

(No Model.)

R. A. McCAULEY.

DUMPING WAGON.

No. 341,592.

Patented May 11, 1886.

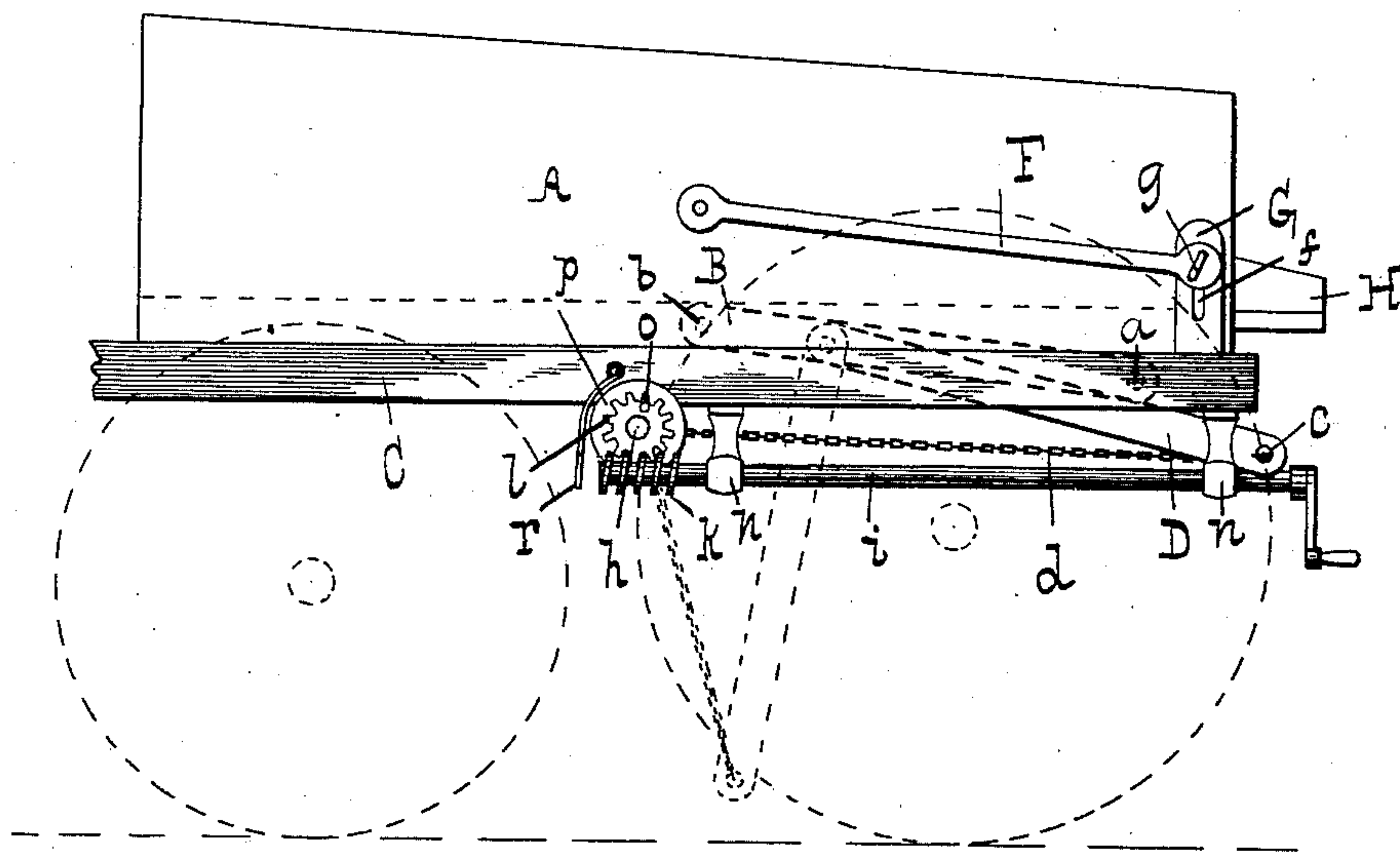


Fig. 1.

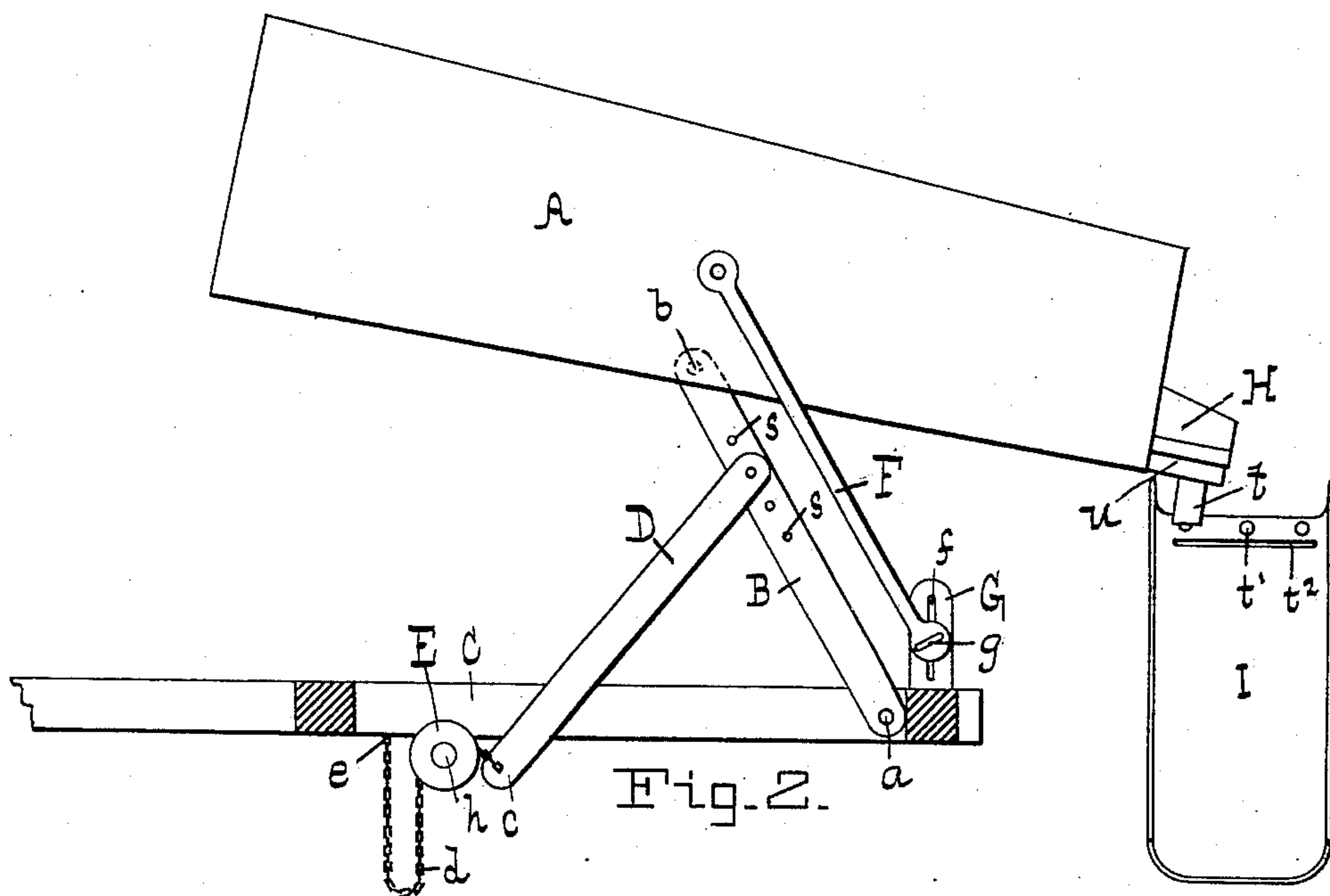


Fig. 2.

Witnesses:

G. T. Boyden.
Wm Ringle

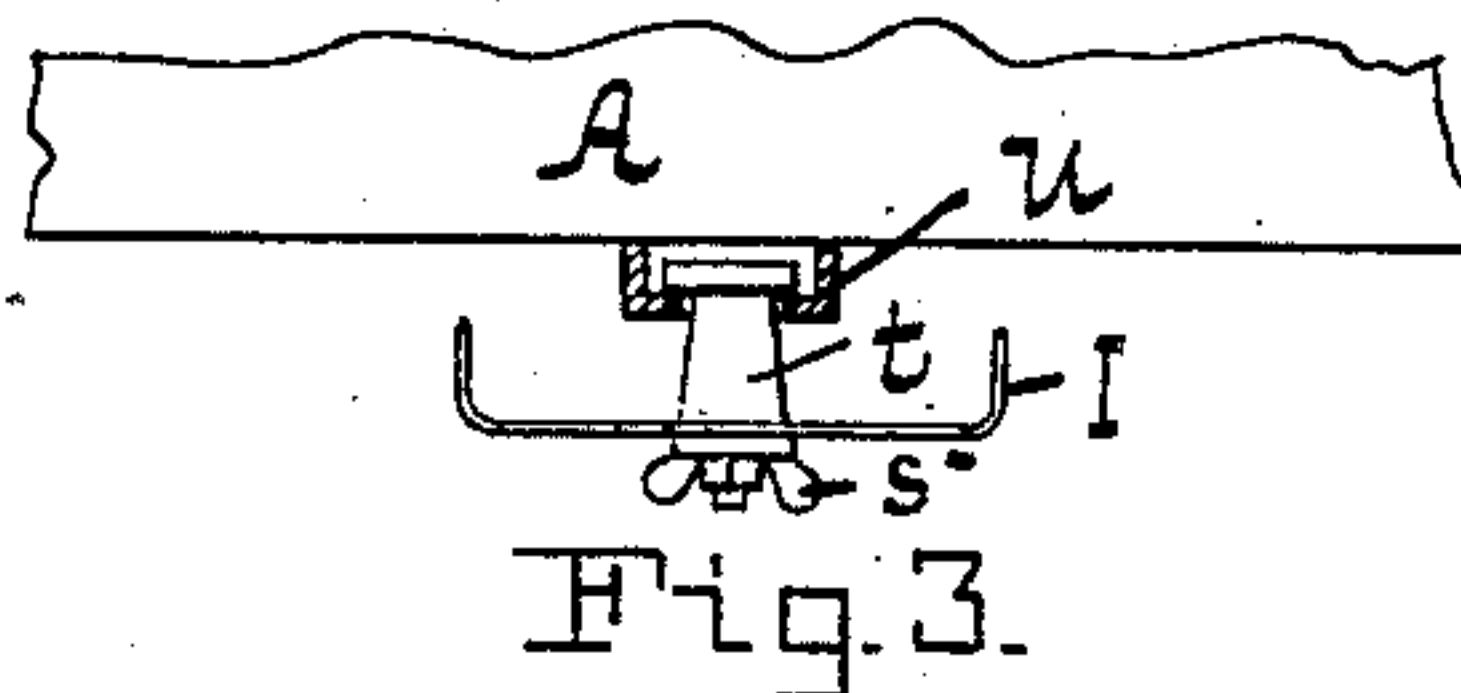


Fig. 3.

Inventor:

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UNITED STATES PATENT OFFICE.

REUBEN A. McCAULEY, OF BALTIMORE, MARYLAND.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 341,592, dated May 11, 1886.

Application filed November 18, 1885. Serial No. 183,179. (No model.)

To all whom it may concern:

Be it known that I, REUBEN A. McCAULEY, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Dumping Wagons and Carts, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in dumping wagons and carts for coal, &c., the object being to keep the body, when not elevated, as low as possible, and when elevated high enough to give sufficient incline to the chute to insure the flow of the coal across wide pavements, and also a special arrangement of the chute by which the course of the coal is directed at an angle to that as it passes from the body, as illustrated in the accompanying drawings, in which—

Figure 1 is a side view with the body lowered. Fig. 2 is a side view with the body elevated, with the frame in section; and Fig. 3 is a rear detail view showing the chute attachment.

Similar letters refer to similar parts throughout the several views.

The letter A designates the body, which is constructed in the usual manner, and which I attach to the frame C by the standards B, one on each side of the body, with one end thereof pivoted to the frame C at *a*, and the other end pivoted to the body at *b*, by which the frame and body are securely held together, and at the same time permitting the body to be elevated.

To the standards B are pivoted, between the pivoted ends of the same, the swinging bars D, the pivoted ends of which may be varied by shifting the same to either of the holes *s*, which, when attached at the lower ones, elevates the body higher by a less movement of the bars D, the free end *c* of which is attached to the chains *d*, the latter winding over the socket-wheels E and attached to the frame at *e*. The rod F, which regulates the incline of the body when it is elevated, has one end pivoted to the body, with the other end secured to the slotted standard G by the thumb-screw *g*, which is arranged by suitable construction to grip and hold at any desired point in the slot *f* that end of the bar, thereby regulating the in-

cline of the body as desired, as the lower the bar is secured to the standard the greater the incline of the body, and vice versa.

The socket-wheels E are constructed in the usual manner, with indentations in their faces corresponding to the configuration of the chains *d*, by which the latter is held thereto and wound up, the said wheels being secured to the shaft *h*, which extends across the frame, to which it is secured by suitable bearings and operated from the shaft *i* by means of the intermediate screw, *k*, and wheel *l*, the shaft *i* being operated by the crank *m* and supported on the bearings *n*, secured to the frame C. The wheel *l* turns loosely on the shaft *h*; but when elevating the body it is secured to the shaft by means of the pin *o* and the brake-wheel *p*, the latter being rigidly secured to the shaft *h* and the pin projecting through the two wheels, thereby transmitting motion from one shaft to the other; but when the coal has been removed and the body is to be lowered the brake-band *r* is pressed against the brake-wheel *p* and the pin *o* withdrawn, which disconnects the two wheels and permits the body to be quickly lowered; otherwise it would take considerable time to do so with the screw in gear. The brake-band regulates the speed at which the body descends, according to how it is applied.

From the rear side of the body A projects the outlet-chute H, by which the coal is delivered on the main chute I, which is secured to the sliding bolt *t*, either by passing through the holes *t'* or through the slot *t''*, and held to its place by the thumb-nut *s'*, which is threaded on the bolt *t*. By the use of the same, in connection with either the said holes or slot, the chute I may be used either parallel with the body A or at an angle thereto, as when used in the former position the bolt is placed in the center hole or in the center of the slot, and in the latter position it is placed in either of the side holes or at the end of the said slot, thus delivering the coal at any point, irrespective of the body's position. The upper end of the bolt *t* is provided with side projections, which support the same on the guides *u*, which extend from the rear to the front of the body, thereby permitting the bolt and chute to be slid under the body when not in use.

As shown, the swinging bars D are folded in the position when the body A is arranged on two wheels; but when it is arranged on four, the said bars can only be folded back until they come in contact with the rear axle, at which place they are secured, thus keeping them sufficiently up.

By the arrangements herein set forth the body is elevated by the direct action on the chains, which dispenses with rollers and roller-guides for the said rollers to move on, which simplifies the device, at the same time permitting the body to be elevated to any desired height.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of the body A, the frame C, the standard B, pivoted to the frame and body, raising mechanism, and the swinging bar D, arranged to be swung in position in relation to the raising mechanism, whereby the power is directly exerted on the said bar from the chain, and to be folded up out of the way when the body is in its normal position.

2. The combination of the body A, the frame C, the standard B, and the bars D, arranged to be folded up when the body is in its normal position, and when the said body is to be raised lowered to directly raise the body from the movement of the chains.

3. The combination of the body A, the frame C, the standards B, the swinging bars D, arranged to shift the pivoting-point on the said standards, and elevating mechanism attached to the free end of the bars D.

4. The combination of the body A, the chute I, provided with the holes t' or the slot t^2 , the bolt t , and the guideway u , as herein set forth.

5. The combination of the body A, intermediate elevating mechanism between the body and the shaft h , the shaft h , the wheel l , the screw k , and the shaft i , as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

REUBEN A. McCAULEY.

Witnesses:

G. A. BOYDEN,

JNO. T. MADDOX.