

D. A. WELLS.

Improvement in Dumping-Platforms.

No. 130,551.

Patented Aug. 13, 1872.

Fig. 1.

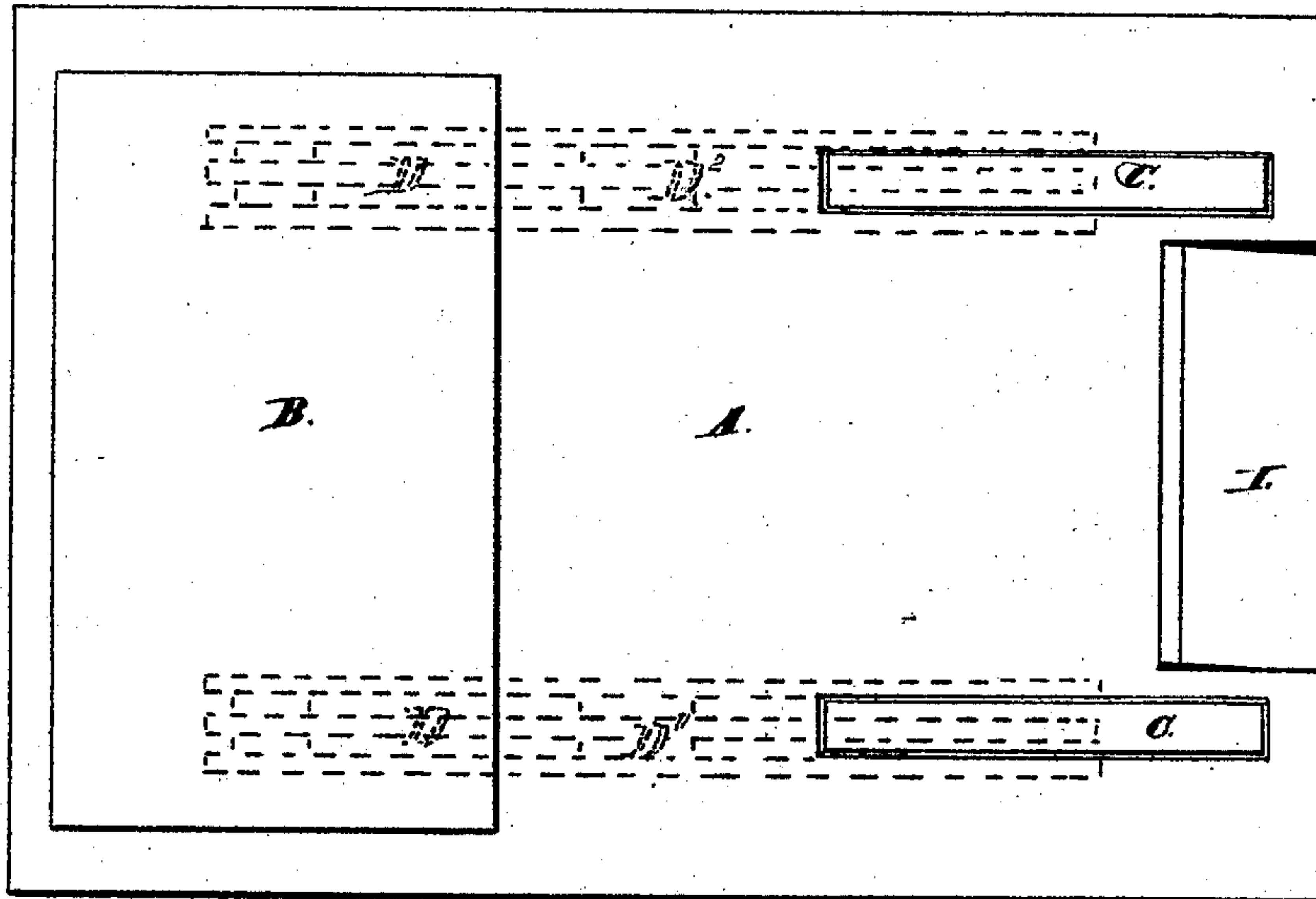


Fig. 2.

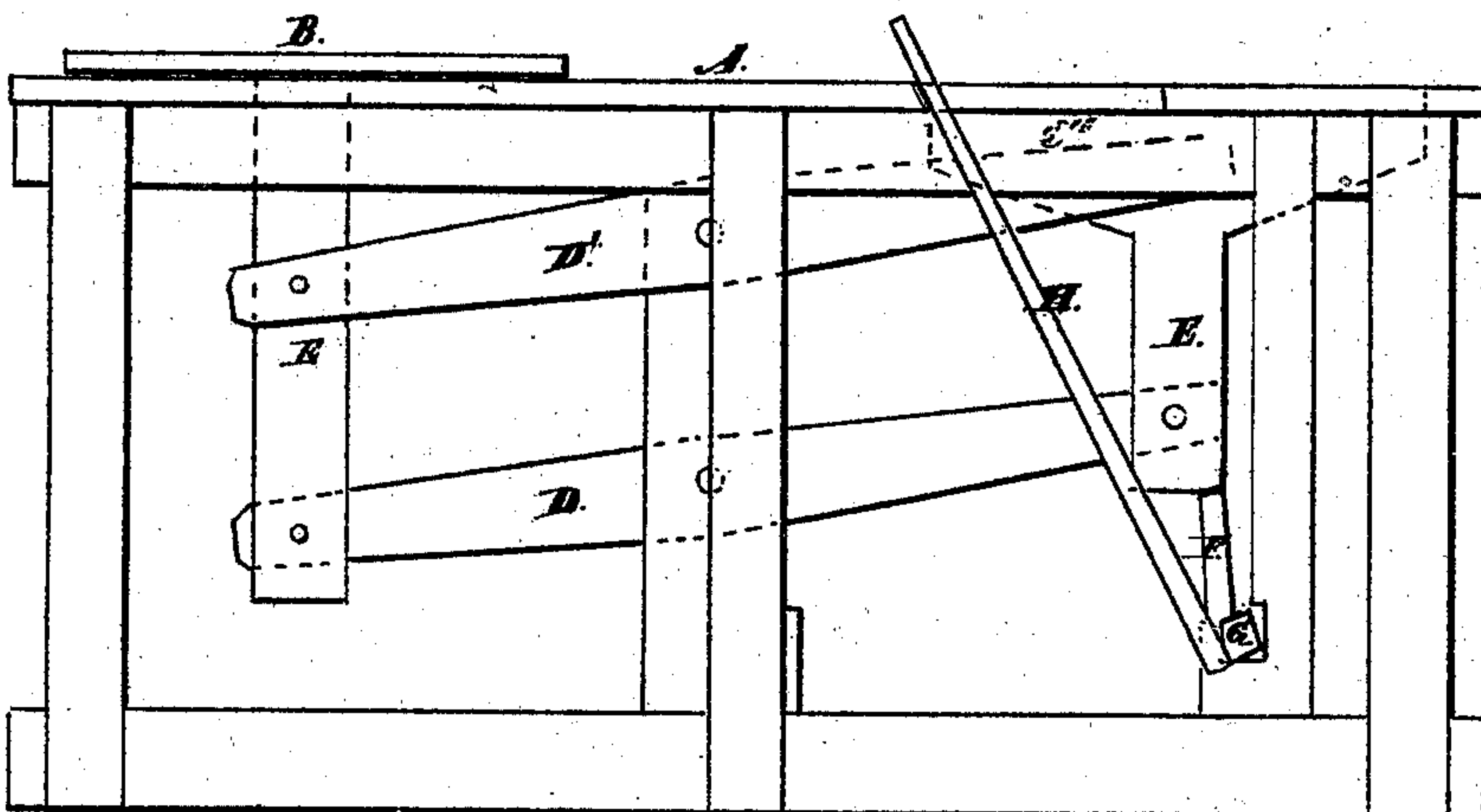
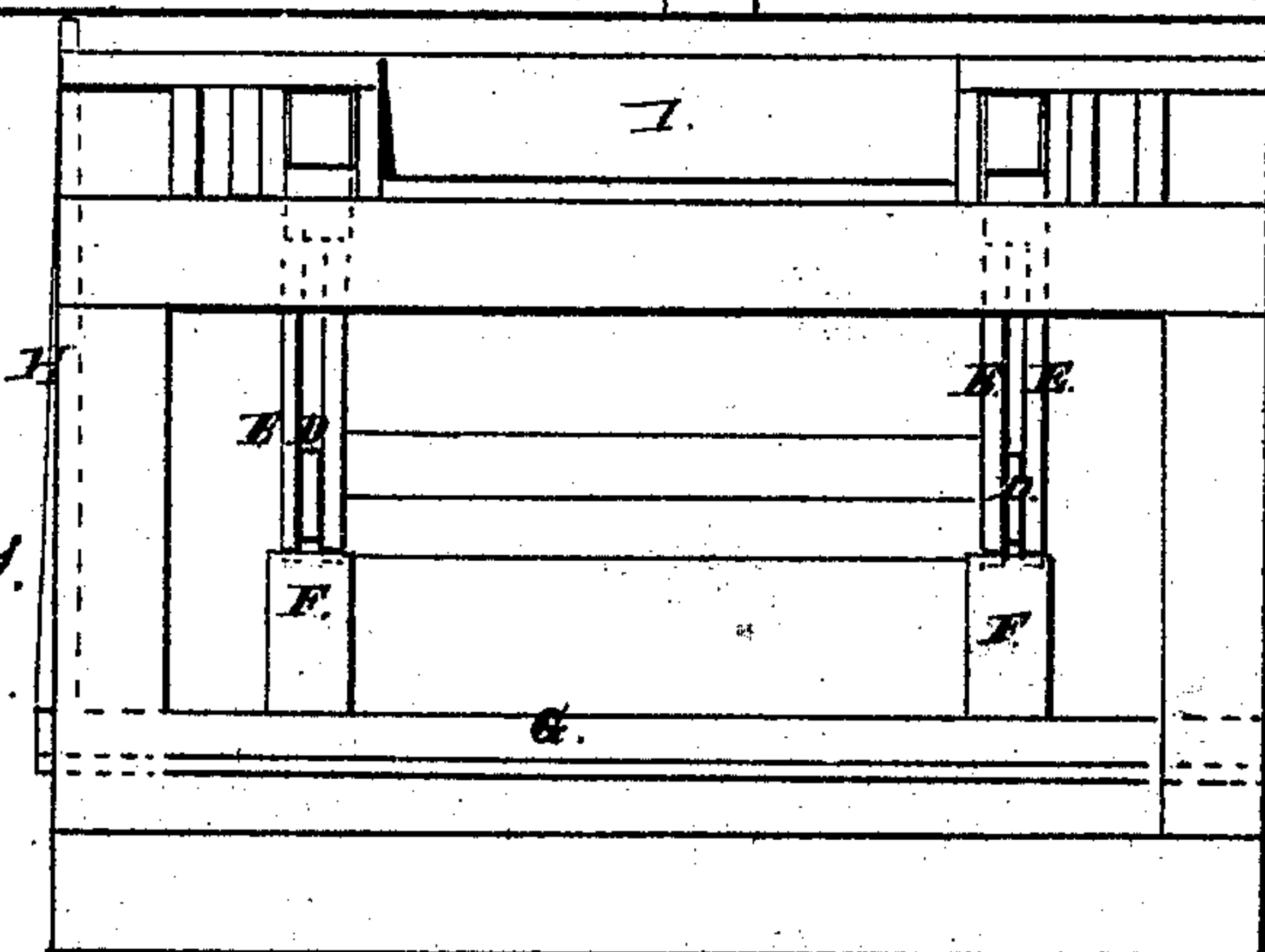


Fig. 3.



Inventor::

David A. Wells
by Colburn T. Munroe
his Attorneys

Witnesses:

Samuel F. Bruns
J. L. Chase

D. A. WELLS.

Improvement in Dumping-Platforms.

No. 130,551.

Patented Aug. 13, 1872.

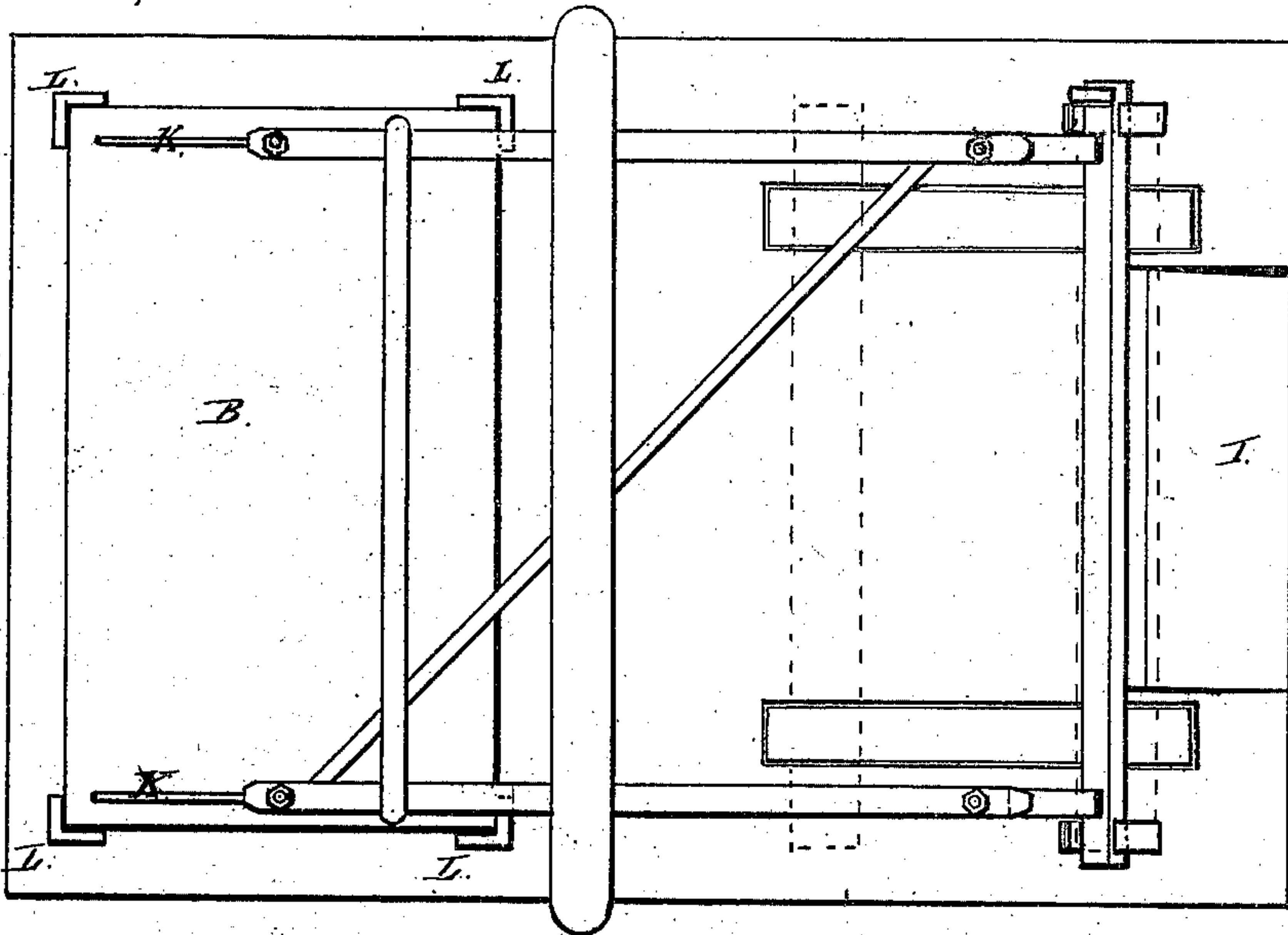


Fig. 4.

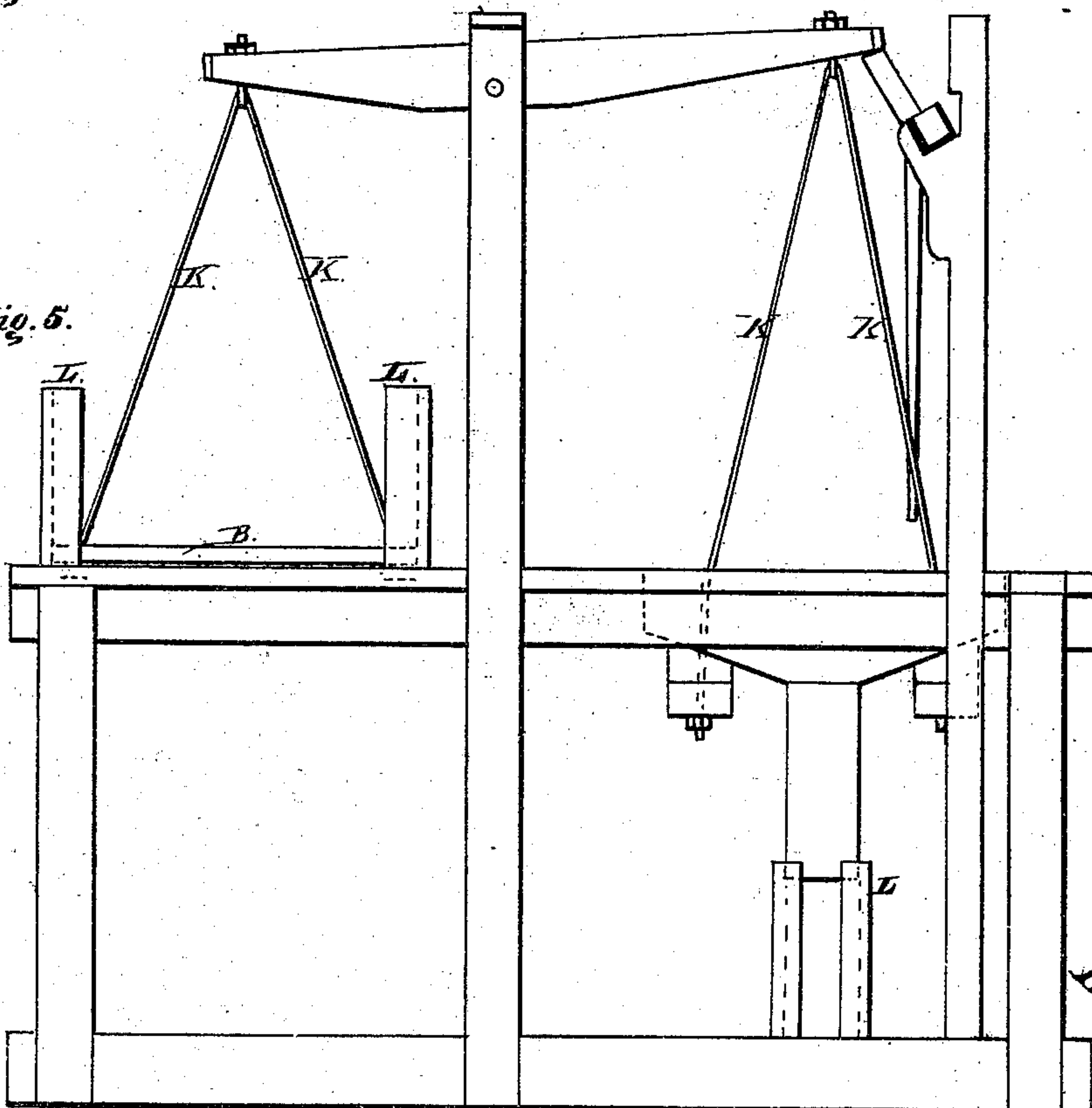


Fig. 5.

Witnesses:

Heins. F. Brown.
F. L. Chace.

Inventor:

David A. Wells
by Coburn & Munday
his Attorneys

UNITED STATES PATENT OFFICE.

DAVID A. WELLS, OF SANDWICH, ILLINOIS.

IMPROVEMENT IN DUMPING-PLATFORMS.

Specification forming part of Letters Patent No. 130,551, dated August 13, 1872.

Specification describing certain Improvements in Dumping-Platforms, invented by DAVID A. WELLS, of Sandwich, in the county of De Kalb and State of Illinois.

Nature of the Invention.

This invention relates to an apparatus to be placed in the roadway or approach to a grain or other warehouse, upon which apparatus loaded wagons may be driven, and which operates to tilt or incline the wagon in such manner that the load will be discharged, when the tail-board is removed, into an appropriately-placed receptacle or chute, and which apparatus will right itself by the weight of the wagon as it is driven away empty; and the invention consists in the novel construction and arrangement of two horizontal platforms or tracks at the opposite ends of a tilting lever or levers, said platforms or tracks being attached to the lever or levers in such manner that they will move in vertical lines and always preserve a horizontal bearing for the wagon-wheels, thus obviating the liability of the wagon rolling back as it is tilted, and avoiding the sudden rush of the load against the tail-board, which, in the case of grain or similar substance, would cause the load to surge or shoot over the tail-board and outside of the receptacle, all of which will hereinafter more fully appear.

In the accompanying drawing, which is constituted a part of this specification, Figure 1 represents a top or plan view of my invention. Fig. 2 represents a side elevation of the same. Fig. 3 represents an end view of the same. Fig. 4 represents a top or plan view of a modification of construction of my invention, and Fig. 5 is a side elevation of Fig. 1.

Like letters of reference made use of in the several figures indicate like parts wherever used.

To enable those skilled in the art to make and use my invention I will proceed to describe the same with particularity, making use, in so doing, of the aforesaid drawing by letters of reference thereto.

General Description.

A represents the road-bed, consisting of a common planked wagon-way. B is the front,

and C C the rear movable platforms or tracks. The front platform B is arranged to move vertically above the road-bed, and the rear platform or tracks C C to descend correspondingly below said road-bed; the platform and tracks being attached to opposite ends of the beams or levers D D', moving parallel with each other, and operating, through the vertical connecting-beams E E, to raise and lower the said platform B and tracks C C and keep them always horizontal, as will be readily understood by reference to Figs. 1, 2, and 3 of the drawing. F is a block or stop attached to a rock-shaft, G, to which is connected the hand-lever H, extending in an inclined position to a point above the road-bed convenient to the hand. The weight of this hand-lever retains the stop F in the position shown, so that it remains under one of the connecting-beams and retains the dump from lowering as a wagon is driven on; and as the wagon is driven off and the dump raised, the said stop is caused, by the weight of the lever H, to fall into position automatically, and retain the dump locked until released by raising said lever.

The loaded wagon is driven upon the road-bed, in the direction of the arrows, until the front wheels rest upon the platform B and the rear wheels upon the tracks C C. The stop is withdrawn by means of the hand-lever, and the balance being previously properly adjusted, the tracks C C sink below the road-bed, preserving their horizontality, and the platform B, carrying the front wheels, rises, preserving its horizontality, thus bringing the wagon into an inclined position, when, by removing the tail-board, the load falls into a chute, I. The tracks C C and platform, by reason of always remaining level, carry the wagon into the desired inclined position without causing it to run backward suddenly, and so cause the load to overshoot the tail-board.

Figs. 4 and 5 of the drawing represent a modification of construction of the invention, involving the same principle as the construction previously described—that is to say, the platform and tracks move in vertical lines and preserve their horizontality. In this modification the beam, instead of being double, as at D D', is made single, and is placed above the road-bed, connected to the platform B and

tracks C C by rods K; and said platform and tracks are fitted with guides L, attached to the road-bed or a stationary frame-work, so that said platform and tracks are caused to move vertically and preserve their horizontality in the same manner as they are caused to operate by the double parallel beams D D'.

Claims.

Having thus described the construction and operation of my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The platform B and track C C, so con-

nected together and constructed as to move up and down, in the manner described, in vertical lines, preserving their horizontality, substantially as and for the purpose specified.

2. The double parallel beams or levers D D', connected to and supporting at opposite ends the platform B and tracks C C, constructed and operating substantially as and for the purpose specified.

DAVID A. WELLS.

Witnesses:

JOHN N. FULLER,
WESTET W. SEDGWICK.