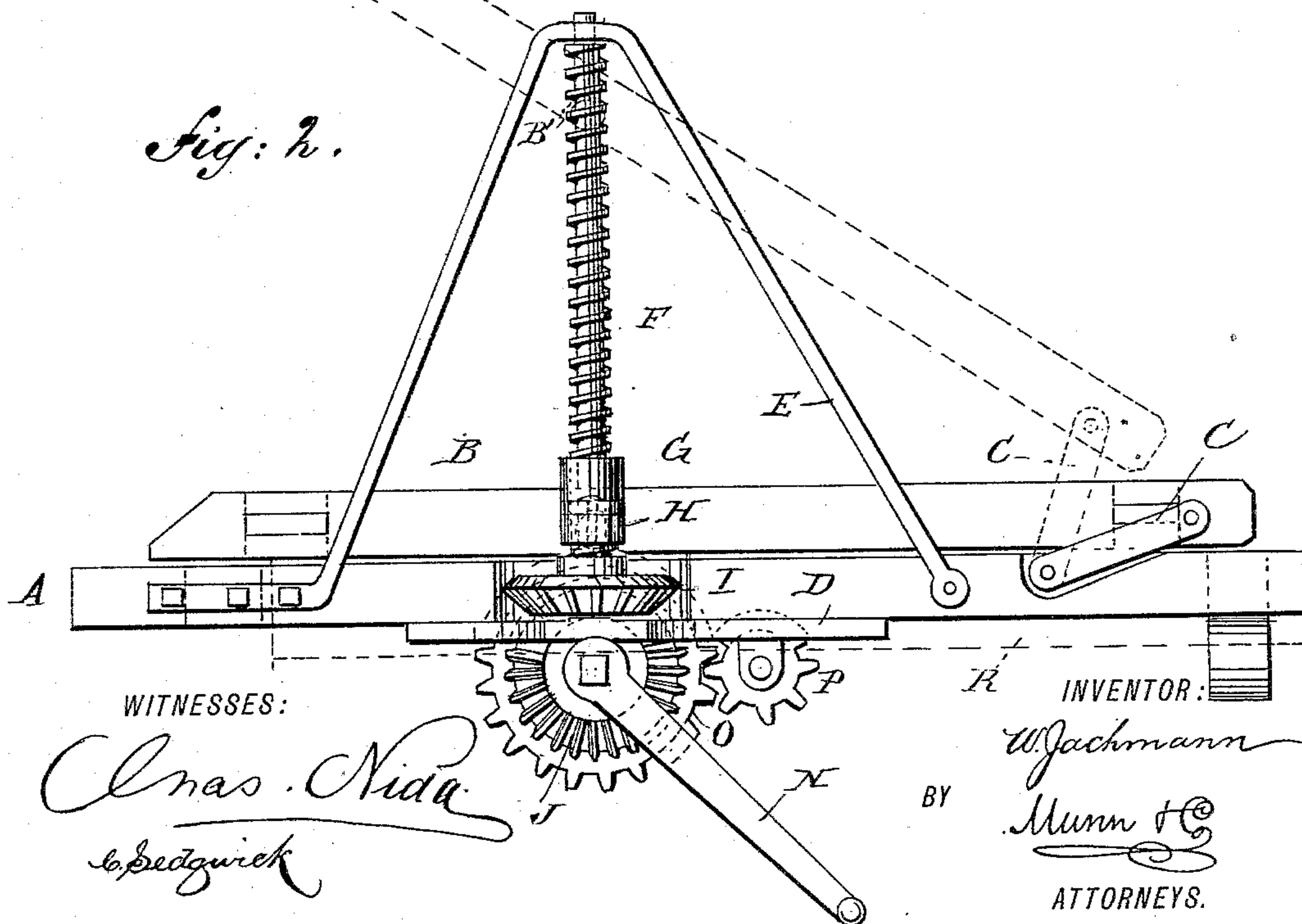


2 Sheets—Sheet 1.

No. 401,437.

Patented Apr. 16, 1889..



WITNESSES:

Chas. Nida  
C. Bedgwick

**INVENTOR:**

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BY

Munn & Co

ATTORNEYS.

(No Model.)

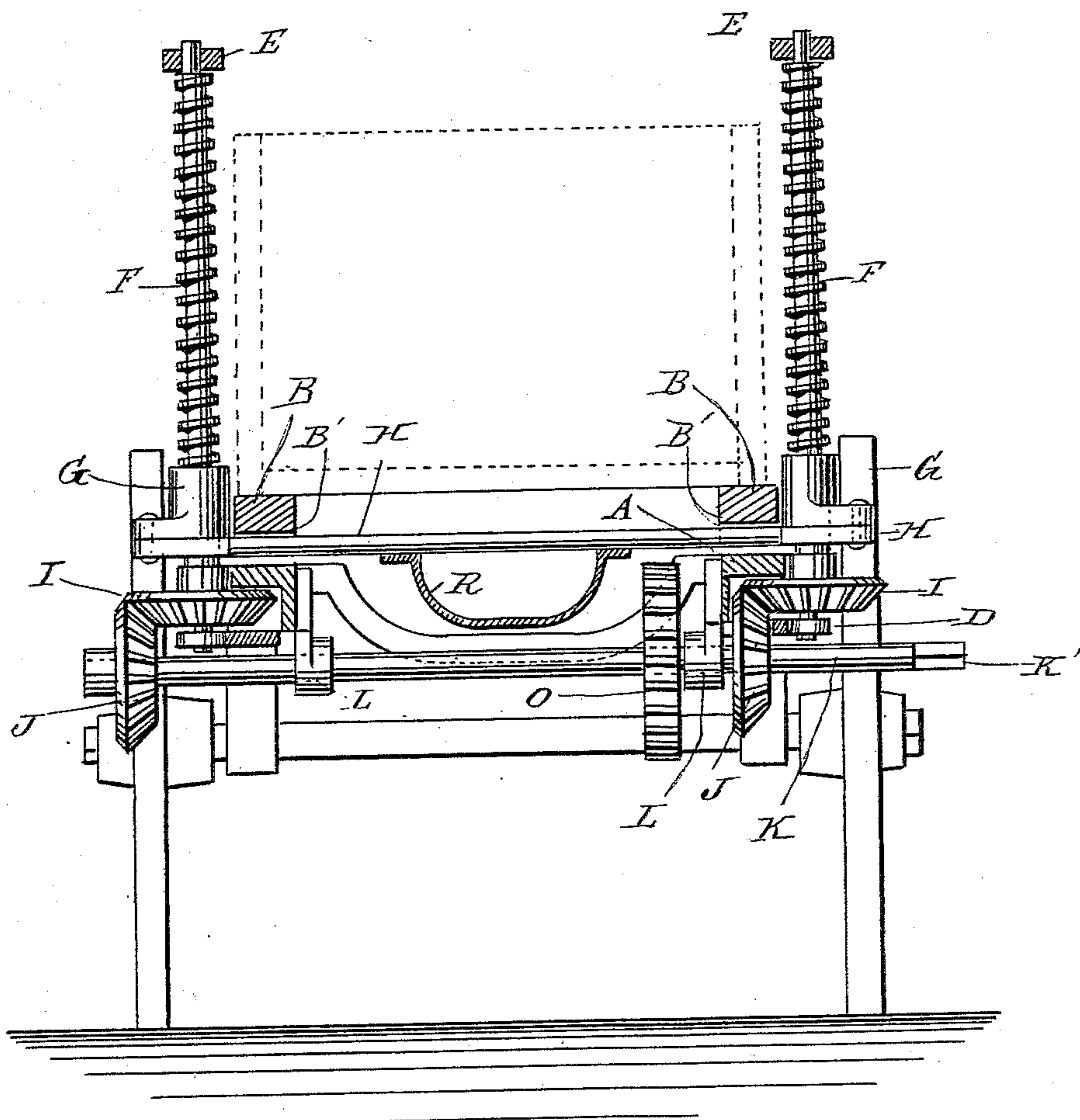
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W. JACHMANN.  
DUMPING WAGON.

No. 401,437.

Patented Apr. 16, 1889.

*Fig. 3.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM JACHMANN, OF NEW YORK, N. Y.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 401,437, dated April 16, 1889.

Application filed November 12, 1888. Serial No. 290,557. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM JACHMANN, a subject of the Emperor of Germany, at present residing in the city, county, and State of New York, have invented certain new and useful Improvements in Wagons, of which the following is a full, clear, and exact description.

The object of the invention is to provide certain new and useful improvements in wagons by which the wagon-bed can be quickly and easily raised into an inclined position to dump the contents of the wagon out at the rear end.

The invention consists of two nuts connected with each other by a rod passing through recesses in the wagon-bed, upright screws held to turn in suitable bearings on the wagon-body, and on which screw said nuts, and a turning mechanism located under the wagon-body for imparting a simultaneous rotary motion to the said screws.

The invention consists in certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a plan view of the improvements. Fig. 2 is a side elevation of the same, and Fig. 3 is a sectional end elevation of the same on the line *xx* of Fig. 1.

The wagon-body is provided with the usual frame, A, on top of which is placed the wagon-bed B, of any approved construction and pivotally connected at its rear end by a link, C, to each side of the wagon-body frame A. On the latter, near the front end and at each side, are fastened the bearings D and E, in which are mounted to turn the screws F, placed in an upright position, and on which screw the nuts G G, connected with each other by a rod, H, which extends transversely on top of the wagon-frame A, and passes through recesses B', formed in the under side of the frame of the wagon-bed B. The outer ends of the rod H are apertured for the passage the screws F.

Near the lower end of each screw F is secured a bevel gear-wheel, I, which meshes into a bevel gear-wheel, J, secured on a shaft, K, extending transversely directly under the

rod H and mounted to turn in suitable bearings, L, fastened on the under side of the wagon-body. One outer end of the shaft K is squared to receive a crank-arm, N, for turning the shaft K. On the latter is secured a gear-wheel, O, which meshes into a pinion, P, fastened on the transversely-extending shaft Q, mounted to rotate in suitable bearings formed on the under side of the frame of the wagon-body A. One outer end of the shaft Q is squared to receive the handle N, for turning said shaft Q when a very heavy load is on the wagon-bed B.

The operation is as follows: When the wagon-bed is in its normal position—that is, directly on top of the wagon-body A—and the operator desires to dump the load on the bed B, he places the crank-arm N on the square end K' of the shaft K and turns the handle so as to turn the shaft K. The motion of the shaft K imparts, by means of the bevel gear-wheels J, a like motion to the bevel gear-wheels I, so that the screws F are turned in their bearings D and E. This turning of the screws F causes the nuts G to move upward, so that the rod H, connecting the two nuts with each other, lifts the front end of the wagon-bed B, and also guides it in its upward movement. The rear end of the wagon-bed B rises slightly, on account of being pivoted by the link C to the wagon-body. The wagon-bed B finally assumes the inclined position shown in dotted lines in Fig. 2, so that the contents of the bed can easily pass out through the rear end when the operator removes the gate, in the usual manner. When a very heavy load is on the wagon-bed B, the operator, instead of applying the crank-arm N on the shaft K, applies the crank-arm on the square end Q' of the shaft Q, and turns the latter so that the rotary motion of the shaft Q is transmitted by the pinion P and the gear-wheel O to the shaft K. The same operation takes place as above described. Underneath the wagon-bed B is placed, in the usual manner, a chute, R, which can be drawn out when the contents of the wagon-bed are to be dumped, and fastened to the rear end of the bed so as to direct the contents to any desired place. This chute R is especially used for coal-wagons and the like. When the load has been dumped, the operator turns the crank-arm N



in the direction opposite to that in which it was turned before, so that the screws F also turn in the opposite direction, whereby the nuts G move downward, and the wagon-bed B, by its own weight resting on the rod H, travels downward with the latter to its former position. It will be seen that the wagon-bed B is very easily raised or lowered by the device just described.

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

1. In a wagon, the combination, with a wagon-body and a wagon-bed pivotally connected at its rear end to the said wagon-body, of two nuts connected with each other by a rod, on which rests the front end of the said wagon-bed, upright screws held to turn in suitable bearings on the said wagon-body, and on which screw said nuts, and a turning mechanism located under the wagon-body for imparting a simultaneous rotary motion to the said screws, substantially as shown and described.

25 2. In a wagon, a wagon-bed, a wagon-body, and links for connecting the rear ends of the said wagon-bed with the wagon-body, in combination with a transversely-extending rod, on which rests the front end of the wagon-bed, nuts secured on the outer ends of the said transversely-extending rod, upright screws held to turn in suitable bearings on the wagon-body and screwing in the said nuts, a transversely-extending shaft mounted to rotate in suitable bearings on the wagon-body and connected by gear-wheels with the said upright screws, and a crank-arm for turning the said shaft, substantially as shown and described.

3. In a wagon, a wagon-bed, a wagon-body, and links for connecting the rear ends of the said wagon-bed with the said wagon-body, in combination with a transversely-extending rod, on which rests the front end of the wagon-bed, nuts secured on the outer ends of the said transversely-extending rod, upright screws held to turn in suitable bearings on the wagon-body and screwing in the said nuts, a transversely-extending shaft mounted to rotate in suitable bearings on the wagon-body and connected by gear-wheels with said upright screws, and a second shaft mounted to turn in suitable bearings on the under side of the said wagon-body and geared with the said first-named shaft, substantially as shown and described.

4. In a wagon, a wagon-bed, a wagon-body, and links for connecting the rear ends of the said wagon-bed with the said wagon-body, in combination with a transversely-extending rod, on which rests the front end of the wagon-bed, nuts secured on the outer ends of the said transversely-extending rod, upright screws held to turn in suitable bearings on the wagon-body and screwing in the said nuts, a transversely-extending shaft mounted to rotate in suitable bearings on the wagon-body and connected by gear-wheels with said upright screws, a second shaft mounted to turn in suitable bearings on the under side of the said wagon-body and geared with the said first-named shaft, and a crank-arm for turning the said second shaft, substantially as shown and described.

WILLIAM JACHMANN.

Witnesses:

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