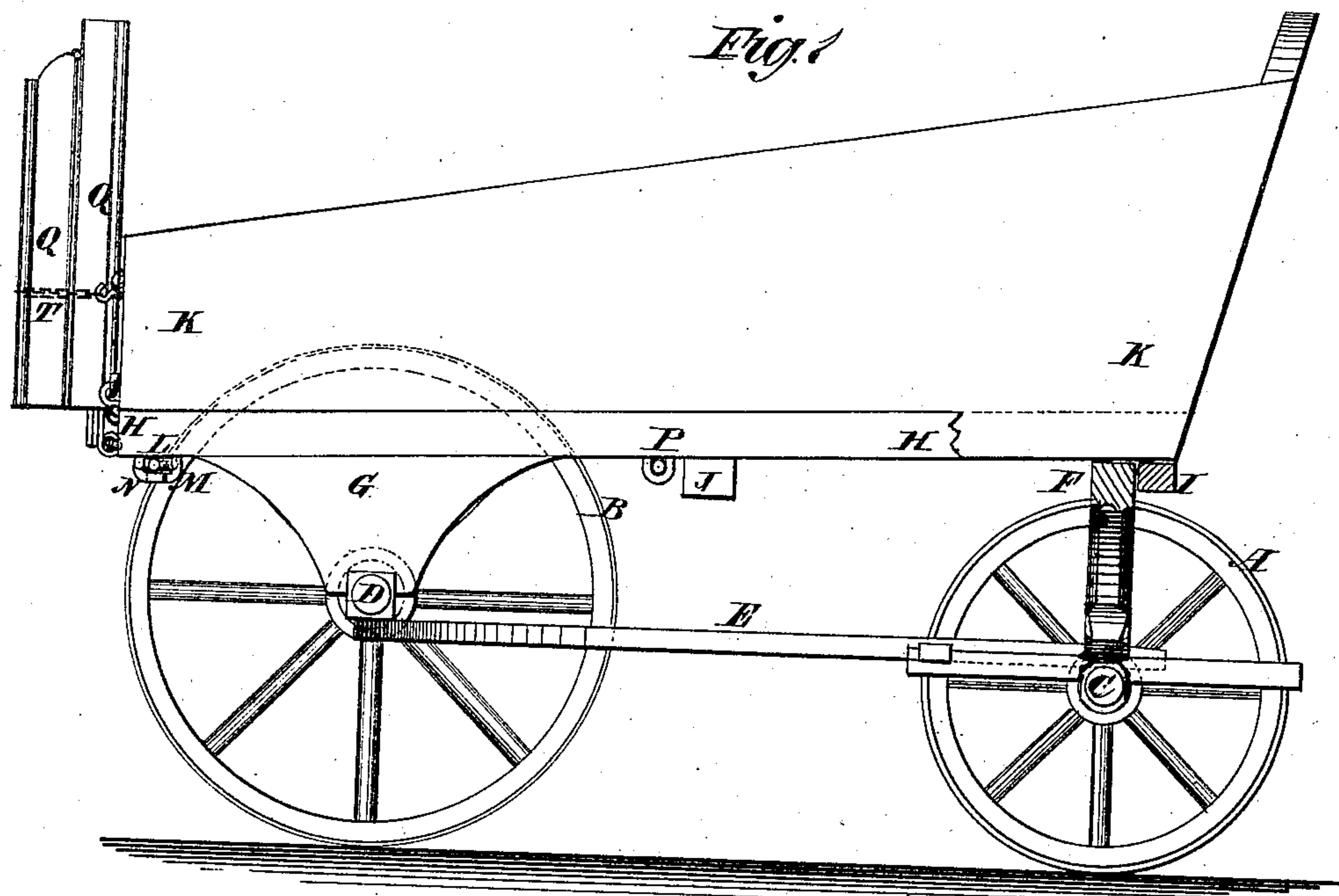


A. A. HOCH.
Dumping-Wagon.

2 Sheets--Sheet 1.

No. 169,171.

Patented Oct. 26, 1875.



WITNESSES:

Francis McArdle.
A. J. Terry

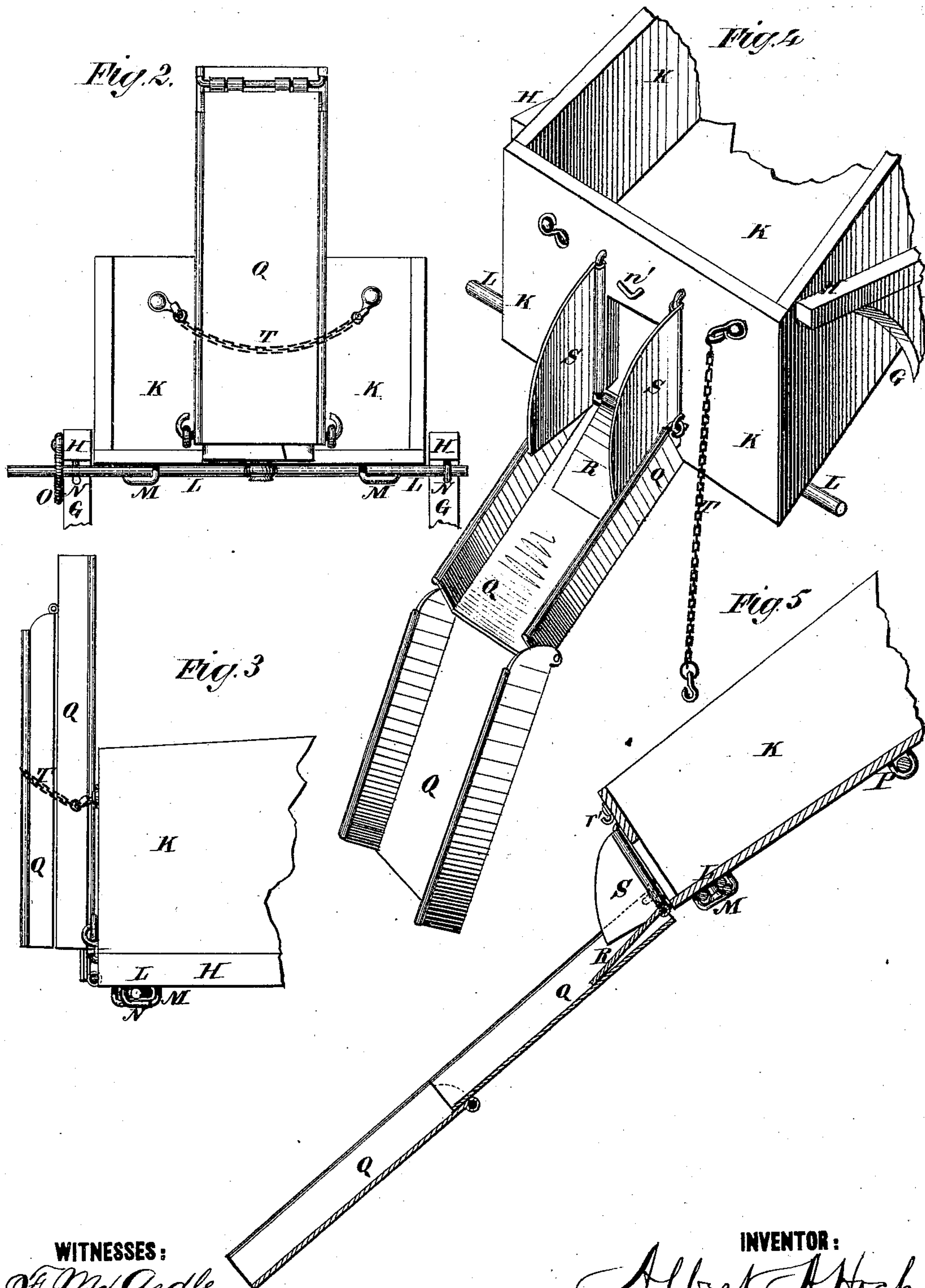
INVENTOR:

Albert A. Hoch.
BY *mm*
ATTORNEYS.

A. A. HOCH.
Dumping-Wagon.

No. 169,171.

Patented Oct. 26, 1875.



WITNESSES:

W. M. Angle.
A. F. Terry

INVENTOR:

Albert A. Hoch

BY

Miner
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ALBERT A. HOCH, OF READING, PENNSYLVANIA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **169,171**, dated October 26, 1875; application filed May 22, 1875.

To all whom it may concern:

Be it known that I, ALBERT A. HOCH, of Reading, in the county of Berks and State of Pennsylvania, have invented a new and useful Improvement in Dumping-Wagon and Chute, of which the following is a specification:

Figure 1, Sheet 1, is a side view of my improved wagon and chute, part being broken away to show the construction. Fig. 2, Sheet 2, is a rear-end view of the same. Fig. 3, Sheet 2, is a side view of the rear end of the same. Fig. 4, Sheet 2, is a perspective view of the rear end of the same, the chute being shown as lowered. Fig. 5, Sheet 2, is a vertical longitudinal section of the same.

Similar letters of reference indicate corresponding parts.

The invention relates to an improvement in the class of dumping-wagons which are provided with chutes or troughs to facilitate discharge of their contents.

The improvements relate to a hinged door and hinged side guards, arranged and connected with the hinged chute and the wagon-body in the manner hereinafter described.

A B represent the wheels; C D, the axles; E, the reach, and F the forward bolster. To the ends of the bolster F, and to the blocks G, is attached a frame consisting of two side bars, H, a front cross-bar, I, and a central cross-bar, J, on which the wagon-body K is supported. The rear end of the box K is supported by the rod or bar L, which is pivoted at its center to the bottom of the box K, works in keepers M, attached to the bottom of the box K, and enters hooks or open keepers N, attached to the under side of the ends of the side bars H. The points of the hooks N project in opposite directions, so that the rods or bar L may enter said hooks when swung in one direction, and may pass out of said hooks when swung in the other direction. The bar L is locked in place in the hooks N by a hook, O, pivoted to the side bar H, and which hooks over the projecting end of the said bar L. When the bar L is swung out of the hooks N the rear end of the box K may be lowered until its bottom rests upon the rear axle D, which gives it such an inclination that the load will slide out freely. The box

K is kept from getting out of place while being tilted or dumped by a rod, P, attached to said box, and the ends of which work in bearings attached to the under side of the side bars of the frame H I J. In the rear end-board of the box K is formed a hole, through which the load is discharged, and the rear corners of the box K may be filled up, so that all the load may slide out through said discharge-hole. Q is the chute, which is made with side flanges of such a height as to keep the load from falling off the side edges of said chute. The chute Q is made in sections, hinged to each other at their adjacent ends in such a way that the lower end of each upper section may overlap the upper end of the next lower section. The upper end of the upper section is hinged to the end-board of the box K in such a way that the said end may rest against the lower edge of said end-board, to support the upper length or section of the chute at the desired inclination, leaving the lower section or sections free to be adjusted according to the position of the receiver. The discharge-opening in the rear end-board of the box K is closed by a door or flap, R, which is hinged at its lower edge to the said end-board at the bottom of the said discharge-opening, so that when turned down it will lie upon the bottom of the chute Q, and serve as an apron for the load to slide down in passing from the discharge-opening to the chute, and to prevent pieces of coal, dirt, &c., from getting between the end of the chute and the end-board of the box. The door R is secured, when turned up to close the discharge-opening, by a pivoted button or hook, r', attached to the end-board of the box K. S are guards hinged to the rear end-board of the box K, at the sides of the discharge-opening, so that they may be swung outward to rest against the side flanges of the upper section of the chute Q, to prevent any of the coal from being crowded over the side flanges of the upper section of the chute Q, as the said coal escapes through the discharge-opening of the box K. When the chute Q is not in use for dumping the load the door R is raised and secured, the guards or wings S are folded against it, and the chute Q is folded together and turned up against the end-board of the

box K, and secured in place by a chain, T, passed around it, and the ends of which are secured to the end-board of the box K by hooks or eyes attached to said end-board.

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

In combination with the dumping wagon-

body, having a discharge-opening in its rear end-board, and the sectional chute Q, hinged as specified, the flap R and laterally-swinging guards S, all as shown and described.

ALBERT A. HOCH.

Witnesses:

DAVID J. GOODMAN,
MILTON J. TREXLER.