E. R. KATZ.
No. 131,006.

Improvement in Dumping-Wagons.
Patented Sep. 3, 1872.

Fig. 1.

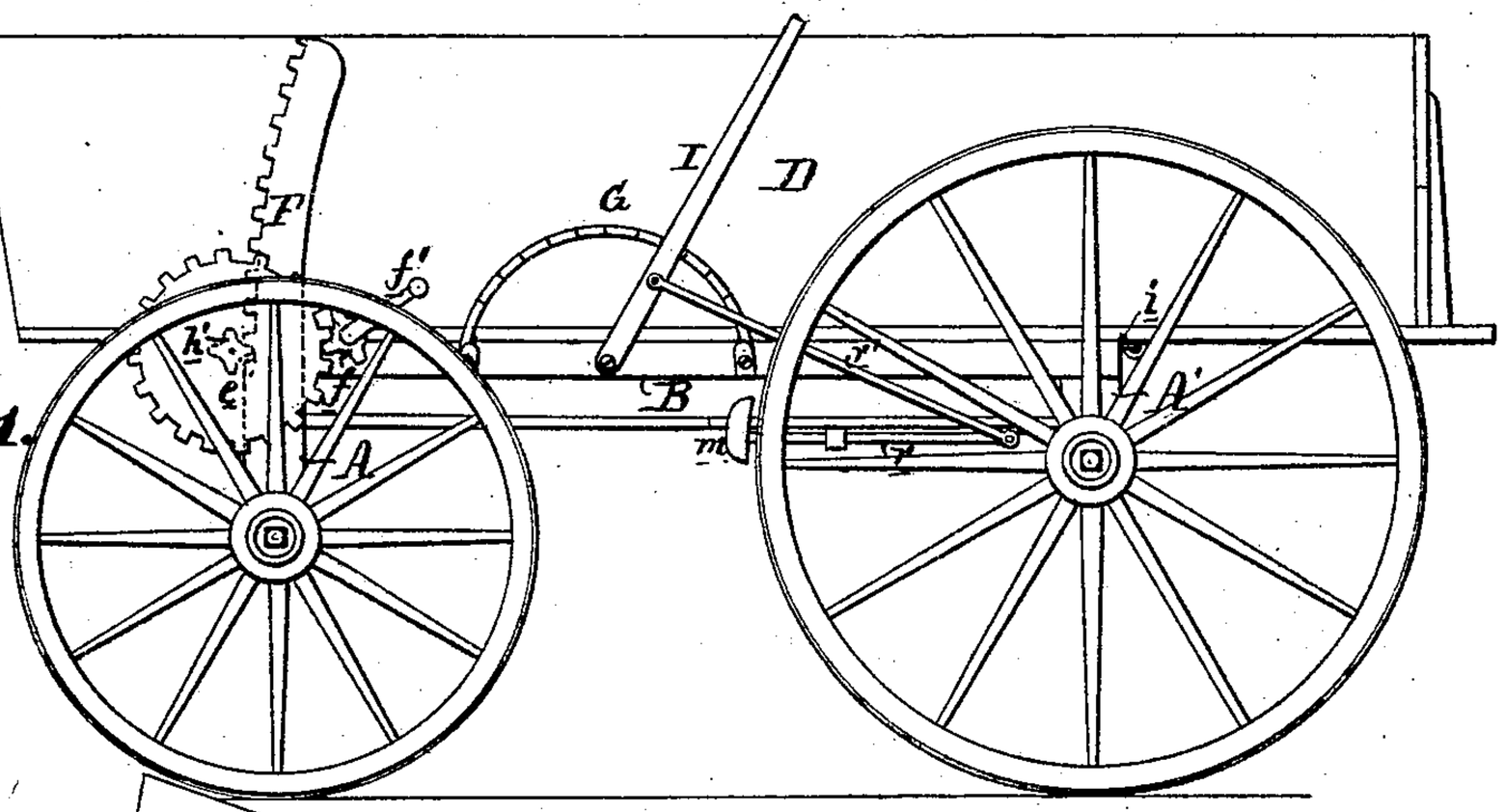


Fig. 2.

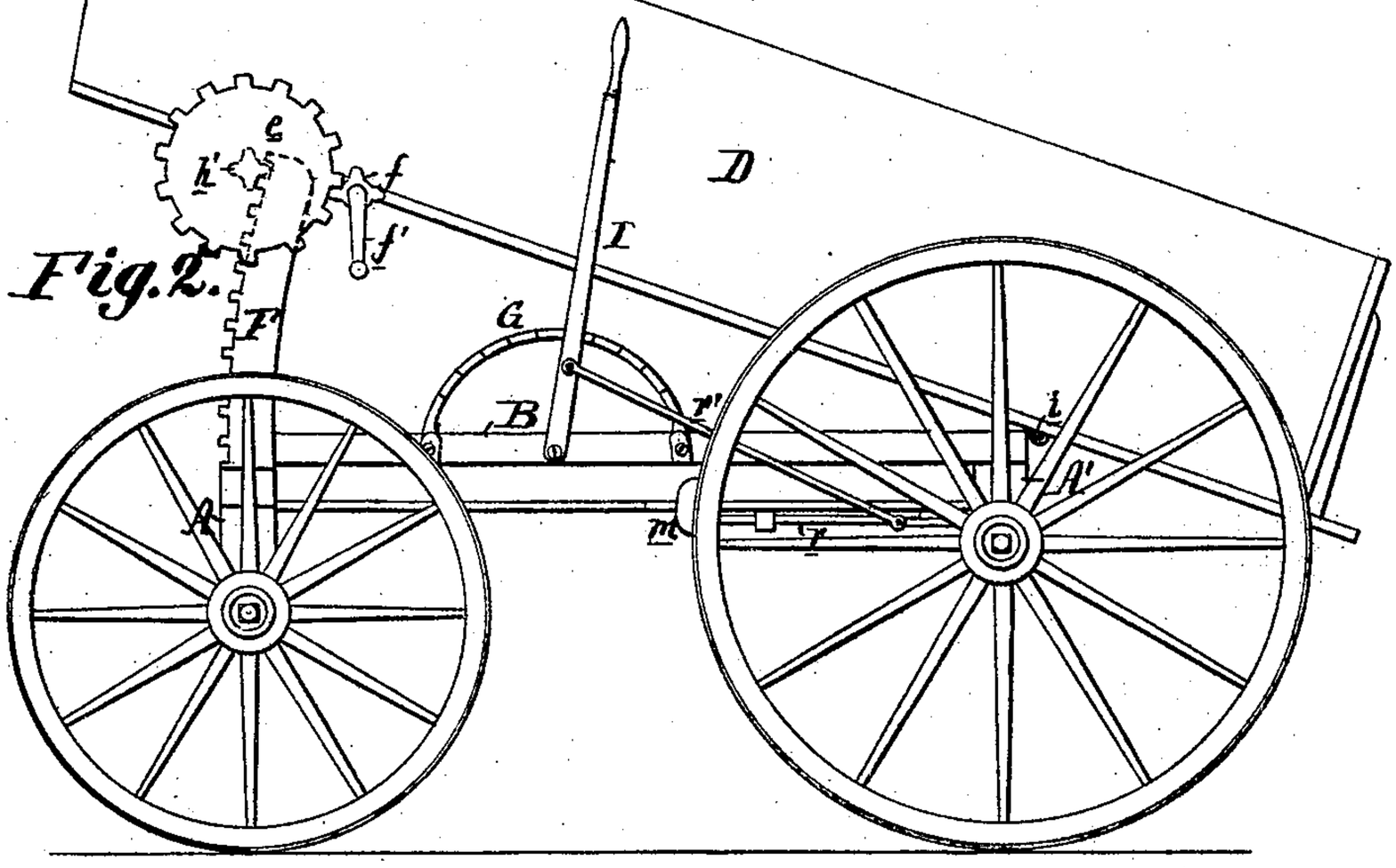
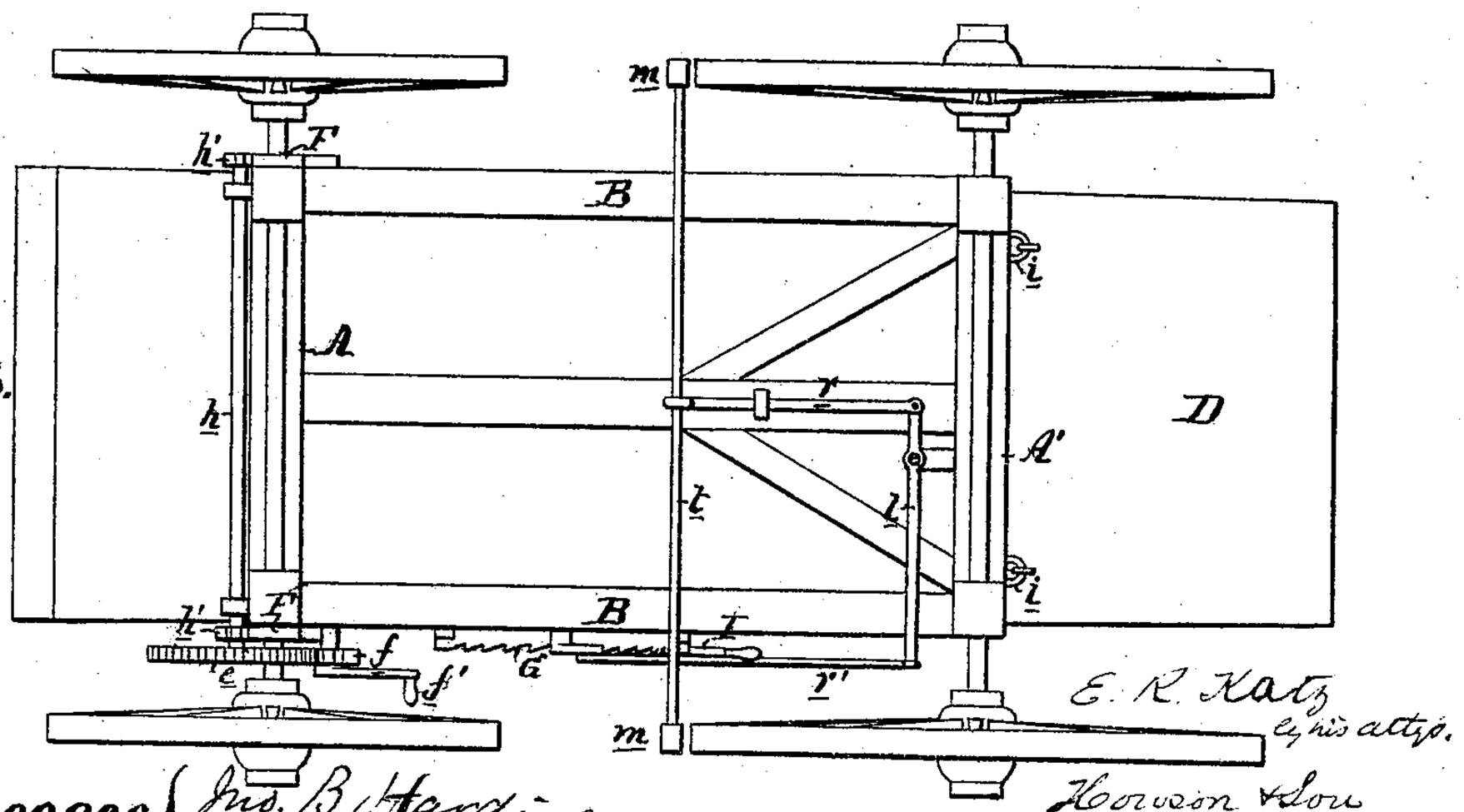


Fig. 3.



Witnesses { Jno. B. Harding
Harry Smith

E. R. Katz
by his attys.
Howson & Sons

UNITED STATES PATENT OFFICE.

ENOCH REX KATZ, OF SPRINGFIELD TOWNSHIP, MONTGOMERY COUNTY, PA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **131,006,** dated September 3, 1872.

SPECIFICATION.

I, ENOCH REX KATZ, of Springfield Township, county of Montgomery, State of Pennsylvania, have invented an Improved Dumping-Wagon, of which the following is a specification:

Improved Dumping-Wagon.

Nature and Object of the Invention.

My invention consists of a dumping-wagon having a body hinged to the truck, and arranged to be raised and lowered at its front end in apparatus so arranged on the truck as to be entirely independent of the hinged body.

Description of the Accompanying Drawing.

Figure 1 is a side elevation of my improved dumping-wagon; Fig. 2, the same with the body of the wagon elevated; Fig. 3, an inverted plan view.

General Description.

The frame-work or truck of the wagon is composed of two transverse bolsters, A and A′, connected together by bars B B, the whole resting upon and being secured to the front and rear axles. The body D of the wagon, which may be of the usual construction, rests upon this frame-work, and at a point a short distance from its rear end is hinged or jointed to the bolster A′ by means of staples *i i* on the latter passed through similar staples on the bottom of the body D. To the opposite ends of the bolster A, at the front of the wagon, are secured toothed segments F F, formed on the arc of a circle described from the point where the body D is hinged to the frame-work. A pinion, *f*, hung to one side of the body D, and operated by a cradle, *f′*, gears with a toothed wheel, *e*, secured to one end of a shaft, *h*, turning in suitable bearings on the bottom of the body D, and to the said shaft are also secured two pinions, *h′ h′*, which gear into the toothed segments F F at the opposite sides of the body. In order to raise the body D from the horizontal position, seen in Fig. 1, to the inclined position, Fig. 2, the pinion *f* is operated by its crank in such a manner as to cause the pinions *h′ h′*, through the medium of the cog-wheel *e*, to traverse the toothed segments F F from the bottom toward the top of the same, this movement being continued until the hinged body has been raised or sufficiently inclined to permit the discharge of the contents from the rear end of the same by their own gravity. To lower the body it will be only necessary to reverse the motion of the crank *f′* so as to permit the pinions *h′ h′* to decend to the bottom of the toothed segments F. The braking apparatus, acting upon the rear wheels of the wagon, is secured to the truck, and is entirely separate and disconnected from the hinged body, which is therefore free to rise and fall, as before described. The arrangement is as follows: One end of a horizontal lever, *l*, hung to the under side of the wagon, is connected, by a rod, *r*, to a transverse bar, *t*, to the opposite ends of which are secured blocks or brakes *m*, adapted to the rims of the rear wheels, and the other end of the said lever is connected, by a rod, *r′*, to a vertical lever, I, which is adapted to notches on a curved bar or rack, G, secured to the outer side of one of the bars B of the truck, clear of the body of the wagon. To apply the brakes to the wheels the lever I is pushed forward—this, through the medium of rods *r r′* and lever *l*, drawing back the transverse bar *t* with its blocks until the latter strike and bind against the rims of the wheels. To retain the lever I in its desired position it is adapted to one of the notches in the curved rack G.

Claim.

The combination of the body hinged at the rear to the frame, the elevating devices or their equivalents, and the brake secured to the frame so as to be operative when the body is raised, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

E. R. KATZ.

Witnesses:
WM. A. STEEL,
HARRY SMITH.