

G. R. & C. H. SNEATH.

Dumping Wagon.

No. 83,003.

Patented Oct. 13, 1868.

Fig. 1.

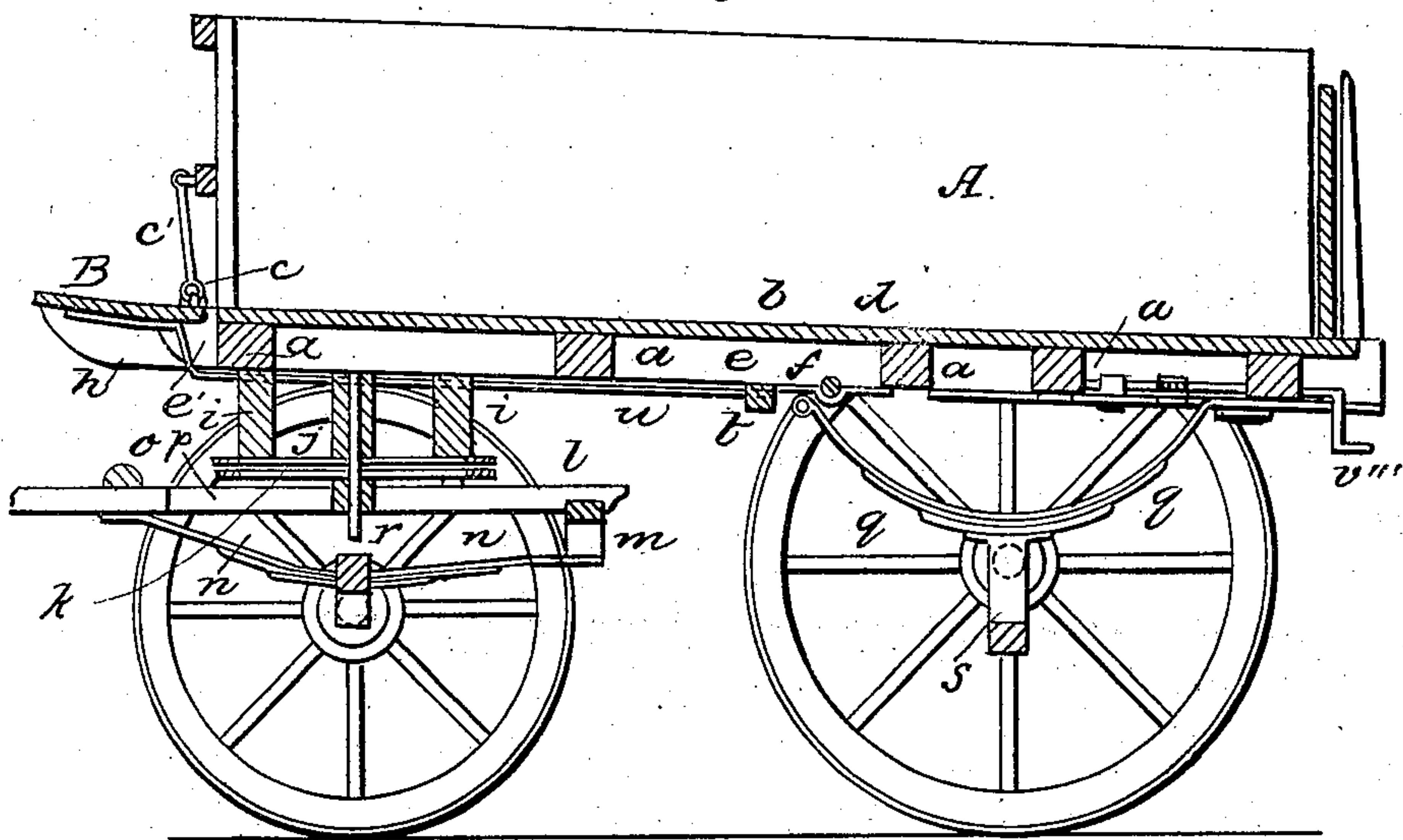
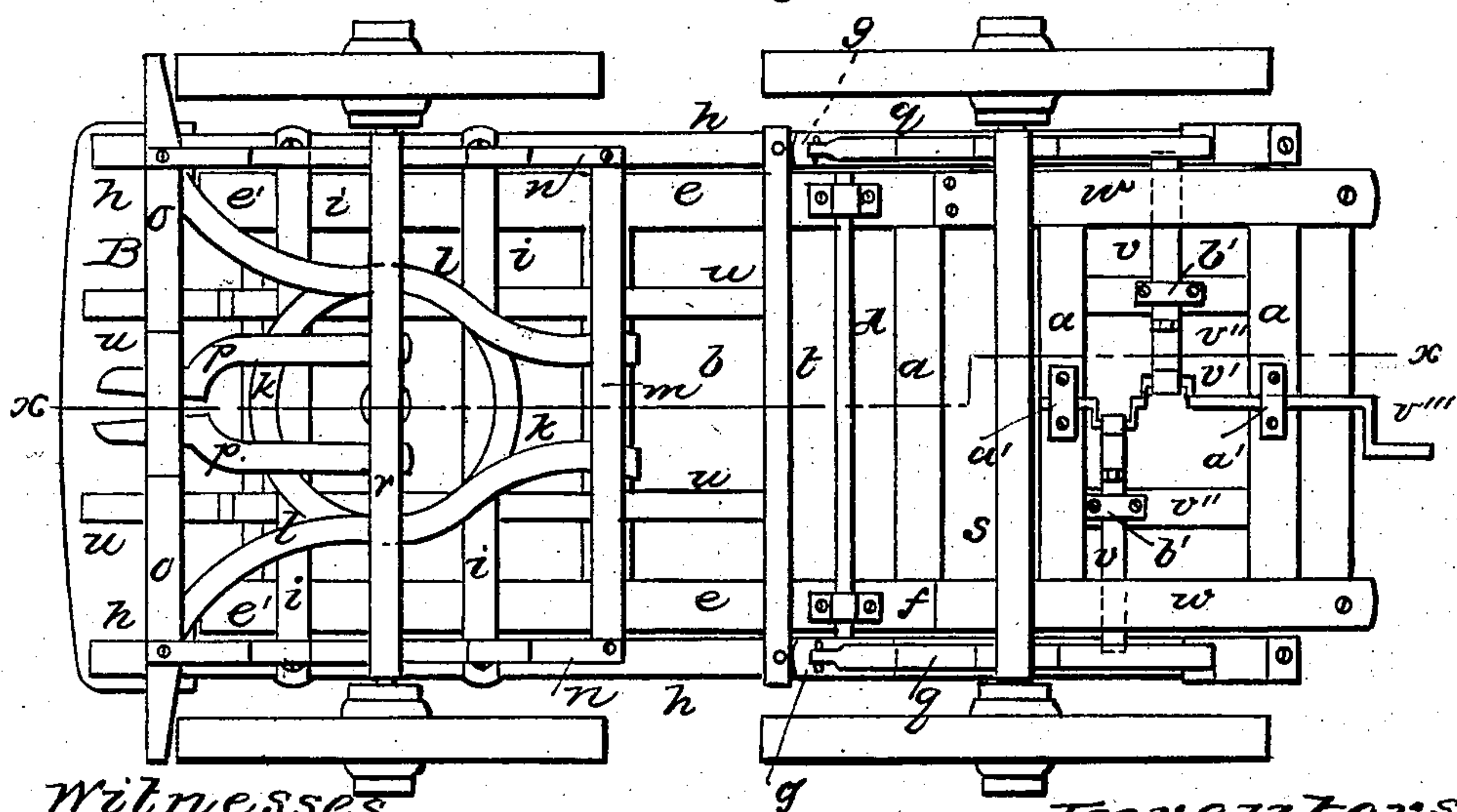


Fig. 2



Witnesses

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GEORGE R. SNEATH AND C. H. SNEATH, OF WILMINGTON, DELAWARE.

Letters Patent No. 83,003, dated October 13, 1868.

IMPROVED DUMPING-WAGON.

The Schedule referred to in these Letters Patent and making part of the same:

To all whom it may concern:

Be it known that we, GEORGE R. SNEATH and C. H. SNEATH, of Wilmington, in the county of New Castle, and State of Delaware, have invented a new and useful Improvement in Dumping-Wagons; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a sectional elevation of our improved dumping-wagon, from a section taken through the line *x x* of fig. 2.

Figure 2 is a bottom plan view of the same.

Similar letters of reference indicate like parts.

The object of this invention is to provide a simple and effective dumping-wagon.

It consists, in general terms, of a wagon-body or box, arranged to tip backward on a trunnion-shaft, having bearings in the bed-frame, properly supported upon springs, together with other devices, the said bed-frame being properly braced, and provided with devices for relieving the trunnion-shaft from the weight of the body or box, when the latter is in its horizontal position on the bed-frame.

In the drawings, *A* is the body or box, and *e e*, *a a*, &c., are respectively the longitudinal pieces and cross-pieces of the bottom frame of the said box.

b is the floor of the box, resting in and affixed to the cross-pieces *a*.

d is the trunnion-shaft, and is usually a rod of iron affixed across the under side of the bottom frame of the box by plates *f*, as shown, or in any other suitable manner.

The ends of this shaft or rod project beyond the frame-pieces *e*, thus forming trunnions, which are held in bearing-plates *g*, affixed to the under side of the longitudinal bed-frame timbers *h h*, within which said timbers the bottom frame of the box fits with easy contact of its longitudinal pieces *e e*.

The bed-frame is supported in front by three bolster-pieces *i i i*, to which is affixed a circle-plate, *j*, which works on a similar circle or fifth-wheel, *k*, affixed to the pieces *l l*, which, with the splinter-bar or draught-bar *o*, form a frame-work, which is supported by springs *m n n*, in the manner shown.

p are the hounds, and also form part of the last-described frame-work.

The springs *n n* are affixed to the front axle-tree *r*, as shown.

The rear end of the box is supported by side springs *q q*, the lower parts of which are affixed to the rear

axle-tree *s*, having their upper parts or ends suitably connected with the longitudinal timbers *h h*.

The latter timbers are kept from springing laterally by means of a cross-bar, *t*, affixed to them, as shown.

The bed-frame is further strengthened by longitudinal plates *u u*, the front ends of which are affixed to the foot-board *B*, and having their rear ends affixed to the cross-bar *t*. The foot-board is affixed to the front ends of the bed-frame timbers *h h*, thus serving to strengthen the bed-frame.

The dumping character of the box renders any cross-braces to the bed-frame timbers inadmissible in rear of the trunnion-shaft, so that the said frame-timbers must depend mainly upon the cross-bar *t* to preserve them from springing laterally.

v v are bolts connected with the cranks of the crank-shaft *v'*, which operates to thrust the said bolts outward or inward, according to the direction in which the crank-handle *v''* is turned. The ends of these bolts enter suitable recesses in the bed-frame timbers, and the bolts are held to the frame-pieces *e e* by stout plates *w w*, affixed to the said frame-pieces, as shown.

a' a' are the bearing-plates of the crank-shaft, and are affixed to the cross-pieces *a a* of the box.

b' b' are the guide-plates for the bolts, and are affixed to the short cross-pieces *v'' v''*, arranged and fixed to the adjacent cross-pieces *a a*, as shown.

In practice, the under side of the bolts, near their outer ends, are bevelled, so that when thrust into the recess-plate on the bed-frame timbers, they will act as a wedge, and thus take the weight of the loaded box from the trunnions.

The front end of the box is provided with a cross-rod, *c*, connected by a link, *c'*, with the box, as shown, the ends of the said rod being arranged to slip into holes in plates affixed to the bed-frame timbers, thus bringing the said rod across the ends *e'* of the pieces *e*, and holding the box down.

When the box is to be dumped, one end of this rod is drawn out of its plate, then the rod is drawn backward to liberate the other end, and leave the box free to be dumped. When this rod and the bolts are withdrawn, the box is left nearly balanced upon its trunnions, requiring only a slight application of power to incline it and discharge its contents.

In order to permit the proper inclination of the box, the rear axle-tree, which is of iron, is bent downward near the wheels, and extends across on a line below the hubs, as shown.

Having thus described our invention,

We claim as new, and desire to secure by Letters Patent—

1. The combination, in a dumping-wagon, of the box *A*, hung on trunnions, with bed-frame timbers *h h*, cross-bar *t*, bent axle-tree *s*, all operating substantially as shown and described, and for the purpose set forth.

2. The crank-shaft *v'* and hinged bolts *v v*, arranged to operate as herein described, for the purpose specified.

3. The bed-frame of a dumping-wagon, when composed of the parts *h h*, *t*, *i i i*, *u u*, and *j*, arranged as herein described.

4. The arrangement of the frame *l l o* with the fifth-wheel *k* and springs *m n n*, substantially as described, when forming part of the running gear of a dumping-wagon, substantially as herein described.

GEORGE R. SNEATH;
C. H. SNEATH.

Witnesses:

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