

(No Model.)

2 Sheets—Sheet 1.

W. E. HEWLETT.

DUMPING WAGON.

No. 387,415.

Patented Aug. 7, 1888.

Fig. 1.

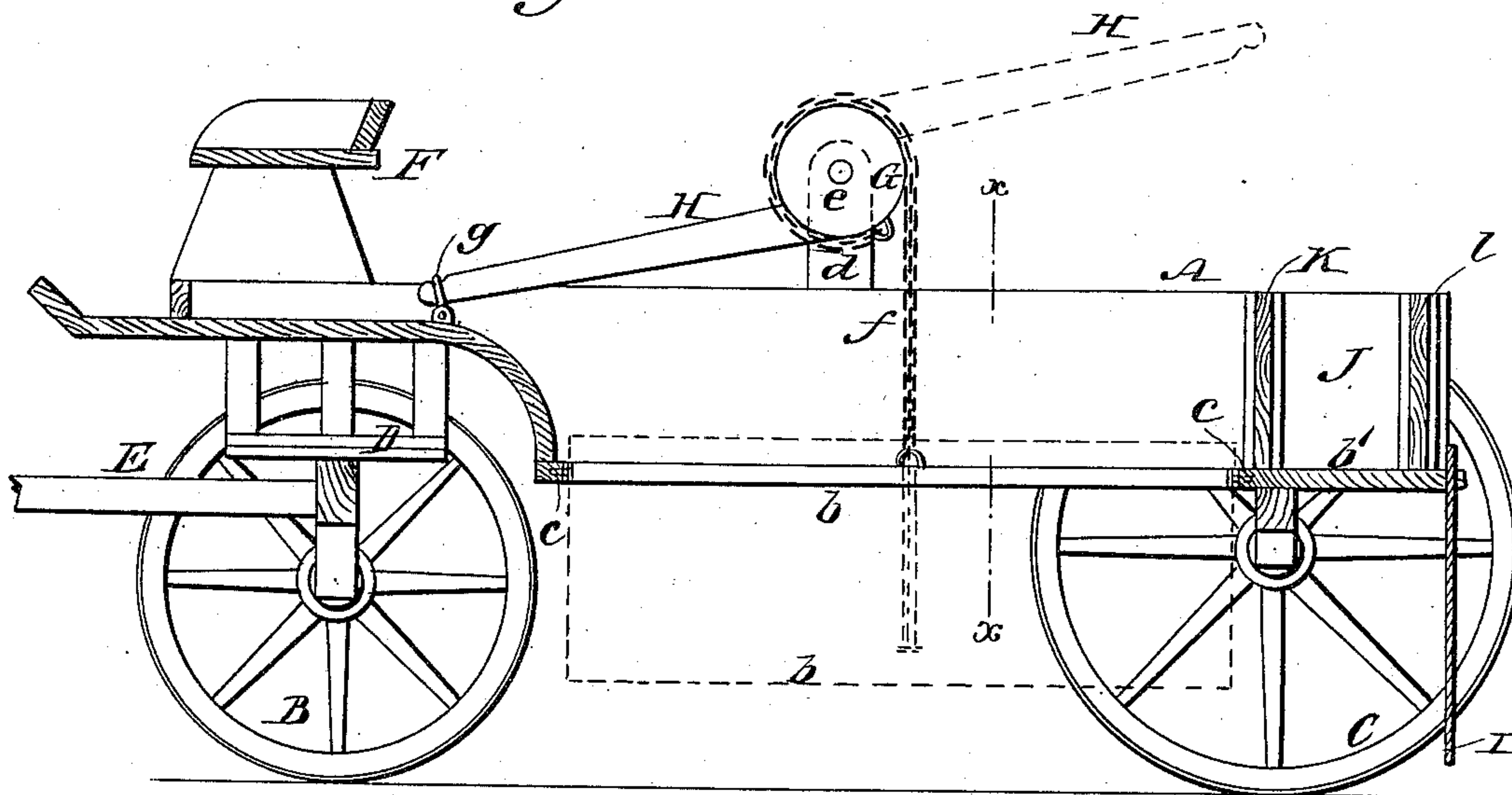


Fig. 2.

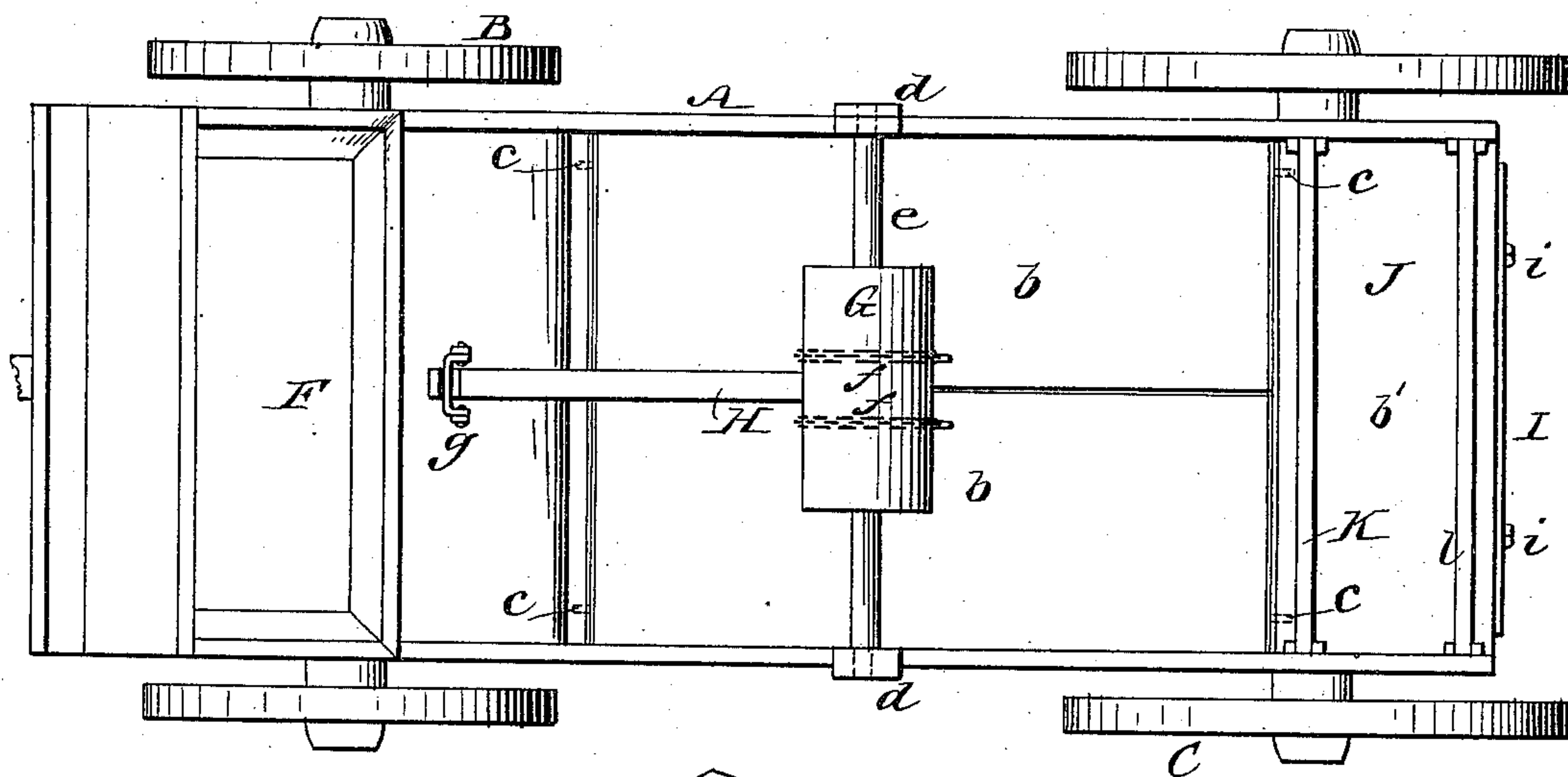
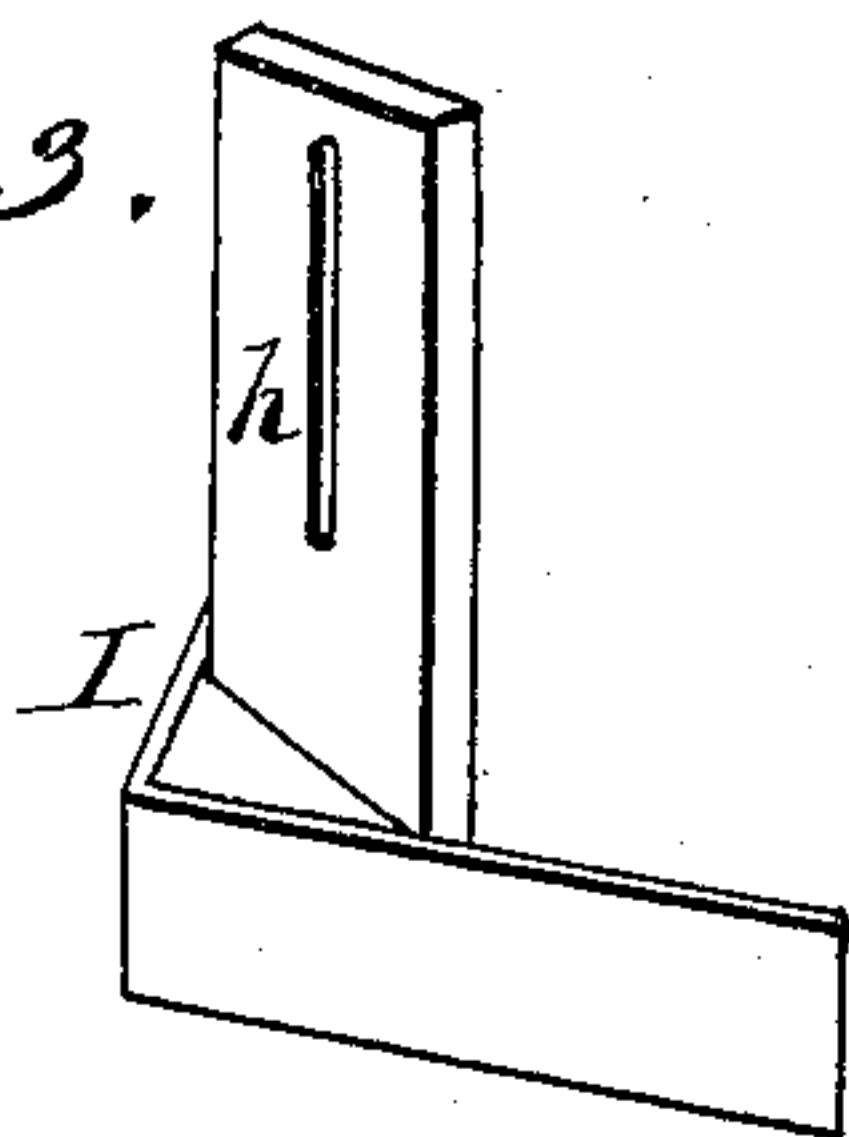


Fig. 3.



WITNESSES:

John H. Deemer

C. Sedgwick.

INVENTOR:

W. E. Hewlett

BY

Munn & Co.

ATTORNEYS.

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Fig. 4.

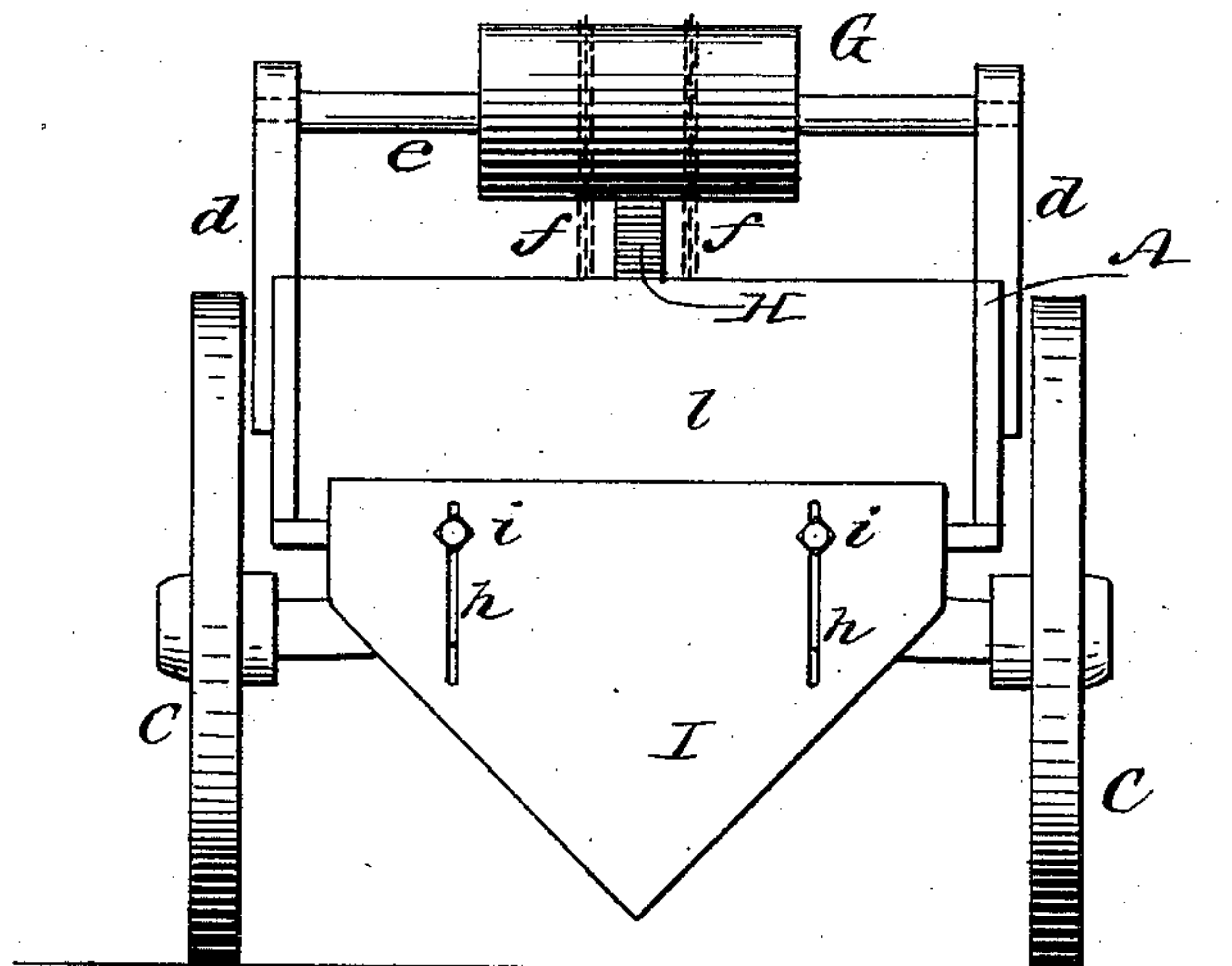
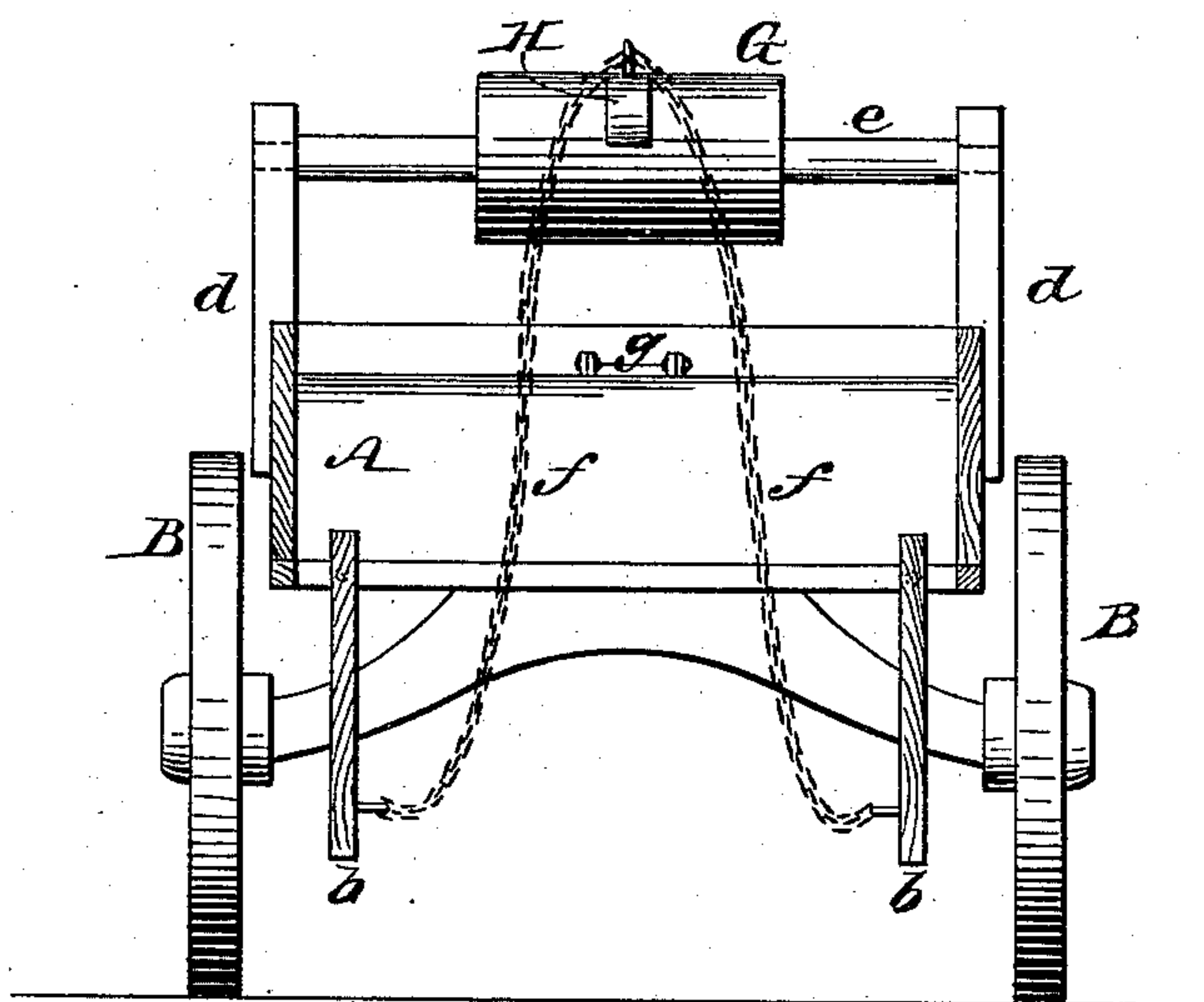


Fig. 5.



WITNESSES:

John H. Deemer
C. Sedgwick

INVENTOR:

W. E. Hewlett

BY

Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM E. HEWLETT, OF MERRICK, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 387,415, dated August 7, 1888.

Application filed April 16, 1888. Serial No. 270,758. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. HEWLETT, of Merrick, in the county of Queens and State of New York, have invented a new and useful
5 Improvement in Dumping-Wagons, of which the following is a full, clear, and exact description.

This invention relates to self-dumping wagons, applicable to various dumping purposes
10 or uses, but more especially designed for repairing country and other roads, and which are provided with hinged centrally and longitudinally dumping bottom sections; and the invention consists in the combination, with such
15 a dumping-wagon, of an adjustable scraper or leveler in rear of the body of the wagon; also, in a combination therewith, of an independent bottom section and a removable cross-board arranged in advance of the tail-board and at a
20 suitable distance from it, back of the main dumping bottom sections, substantially as hereinafter described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification,
25 in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a vertical longitudinal section of a dumping-wagon embodying my invention, also showing by dotted lines the
30 position of certain parts when dumping a load. Fig. 2 is a plan view of the same, and Fig. 3 is a view in perspective of a modified construction of the attached scraper or leveler. Fig. 4 is a rear view of the wagon; and Fig. 5 is a
35 vertical transverse section thereof upon the line *xx* in Fig. 1, and showing the parts in position for dumping.

A is the body of the wagon, mounted on front and rear wheels; B C, as is an ordinary road-
40 wagon, with a fifth-wheel, D, to facilitate turning.

E indicates the shaft or pole, (shown only in part,) and F the driver's seat, which may be a spring or rigid one, as desired.

45 The main portion of the body of the wagon between the front and rear wheels has its bottom divided centrally in a longitudinal direction, forming independent bottom sections *b b*, which are hinged or pivoted—as, for instance, by end pivots, *c c*, or otherwise—to the
50 body or other fixed portion of the body of the

wagon near its opposite sides, whereby said bottom sections may either be adjusted to form a closed bottom for the purpose of carrying the load or be dropped to a vertical position
55 when opened, as shown in Fig. 5 and by dotted lines in Fig. 1, to dump the load.

Mounted upon and above the body—as, for instance, by side uprights, *d d*—is a cross-shaft, *e*, carrying a drum or pulley, G, over which
60 flexible connections, such as ropes or chains *f*, are passed. The one end of these chains is attached to the opening and closing bottom sections *b b*, near their meeting longitudinal edges when closed, and the other end of such
65 flexible connection is attached to the drum G, which is provided with a lever, H, that may either be thrown downward in front and engaged with any suitable fastening, *g*, to close and hold the bottom sections *b b* closed, or,
70 when released by the driver from his seat, be allowed to swing over and back with the turning of the drum G, as shown by dotted lines in Fig. 1 and by full lines in Fig. 5, when the bottom sections *b b* are thrown down or open
75 to dump the load.

When the wagon is used for repairing roads by dumping earth thereon, the earth dumped through or between the bottom sections *b b* when down or open will, by reason of the curvi-
80 linear movement of said sections in opening, be deposited in a ridge-like heap, which afterward requires to be leveled or spread. To do this automatically and so save manual labor, I attach to the rear of the body of the wagon
85 a downwardly-projecting scraper or leveler, I, which may either be in the form of a flat plate or board of angular construction tapering downwardly on its opposite edges toward the center line of draft, as shown in Figs. 1, 2,
90 and 4, or be made of angular bow-pointed form pointing in a forward direction for any given height from its base, as shown in Fig. 3, or said scraper and leveler may be made of any other suitable form to spread and level the
95 dumped heap as the wagon is moved forward for the purpose; but said scraper or leveler should be made adjustable, as by one or more slots, *h*, and bolts *i*, or otherwise, up and down from the body of the wagon, to adapt it to va-
100 ried heaps, irregularities in the road, or to elevate it out of the way when not required for

use, or when using the wagon for other and ordinary carrying purposes.

To facilitate the use of the wagon for other than dumping purposes, as well as to provide
5 a separate receptacle in its rear for carrying shovels, picks, or other tools used in repairing roads, I construct the rear portion of the body extending over and back of the rear axle with a bottom section *b'* and fit the body at such
10 part with a sliding or removable cross-board, K, at a suitable distance in front of the tail-board *l* of the wagon, thereby forming a separate back receptacle, J. When, however, it is required to use the whole length of the body
15 of the wagon for carrying hay or farm-truck, for instance, then the cross-board K may be removed, giving increased uninterrupted capacity to the wagon for various carrying purposes, and when the cross-board K is inserted in
20 its place making the wagon a convenient dumping one with a separate receptacle in its rear and excluding earth from lodging in its rear portion back of the dumping bottom sections *b b*, as shown.

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

1. The combination, with the body of the dumping-wagon, its front and rear wheels, and hinged centrally and longitudinally dumping
30 bottom sections, of a scraper or leveler in rear of said body and adjustable up or down in relation thereto, substantially as and for the purpose specified.

2. In combination with the body A, having
35 a tail-board, *l*, front and rear wheels, B C, and hinged centrally and longitudinally dumping bottom sections *b b*, the independent bottom section *b'* and the removable cross-board K, arranged in advance of the tail-board and at
40 a suitable distance from it back of the bottom dumping sections *b b*, essentially as described.

WILLIAM E. HEWLETT.

Witnesses:

JOHN GOLDEN,
OTTO RIEDEL.