

(No Model.)

E. R. BAINTER & E. SHEPLEY.
DUMPING WAGON.

No. 466,931.

Patented Jan. 12, 1892.

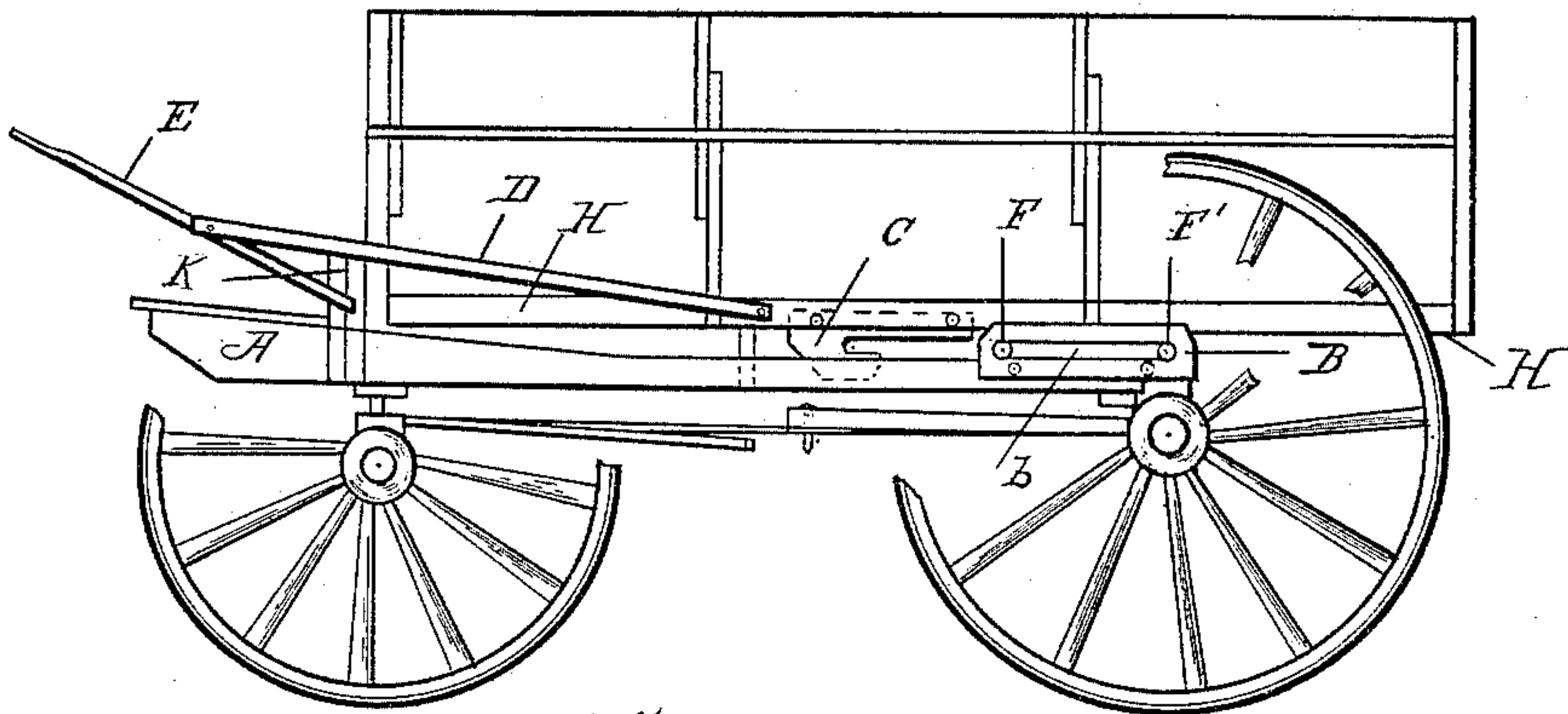


Fig. 1.

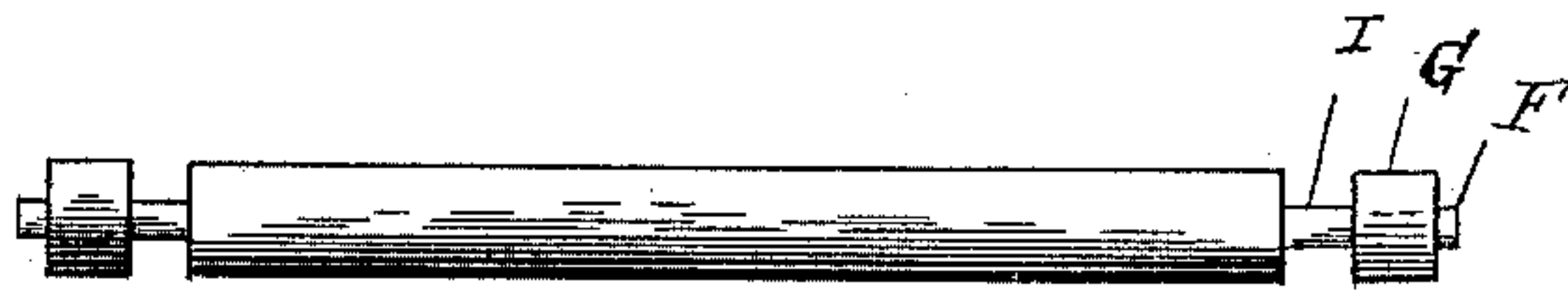


Fig. 2.

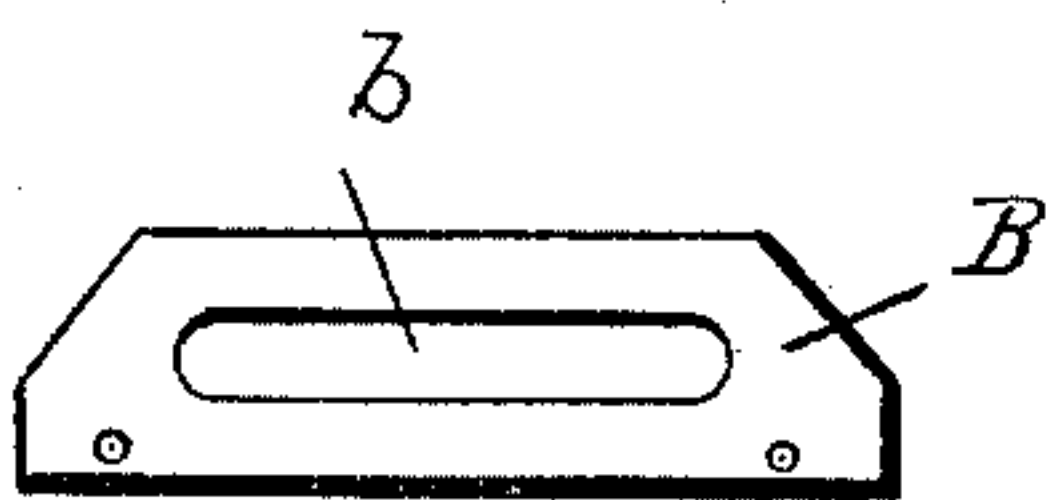


Fig. 3.

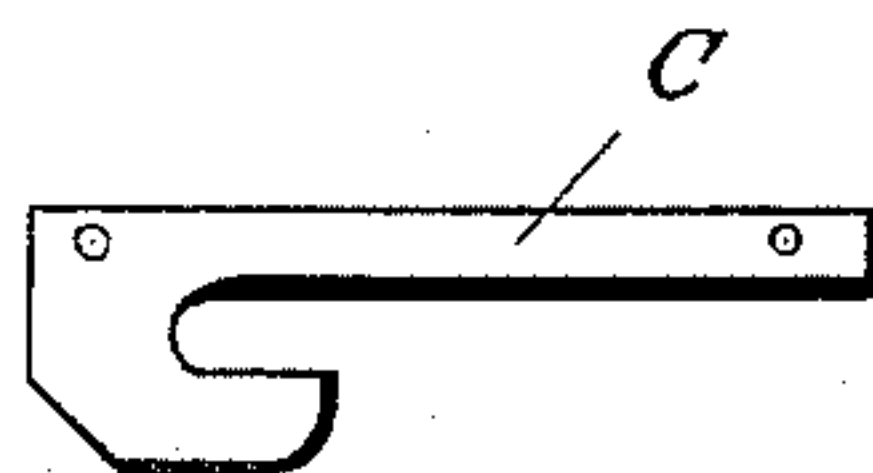


Fig. 4.

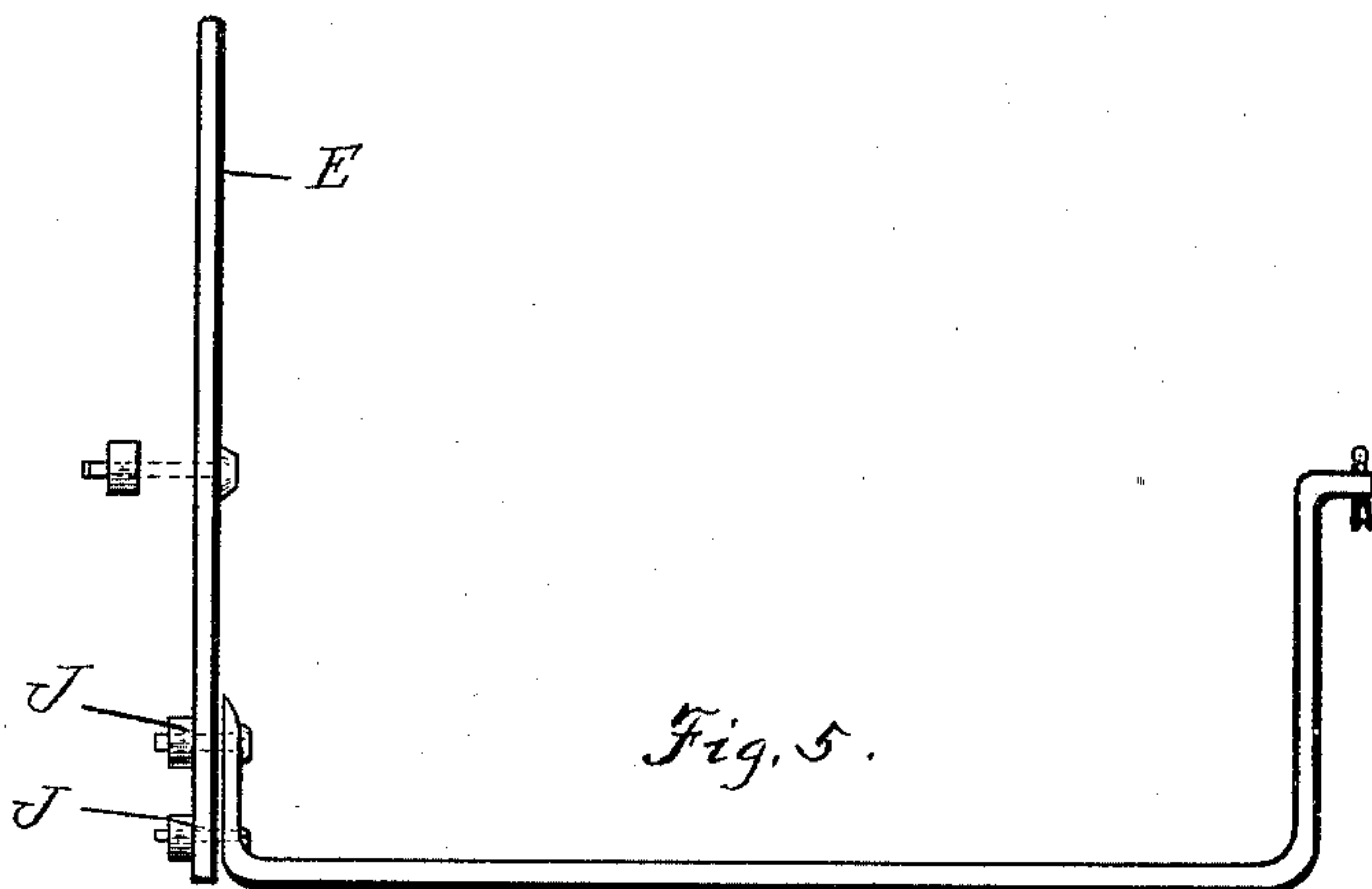


Fig. 5.

WITNESSES:

Chas. E. Riordan
Chas. Rhodes.

Inventors: Edgar R. Bainter & Edward Shepley,
by Geo. H. Marchant Attorney,
per Pinckel & Pinckel, Assoc. Attys.

UNITED STATES PATENT OFFICE.

ELGAR R. BAINTER AND EDWARD SHEPLEY, OF GOOD HOPE, OHIO; SAID
SHEPLEY ASSIGNOR TO SAID BAINTER.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 466,931, dated January 12, 1892.

Application filed April 30, 1891. Serial No. 391,162. (No model.)

To all whom it may concern:

Be it known that we, ELGAR R. BAINTER and EDWARD SHEPLEY, citizens of the United States, residing at Good Hope, in the county of Fayette and State of Ohio, have invented a new and useful Dump-Body for Farm and Road Wagons, of which the following is a specification.

The object of our improvements is to simplify the means for shifting, tilting, and returning the body to its normal position. We attain this object by the devices illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the whole apparatus as it appears attached to the body and placed upon the running-gears of a wagon; Fig. 2, a front view of the anti-friction roller; Fig. 3, a front view of the guide-plate, within which the gudgeon of the roller moves when carrying the body; Fig. 4, a view of the hook, into which the journal of the roller fits to form a hinge at the moment the body is tilted; Fig. 5, a view of the tilting levers and arms.

Similar letters refer to similar parts throughout the several views.

The wooden side bars A, fastened together with cross-pieces on their lower sides, rest on the bolsters of the wagon and constitute the frame-work of the apparatus, and also the track for the anti-friction roller. This frame extends forward of the front bolster of the wagon, and a board twelve inches in width affords a seat for the driver. On this frame another frame H, on which the body of the wagon is built, rests. A guide-plate B, having an elongated slot *b*, is attached to the outside and on opposite sides of the frame A by two iron bolts, and the part of the anti-friction roller marked G (shown in Fig. 2) rests and rolls on the side rails. The gudgeon of the roller marked F in Fig. 2 extends through the slot of the guide-plate B.

F in Fig. 1 shows the position of the roller when the body is at rest, and F' its position at the moment the body is tilted. The elongated slots in the guide-plates B permit the roller to move when the body of the wagon is shifted, and, as will be readily understood, less friction is thereby had than when the roller is fixed, and consequently the body is more easily moved. It is obvious that the lo-

cation of these parts may be reversed—that is, the guide-plate and roller may be secured to the body of the wagon, instead of to the bars on the running-gear.

C in Fig. 1 shows the hook in position attached by two bolts to the upper frame H, on which the body is built. In Fig. 4, C shows the hook detached. In Fig. 2, I show the journal of the roller over which the shoulder of the hook revolves at the moment the body is tilted. The body is carried backward from its position at rest upon the anti-friction roller by means of tilting levers and arms, (shown in Fig. 5,) the same being shown in position by E and D in Fig. 1.

Fig. 5 is a front view of the tilting-lever, which is made of metal with wooden arms D in Fig. 1, to which the handle E is bolted at J J, the lever being flattened at that part for the purpose, and the whole rests on and extends through the upright blocks (shown at K in Fig. 1) and are attached to the lower frame A.

The body of the wagon is tilted by raising the handle E, when the roller at F carries the body until the roller reaches the point F'. This motion has brought the hook C to the same point, its shoulder resting against the journal of the roller, forming a hinge. Slight additional force on the handle tilts the body to any desired angle, and when emptied it is brought to rest by reversing the motion.

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

In combination, the side bars or frame A, the shiftable body, the anti-friction roller F, the stop or hook C, lever E, pivoted to the frame A, and the rod D, connected to the lever E and with the body at or near its middle point lengthwise and above the plane of the roller F, all arranged substantially as shown and described, whereby the body may be shifted, tilted, and returned to its seat upon the frame by means of the lever E.

ELGAR R. BAINTER.

his
EDWARD X SHEPLEY.
mark

Witnesses:

W. L. CROSBY,
C. W. WALKER.