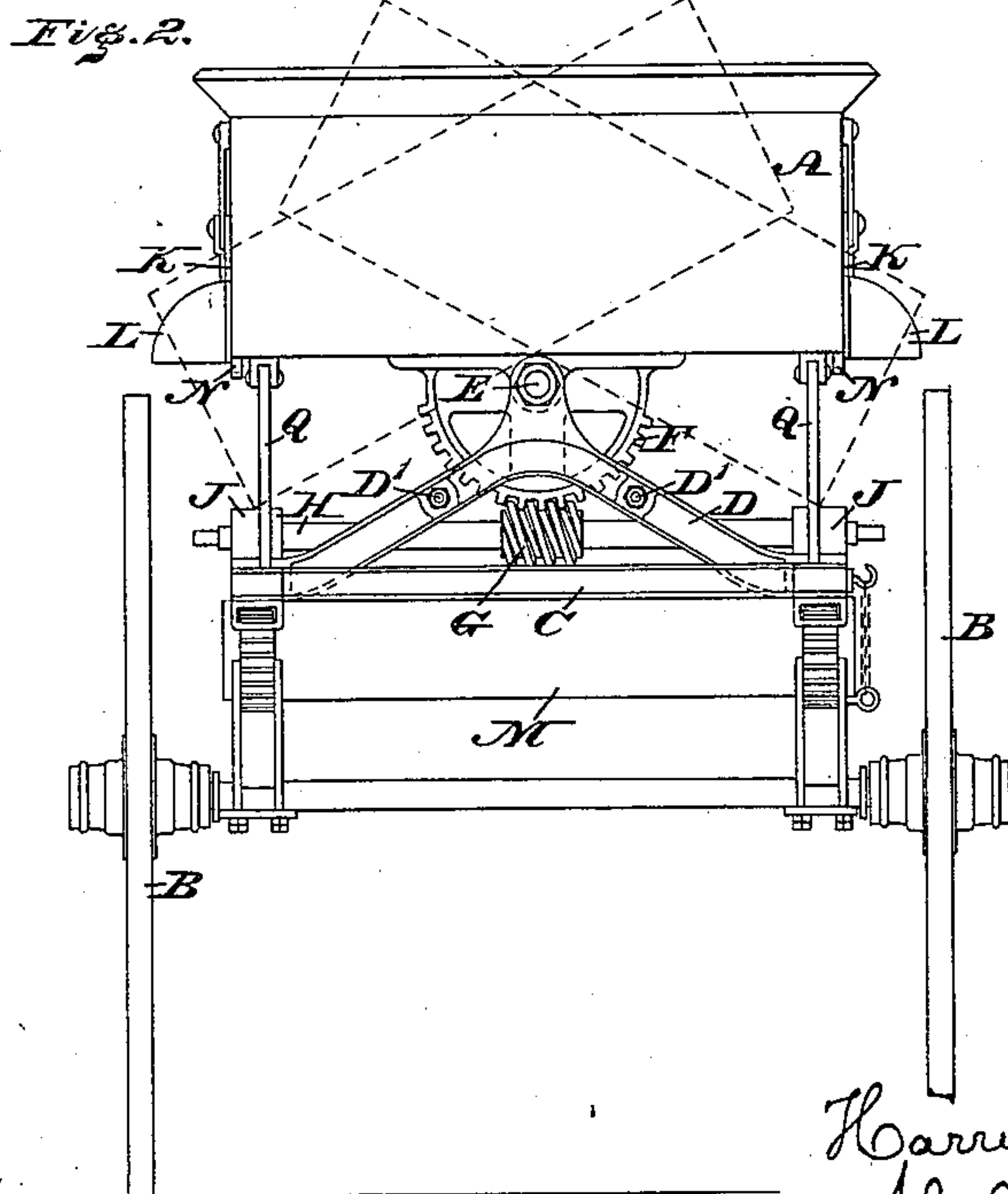
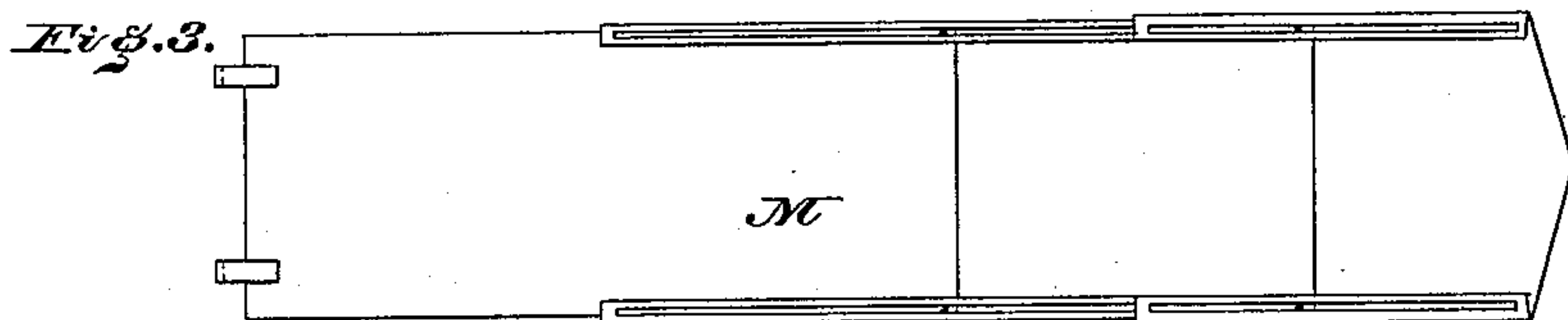
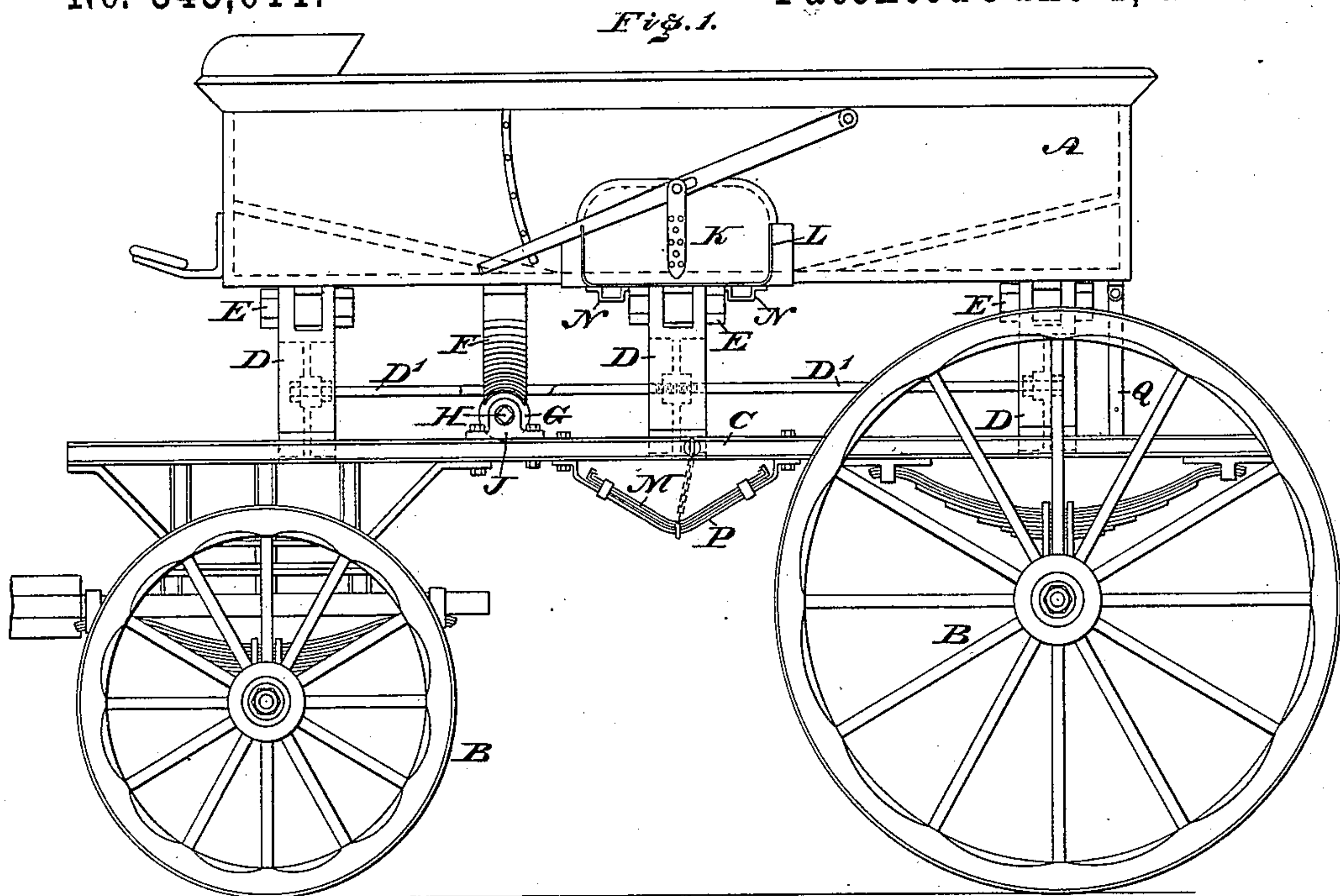


(No Model.)

H. C. CONKLE.
DUMPING WAGON.

No. 343,011.

Patented June 1, 1886.



WITNESSES:

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HARRY C. CONKLE, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 343,011, dated June 1, 1886.

Application filed March 4, 1886. Serial No. 193,959. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. CONKLE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Dumping-Wagons, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a side elevation of a dumping-wagon embodying my invention. Fig. 2 represents a rear end view thereof. Fig. 3 represents a top or plan view of a chute employed.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of improvements in the class of wagons adapted to be inclined laterally, thus avoiding the necessity of backing the same to sidewalks, &c., for dumping purposes, as will be hereinafter fully set forth.

Referring to the drawings, A represents the body of a wagon more especially designed for hauling coal, and B the running-gear thereof.

Rising from the top or sill pieces C of the body, and firmly bolted, clipped, or otherwise secured thereto, are transversely-arranged bridge-irons or supports D, to the crowns of which the body A is bolted, the connecting-bolts E extending in the longitudinal direction of the body and forming pivots, whereby the body may be turned laterally or sidewise, as shown by the dotted lines, Fig. 2.

Depending from and firmly secured to the floor or under side of the body A is a segment of a worm-wheel, F, and meshing with the latter is a worm, G, whose shaft H extends transversely, and is mounted in brackets or bearings J, secured to the top of the running-gear, it being noticed that either end of said shaft H is accessible from the respective sides of the wagon, the ends being squared for the application of a suitable crank-handle.

D' represents brace-rods, which extend longitudinally from one bridge-iron to the other, and are firmly secured to the same by means of nuts, whereby said irons are stiffened and strengthened, and well enabled to withstand the weight superimposed thereon.

In the opposite sides of the body A are openings which are closed by doors K, and to said

sides at places coinciding with the bottoms of the opening are spouts L, for directing the coal or other load to the chute M, employed for passing the same to the place of deposit in the cellar or elsewhere.

On the under side of the body, beneath the spouts L, are eyes or staples N for engagement of the hooks of the chute.

Depending from the sill pieces or top of the running-gear, and secured thereto, is a holder, P, for the chute, the same being of trough-form and extending transversely. The floor of the body is inclined from the opposite ends to the center, so as to direct the load to the center, and consequently to the side opening, when the body is tilted.

It will be seen that when the coal is to be dumped the shaft H is rotated, whereby, owing to the action of the gearing F G, the body turns on the bridge-irons, and is thereby inclined to the right or left, as the case may be. The chute is then withdrawn from its holder or support P and attached to the eyes N, and the proper door opened, whereby the coal or load quickly leaves the body, and is directed by the chute to the required place, it being seen that backing of the wagon to the curb, sidewalk, &c., is avoided. The chute is afterward disconnected from the body and returned to its holder or support, and the shaft H again rotated, so that the body is restored to its normal position.

The chute is formed in sections with side flanges fitted to each other telescopically, so that the chute may be readily extended or folded, as desired, the flanges having longitudinally-extending slots to receive pins on the contiguous section, whereby the sections are connected and limited in their extension.

Props Q are hinged to the body and depend therefrom in such manner as to rest against the sills of the car-truck when the body is in horizontal position, thus sustaining said body and relieving the body of strain, said props however being moved from the sills when the body is to be inclined.

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

1. A dumping-wagon having transverse bridge-irons secured to the side sills, and pro-

vided with a body having a depending segmental rack, said body pivotally attached to the angles of said bridge-irons, and a shaft with a worm meshing with said rack, the said
5 shaft being provided with angular ends, whereby the same may be operated from either side of the wagon, substantially as described.

2. In a dumping-wagon, the body A, with segmental worm-wheel F, in combination with
10 transverse shaft H, having worm G thereon, said shaft being journaled in said bearings J and having squared or angular ends, substantially as and for the purpose set forth.

3. A dumping-wagon composed of the body
15 A, having doors K and spouts L on both sides thereof, and provided with the depending segmental worm-wheel F, secured thereto, the sills C, bridge-irons D, pivotal connecting-bolts E, the braces D', connecting said bridge-irons, and

the shaft H, having worm G, meshing with the
worm-wheel F, all of said parts being arranged, combined, and operating substantially as described.

4. In a dumping-wagon, the body A, with segmental worm-wheel F, in combination with
25 bridge-irons D, and braces D', the bolts E, the transverse shaft H, with worm G, journaled in bearings J, and pivoted props Q, all substantially as described.

5. In a dumping-wagon, the combination
30 of the body A, sills C, with lugs or staples N, chute M, with hooks, and holder P, all substantially as and for the purpose set forth.

HARRY C. CONKLE.

Witnesses:

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