 4. These pedestals 3 are cast in box-like form, and their upper surface has a downwardly-inclined portion 5. Each pedestal is opened at its top at its forward end, as indicated at 6, so that the end of the sill 1 may be easily placed therein. Each pedestal has at its inclined portion at the outer edge a bar 7, which is cast integral with the pedestal and provides a guide-slot 8 to receive the ends of the roller 9. This roller 9 extends transversely of the body 2 and has bearings in hangers 10, secured to the under side of the body. To prevent a longitudinal movement of the shaft 9, I provide it with collars 11, which abut against the inner sides of the hangers 10, and, if desired, hangers 12 may be placed on the outer ends of the shaft and held in place by means of cotter-pins extended through openings in the shaft.

In Fig. 1 the body portion 2 is of the class

having a removable tail-board, but the body portion 13, (shown in Fig. 5,) is of the class usually constructed of sheet metal and having a fixed inclined tail-board.

Mounted to rotate in bearings secured to the sills 1 is a rock-shaft 14, having at one end a gear-wheel 15, meshing with a pinion 16, with which a suitable turning-crank is to be engaged. Extended forward from the rock-shaft 14 are arms 17, each having a T-head 18, designed to slide in channels formed in channel-blocks 19, secured to the under side of the wagon-body. The channel-blocks have longitudinal slot-openings 20, through which the arms 17 may pass. It will be seen that when the shaft 14 is rocked or rotated in one direction the arms 17 will be moved upward, and consequently elevate the front end of the body 2. During this movement the T-heads on the arms will slide lengthwise of the channel-blocks. After the front end of the body shall have been sufficiently elevated the body will move downward with the roller-shaft 9, rotating on the inclined portion of the pedestals. By making the pedestals 3 and the bars 7 integral it is obvious that the work of construction is materially lessened in comparison to a pedestal to which the bar 7 might be bolted or otherwise secured. The bar 7 will prevent the body portion, or, rather, prevent the roller-shaft 9, from becoming detached from the pedestals. It will be seen that the wall at the lower end of the slot 8 is somewhat rearward of the axle 4, so that there is plenty of room for the dumping movement of the wagon-body.

It is to be understood that I do not limit my invention to the precise number of arms 17 here shown, as it is obvious that a greater or less number may be employed, and it is to be further understood that in lieu of the rolling shaft 9 I may employ a fixed shaft and provide its outer ends with rollers. Preferably, however, I employ the rolling shaft.

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

1. In a dumping-wagon, the combination with frame-sills, of pedestals attached to the rear ends of said sills and connected to the axle of the wagon, the upper surfaces of said

pedestals being inclined downward and rearward, bars extended longitudinally of said inclined portion at one side of the pedestals, the said bars being cast integral with the pedestals and forming the upper wall of a guide-slot, and a shaft extended transversely of the wagon-body and having its ends passed into the guide-slots, substantially as specified.

2. In a dumping-wagon, the combination with frame-sills, of pedestals attached to the rear ends of said sills and connected to the axle of the wagon, the upper surfaces of said pedestals being inclined downward and rearward, bars extended longitudinally of said inclined portion at one side of the pedestals, the said bars being cast integral with the pedestals and forming the upper wall of a guide-slot, a shaft extended transversely of the wagon-body and having its ends passed into the guide-slots, and means for elevating the forward portion of the wagon-body, substantially as specified.

3. A dumping-wagon, comprising hollow pedestals attached to the rear ends of the frame-sills and also attached to the axle of the wagon, each pedestal being inclined downward and rearward on its upper side and each having a bar extended longitudinally of said inclined portion and forming the upper wall of a guide-slot, a shaft mounted to rotate on the wagon-body and extended into said guide-slots, bearing-blocks secured to the body and in which said shaft may rotate, and collars

on the shaft, bearing against said bearing-blocks, substantially as specified.

4. In a dumping-wagon, the combination with the running-gear frame, of a rock-shaft, an arm extended from said rock-shaft and having a T-head, a channel-block secured to the body of the wagon and receiving said T-head, and means for operating the rock-shaft, substantially as specified.

5. In a dumping-wagon, the combination with the frame-sills and the body portion, of a shaft supported by said sills, arms extended from said shaft, each arm having a T-head, channel-blocks secured to the wagon-body and in which said T-heads are movable, and means for rotating the shaft, substantially as specified.

6. In a dumping-wagon the combination with frame-sills, of box-like pedestals open at the top of the forward ends to receive the ends of the sills, each pedestal having a downward and rearward inclined surface, a bar on the outer top edge of each pedestal forming top walls of guide-slats, and a bar attached to the body of the wagon and extended through the guide-slats and also having a bearing on the inclined surfaces of the pedestals, substantially as specified.

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Witnesses:

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