

J. J. BROWN.
DUMP WAGON.

APPLICATION FILED JULY 11, 1910.

1,007,332.

Patented Oct. 31, 1911.

Fig. 3.

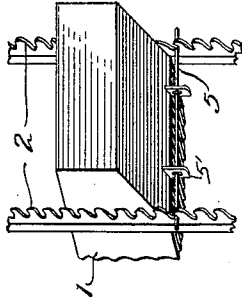


Fig. 4.

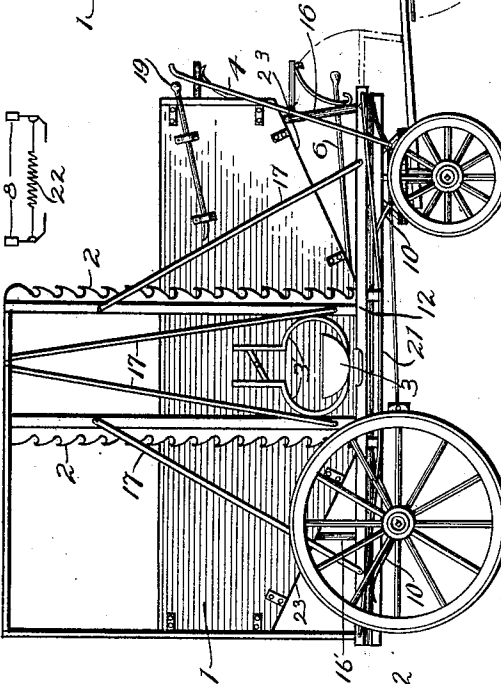
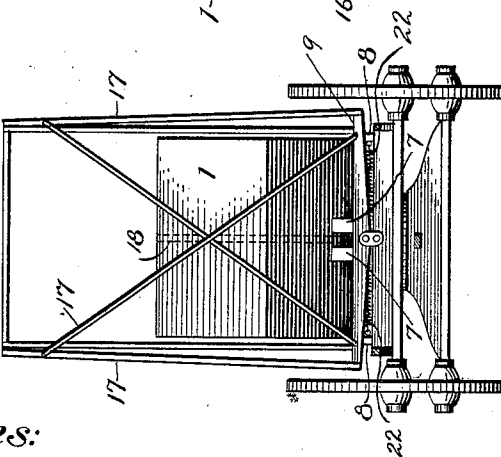


Fig. 2.



Witnesses:

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DUMP-WAGON.

1,007,332.

Specification of Letters Patent.

Patented Oct. 31, 1911.

Application filed July 11, 1910. Serial No. 571,546.

To all whom it may concern:

Be it known that I, JOHN J. BROWN, a citizen of the United States, residing at Baltimore in the State of Maryland, have invented new and useful Improvements in Dump-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.

The invention has for its object a wagon body which can be elevated to discharge a load by gravity, and consists in certain improvements in construction, which will be fully disclosed in the following specification and claims.

In the accompanying drawings, which form part of this specification:—Figure 1 represents a side elevation of a wagon embodying my invention. Fig. 2 a rear end elevation. Fig. 3 a perspective showing one end of the body partly elevated, and Fig. 4 is a detail of the chock-blocks.

Reference being had to the drawings and the designating characters thereon, the numeral 1 indicates the wagon body, 2 rack-posts or toothed standards supported on the wagon frame, on each side of the body and on each side of the longitudinal center of the body, so that four standards are used arranged in pairs opposite each other, and equidistant from said longitudinal center of the body, for the purpose of evenly distributing the weight of the body and its load. 3 indicates a guide between the standards 2 and is provided with resilient members 3', 3', which bear against the adjacent edges of the standards to allow a rocking motion of the body 1 as it is raised and lowered.

4 is a brake lever connected to the brake-shoes applied to the rear wheels.

5, 5, are transverse rods or bars secured to the body by hangers 5', 5', and engage the teeth or serrations on the standards 2 and support the weight of the body 1 and its load.

6 indicates a lever or bar secured to the front end of the bottom of the body for the purpose of raising and lowering the body and its load.

7, 7, are discharge outlets in the bottom of the body on opposite sides of its transverse center and are controlled by covers of ordinary construction, not shown, so that coal or other material may be discharged through a

suitable chute, at either side or the rear end of the wagon.

8, 8, indicate chock-blocks inserted between the rocking bolsters 9 and the axles of the running gear, and are connected by transverse springs 22, for the purpose of maintaining the body in vertical alinement or plumb, when the wagon is on an inclined road-bed; thus should the wagon be on a road bed inclined toward the left, the chock-block on the right side is removed by hand from between the bolster and the axle, causing the body to adjust itself into a perpendicular or level position, and prevents overhanging of the load and the not infrequent upsetting of the wagon, and should the road-bed be inclined toward the right, the opposite block is removed, when the body will adjust itself into a level position. The springs 22, allow separation of the blocks and by their resilience draw and keep or hold them in position.

10, indicates springs of any preferred construction.

12 indicates the framing of the body.

13 indicates a support for the pole or tongue of the wagon.

16, indicates a stay or support under the front end of the body to sustain the weight of the load while in transit, and is adapted to be turned downward, as shown in dotted lines in Fig. 1, to form a platform for the driver to stand upon while he manipulates the body for raising or lowering, and 16' indicates a stay or support for the opposite end of the body.

17, 17, indicate suitable braces for supporting the rack-posts or standards and distribute the weight to the back and front of the wagon.

18 is a detachable partition for separating the load, so that two different kinds, or grades of coal or other material may be transported or hauled and delivered separately.

19 indicates a pinch-bar used for disengaging the stay 16, from the body.

21 are truss rods for strengthening the framing.

The bottom of the body is inclined at 23, at each end, to balance the load or throw it toward the longitudinal center of the body to facilitate a vertical rocking motion of the body as it is raised and lowered by means of the bar or lever 6. In raising or lowering the body, one end is raised by the operator

bearing down on the lever 6, until the rod 5 at the rear of the longitudinal center engages one of the teeth in each of one pair of the rack-posts 2, the opposite end of the body and its load operating to balance the end being raised, and thus assist in the operation. The bar 6 is then raised until the rod 5 on the opposite side of the longitudinal center engages one of the teeth in each of the other pair of rack-posts 2, and this operation is continued until the body has been raised to the desired height to facilitate discharging or unloading the wagon.

While the opposite ends of the body are being raised, the resilient members 3', 3', on each side of the body yield sufficiently, by compression to allow the rods 5 to slide over the teeth in the rack-posts, and in lowering the empty body, the operator pushes and pulls alternately on the bar 6, to disengage the rods 5 from the teeth and allow the body to gravitate to its normal position.

Having thus fully described my invention, what I claim is:

1. A wagon body, transverse rods secured to the body, vertical standards on the wagon frame on each side of the body engaged by said rods, and means for alternately raising opposite ends of the body.

2. A wagon body, vertical toothed or serrated standards on the wagon frame, transverse rods secured to and crossing the body and engaging the standards, and means for

alternately raising opposite ends of the body on said standards.

3. A balanced wagon body, vertical toothed or serrated standards on the wagon frame on opposite sides of the longitudinal center of the body, transverse rods secured to the bottom of the body and engaging said standards, and means for alternately raising and alternately lowering opposite ends of the body.

4. A wagon body, vertical toothed or serrated standards on the wagon frame on both sides of the body and opposite each other, transverse rods secured to the bottom of the body and engaging said standards, a guide between the standards provided with resilient members engaging adjacent surfaces of the standards, and a lever for alternately raising opposite ends of the body on said standards.

5. A wagon body having oppositely inclined ends, toothed standards on each side of the body arranged in pairs between said inclined ends, transverse rods secured to the body and engaging the teeth on said standards, a guide and resilient members between each pair of standards, and a lever for raising the body on the standards.

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Witnesses:

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