

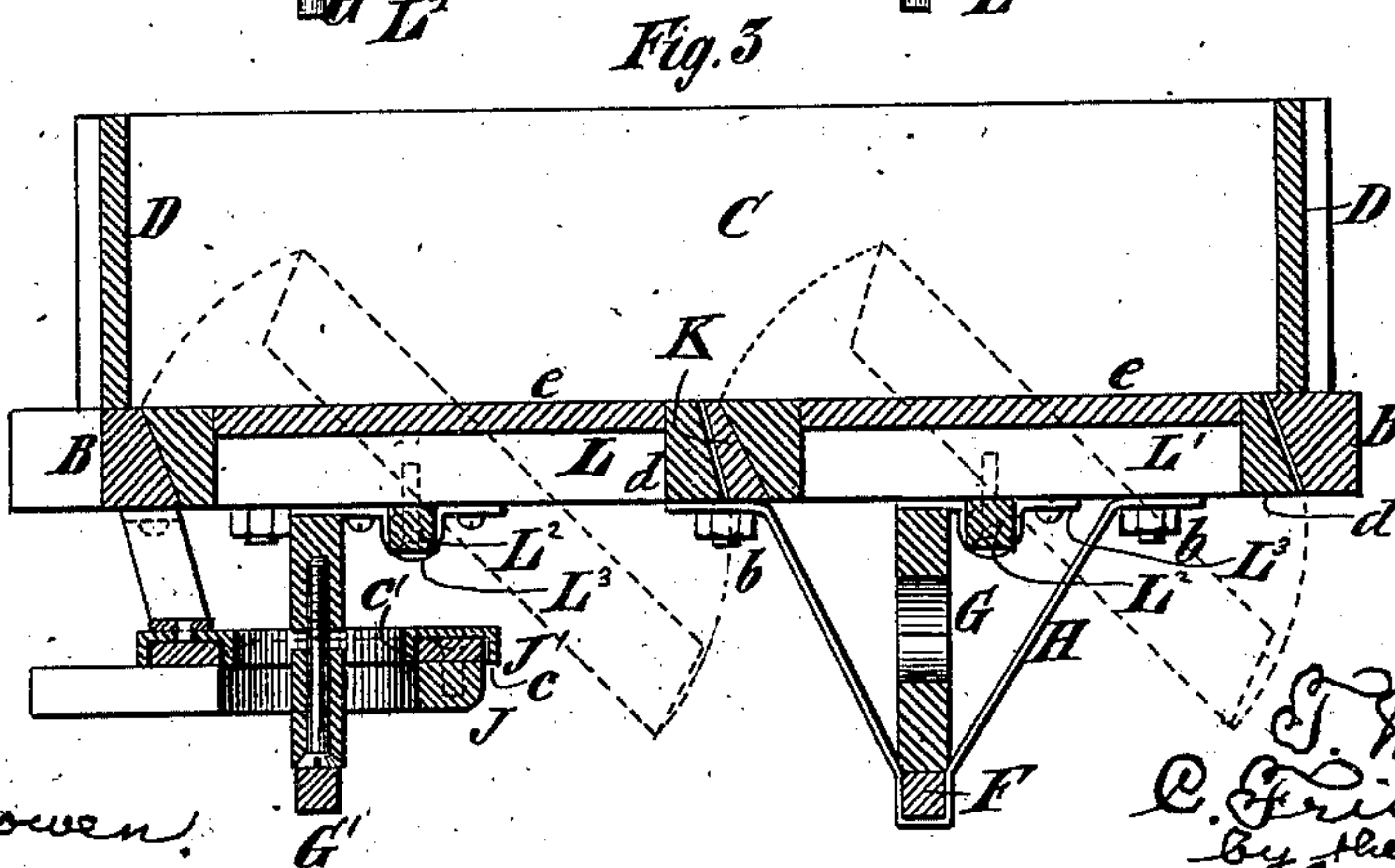
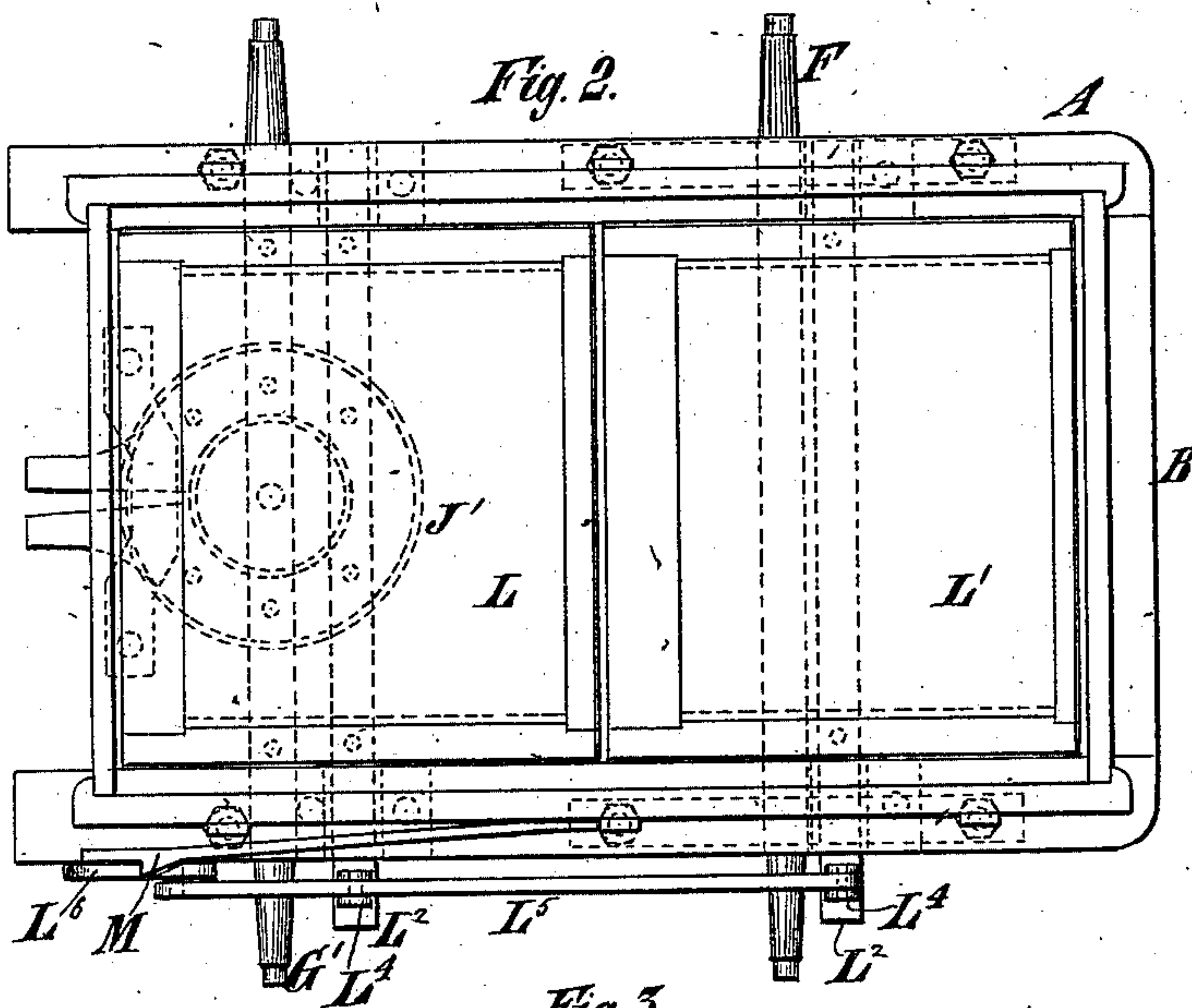
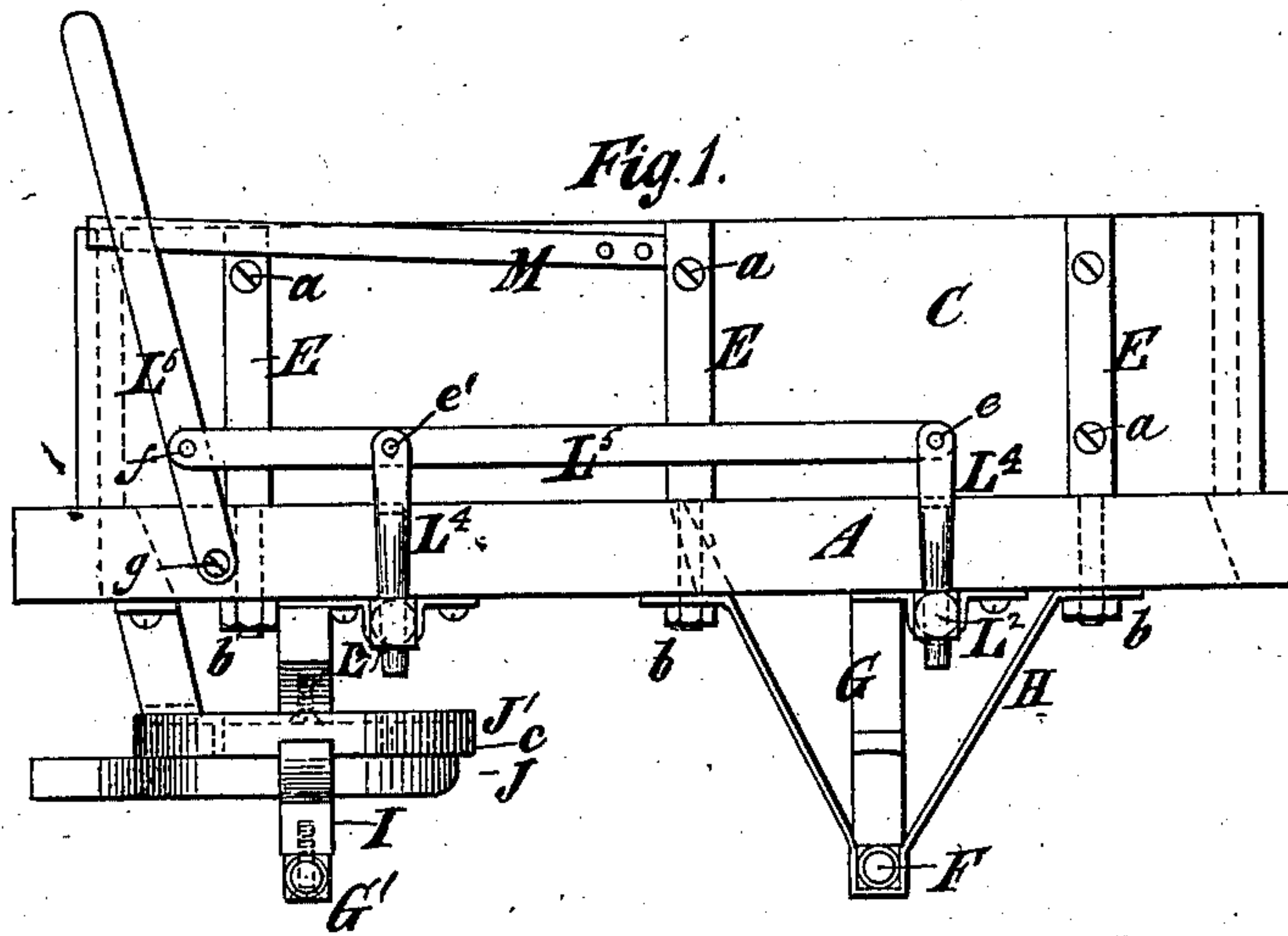
(No Model.)

T. W. BOYCE & C. FRISCHE.

DUMPING WAGON.

No. 296,917.

Patented Apr. 15, 1884.



Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS W. BOYCE AND CHRISTIAN FRISCHE, OF BROOKLYN, N. Y.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 296,917, dated April 15, 1884.

Application filed November 28, 1883. (No model.)

To all whom it may concern:

Be it known that we, THOMAS W. BOYCE and CHRISTIAN FRISCHE, of Brooklyn, in Kings county and the State of New York, have invented a certain new and useful Improvement in Wagons and Trucks, of which the following is a specification.

The object of our improvement is to produce a wagon or truck for carrying stone, bricks, gravel, dirt, and like substances and articles, which shall afford great facility for restoring the bottom to its normal position after unloading, and maintaining it there.

We will describe in detail a wagon embodying our improvement, and then point out the improvement in the claim.

In the accompanying drawings, Figure 1 is a side elevation of a wagon or truck embodying our improvement, the wheels being omitted. Fig. 2 is a plan of the same, and Fig. 3 is a longitudinal section thereof.

Similar letters of reference designate corresponding parts in all the figures.

The body of the wagon or truck has a strong frame at the base composed of sills A and end pieces, B, made preferably of stout timber. The sides C and ends D of the body are preferably made of wood, and have secured to them by screws or bolts a strong iron rods E, which at the lower ends are rounded and screw-threaded, pass through the frame A B, and have nuts b applied to them below said frame. These rods not only strengthen the sides and ends of the body, so that they will resist strains to which they may be subjected, but also render them so strong that they act as trusses to strengthen the frame A B.

F designates the rear axle. It may be secured to bolsters G, extending across the body of the vehicle in any approved manner. As shown, it is secured to the sills A by iron braces H.

The front axle, G', has affixed to it a bolster, I, on which is mounted the lower section, J, of a fifth-wheel, J J'. The upper section, J', of this fifth-wheel is secured to a bolster, which is affixed to the body of the vehicle near the front end. The upper section, J', of the fifth-wheel is made in the form of an annular gutter; or, in other words, has circular flanges c c', that extend downwardly around

the inner and outer circumferences of the lower section, J, of the fifth-wheel. Therefore any substance or article falling on the fifth-wheel will be prevented from entering between the sections thereof so as to interfere with their operation.

Besides the sills A and end pieces, B, of the frame of the vehicle-body, there is a cross-piece, K. Between the sills A, the end pieces, B, and the cross-piece K are two rectangular openings, with which are combined two bottom sections, L L'. These bottom sections severally consist of stout frames d, which may be made of wood, and flooring e, that may be made of wooden boarding. These bottom sections are mounted on rock-shafts L², that may be made of metal or wood, and are journaled in bearings L³, preferably made of iron, attached to the sills A. The shaft L² of the section L is thus journaled to the sills A a short distance in rear of the front axle, and the shaft L² of the section L' a short distance in rear of the hind axle. Both sections have their front and rear edges chamfered off or inclined, so that they may be rocked or swung in such direction that they will descend at the rear edges, and ascend at their front edges through the openings in which they fit when horizontal or approximately so. When thus swung or rocked, the contents of the vehicle-body will be dumped through the said openings just in rear of the axles. Thus the whole load may be dumped very quickly, even though it consists of large pieces of stone. The dumping of the load back of the axle is advantageous not only because it will clear the axles, but also because it will be less liable to strike the animals harnessed to the vehicle than if dumped otherwise. If desirable, the portions of the sections L L' in rear of the shafts L² may have more top surface than the portions in front of the shafts, so as to facilitate rocking or swinging them in the direction to which we have just referred. This will render the operation of dumping a load easier than it would be otherwise. The shafts L², near one end, have arms L⁴ rigidly affixed to them, and these arms are connected by pins e' to a rod, L⁵. The rod L⁵, at the forward end, is connected by a pin, f, to a lever, L⁶, fulcrumed by a pin, g, to one of the sills A. The upper part of the lever may be se-

cured when moved forward to its fullest extent
by a notched resilient catch-bar, M, which is
rigidly affixed near one end to the wagon-body,
in order that it shall retain the sections L L'
5 in the proper positions to support a load.
When the load is to be dumped, the lever is
disengaged from the catch-bar and manipulated
so as to rock the sections in the manner
before explained. The dumping of a load can
10 be performed very quickly with this vehicle.

What we claim as our invention, and desire
to secure by Letters Patent, is—

The combination of the parts L L', journals

L², supported in bearings on the frame, the
rod L³, pivotally connected by pins *ee'* to arms 15
L⁴, the lever L⁶, adapted to be swung forward
and backward to impart a rocking motion to
the parts L L', and the resilient bar M, rigid-
ly affixed near one end to the side of a wagon-
body for locking the lever L⁶, so as to secure 20
the parts L L' in position to support a load.

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Witnesses:

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