

R. FITZ-ROY.
DUMPING WAGON.

Patented Feb. 7, 1893.

Fig. 1.

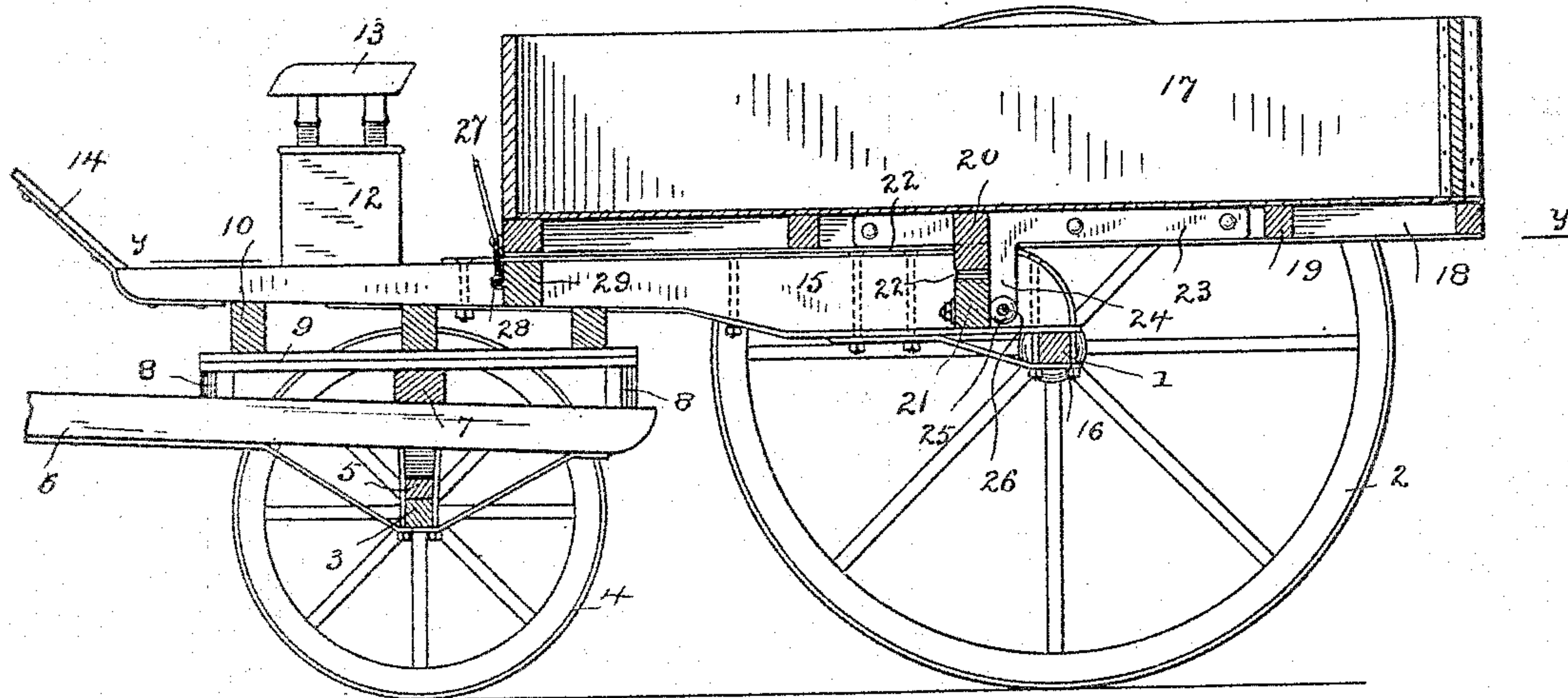


Fig. 2.

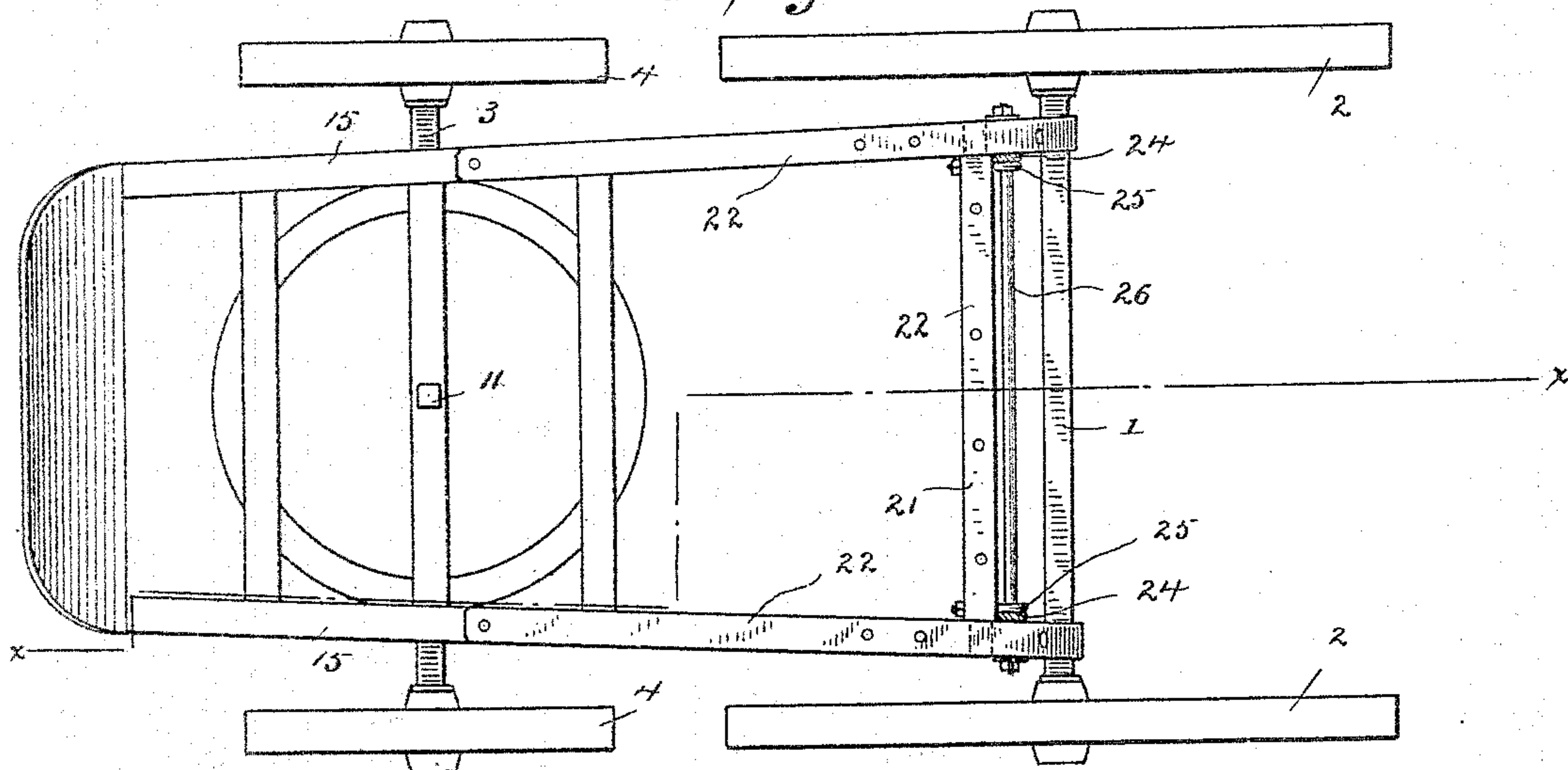
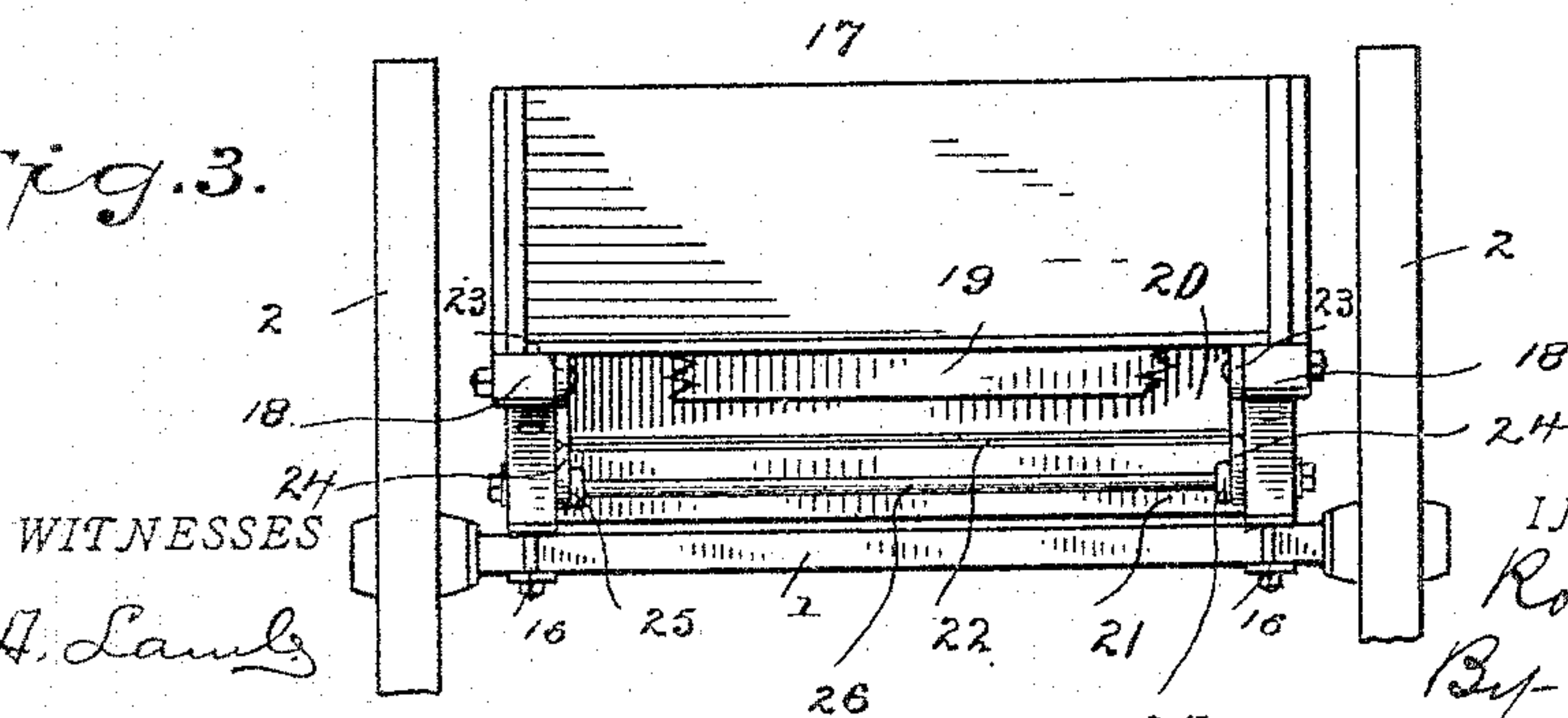


Fig. 3.



WITNESSES

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ROBERT FITZ-ROY, OF BRIDGEPORT, CONNECTICUT.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 491,343, dated February 7, 1893.

Application filed May 12, 1892. Serial No. 432,709. (No model.)

To all whom it may concern:

Be it known that I, ROBERT FITZ-ROY, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to produce a dumping wagon in which the body shall be carried relatively low, in which the pivotal point upon which the body turns shall be forward of the rear axle so as to throw a large portion of the weight on the front axle, in which the body may be easily dumped and returned to place, and all the parts of which moreover shall be simple and economical in cost and thoroughly durable in use.

With these ends in view I have devised the improved dumping wagon which I will now describe referring by numbers to the accompanying drawings forming part of this specification in which,

Figure 1 is a longitudinal section on the line $x x$ in Fig. 2. Fig. 2 a sectional plan view of the body, seat and tool box being removed, the line being indicated by $y y$ in Fig. 1, and Fig. 3 is a rear elevation the wheels being partially broken away.

1 denotes the rear axle, 2 the rear wheel, 3 the front axle, 4 the front wheel, 5 the axle bed, 6 the tongue hounds, 7 the transom plate bar, 8 the fifth wheel blocks, 9 the fifth wheel, 10 the top carriage parts, 11 the king bolt, 12 the tool box, 13 the seat and 14 the foot board all of which may be of any ordinary or preferred construction although in practice I ordinarily build these parts substantially as shown in the drawings.

15 denotes the parts of a double reach which rests upon the rear axle and is made solid therewith by means of iron plates braces and bolts which constitutes clips as at 16. The parts of the double reach are placed edge-wise so as to give the greatest amount of strength and also to serve as an axle block thus dispensing with the ordinary rear axle block. The forward ends of the parts of the reach are made of less height than the rear

ends and rest upon and are rigidly bolted to the top carriage parts, it being an important feature of my improved construction that the line of draft at the front axle is on the same horizontal plane as the line of draft at the rear axle.

17 denotes the body, 18 the sills, 19 cross pieces between the sills upon which the bottom rests, and 20 a cross piece between the sills which extends downward between the parts of the reach and prevents lateral motion of the body under any circumstances. Cross piece 20 when the parts are in normal position rests upon a cross piece 21 the ends of which are mortised into or otherwise rigidly secured to the parts of the reach. The top of the parts of the reach, the under side of the sills, the under side of cross piece 20 and the upper side of cross piece 21 are all provided with wearing plates 22. The body is connected to cross piece 21 by means of heavy attaching plates 23 bolted to the sills and provided with downwardly extending arms 24.

25 denotes heavy eye-bolts which extend backward from cross piece 21, and 26 a heavy rod which extends through both parts of the reach, through arms 24 and through the eye-bolts, said rod constituting a pivot upon which the body swings. The weight of the body in use rests entirely upon the reach, in which position it is locked by a swinging latch 27 pivoted to some portion of the body, the lower end of which is shown as engaging an eye 28 in a cross piece 29 between the parts of the reach. When it is desired to dump the body the latch is disengaged from the eye and the forward end of the body lifted. During the instant that the body is swinging the weight thereof is upon cross rod 26 but at all other times there is no weight upon this rod, the body being supported entirely by the reach. In practice the pivotal point of the body may or may not be slightly out of center. In the drawings I have shown the pivotal point as slightly nearer to the rear end of the body.

Having thus described my invention, I claim—

1. In combination, the front and rear axles, the doubled reach connected thereto, the cross bar 21, extending between the lower por-

tions of side members of the double reach and of less height than said side members, the wagon body adapted in width to rest on the side members and carrying the cross bar 20
5 depending below the sills of the body and adapted in length to extend only partially across the wagon body and to fit between the upper portions of the reach members upon the cross bar 21, and the arms 24, depending
10 from the wagon body along the rear faces of the bars 20, 21 and pivotally connected to the cross bar 21, substantially as described.

2. In combination, the front and rear axles, the double reach connected thereto, the cross
15 bar 21 extending between the side members of the double reach, the wagon body adapted to rest on the double reach, the cross rod 26 arranged adjacent to the rear face of the cross

bar 21, and connected at its ends to the reach members, the eye bolts extending from the 20 cross bar 21 and about the rod at a slight distance from the reach members, and the hangers having arms 23, extending longitudinally of the sills, and having depending arms 24, extending along the inner faces of the reach 25 members with their lower ends journaled on the cross rod, between the eye bolts and the said reach members, substantially as described.

In testimony whereof I affix my signature in 30 presence of two witnesses.

ROBERT FITZ-ROY.

Witnesses:

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MATTIE K. DAVIS.