(No Model.) 3 Sheets—Sheet 1.

J. J. THEOBALD.

DUMPING WAGON.

No. 549,034. Patented Oct. 29, 1895.

Fig. 1.

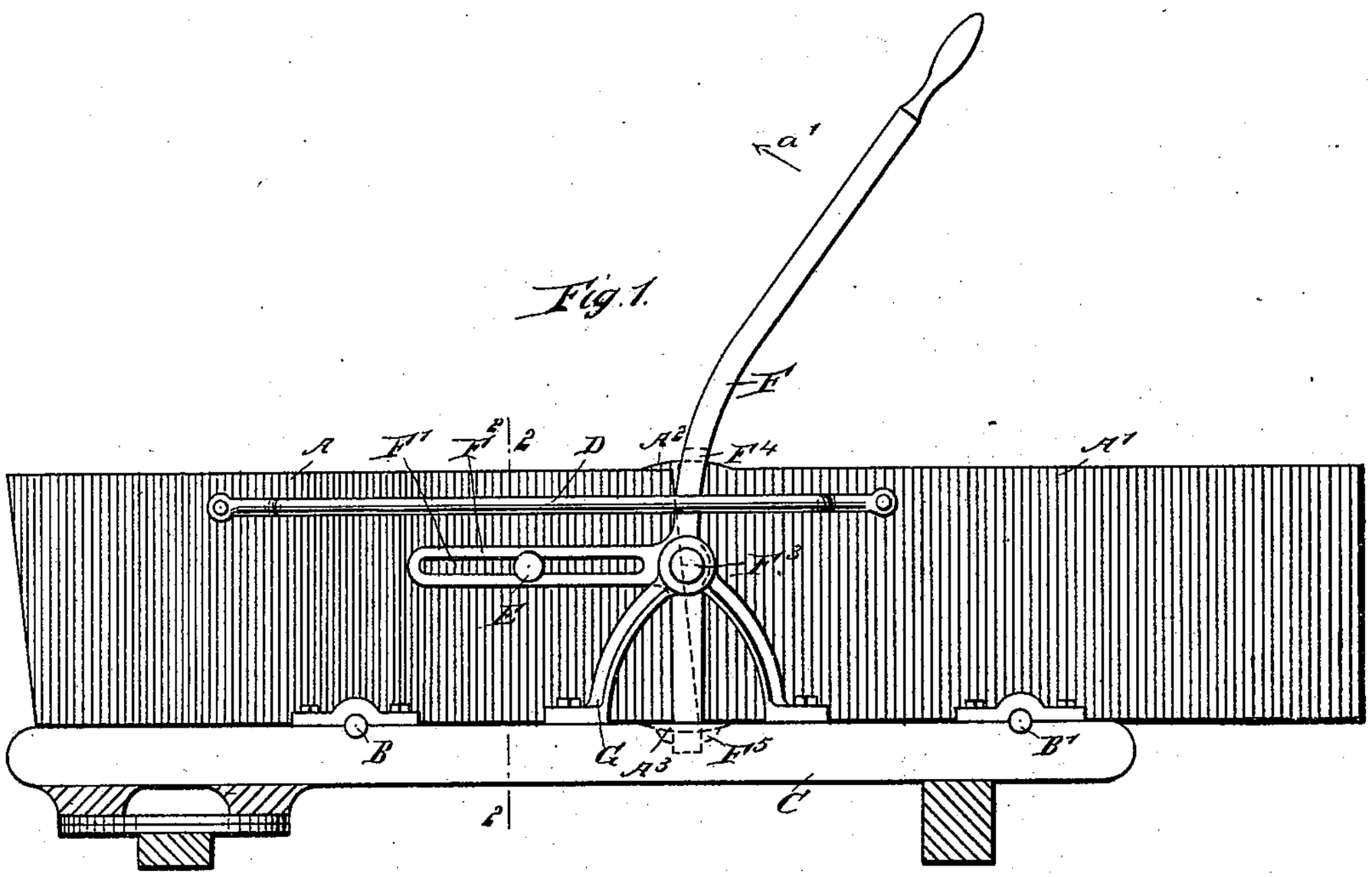

Fig. 2.

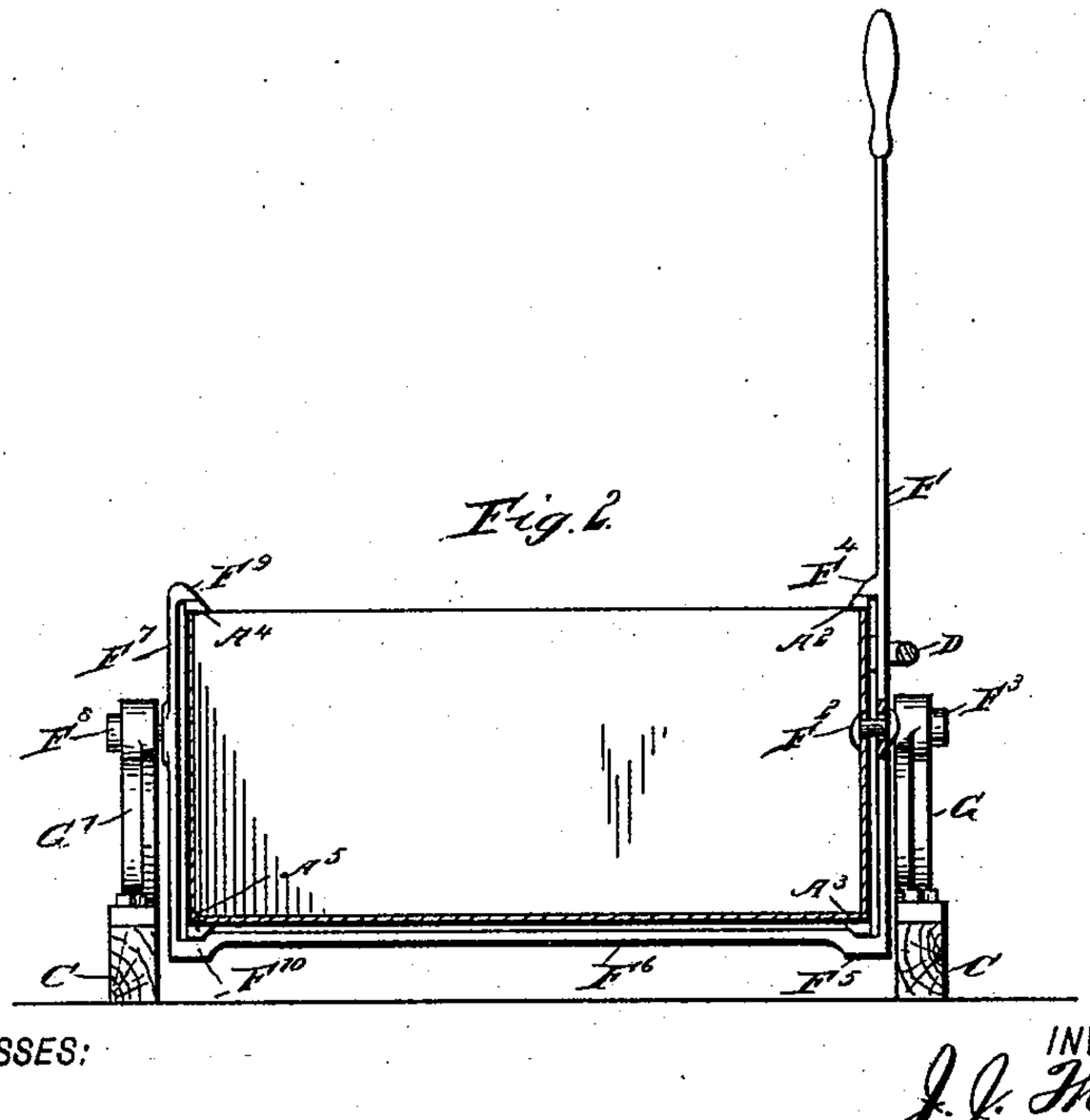

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Fig. 3.

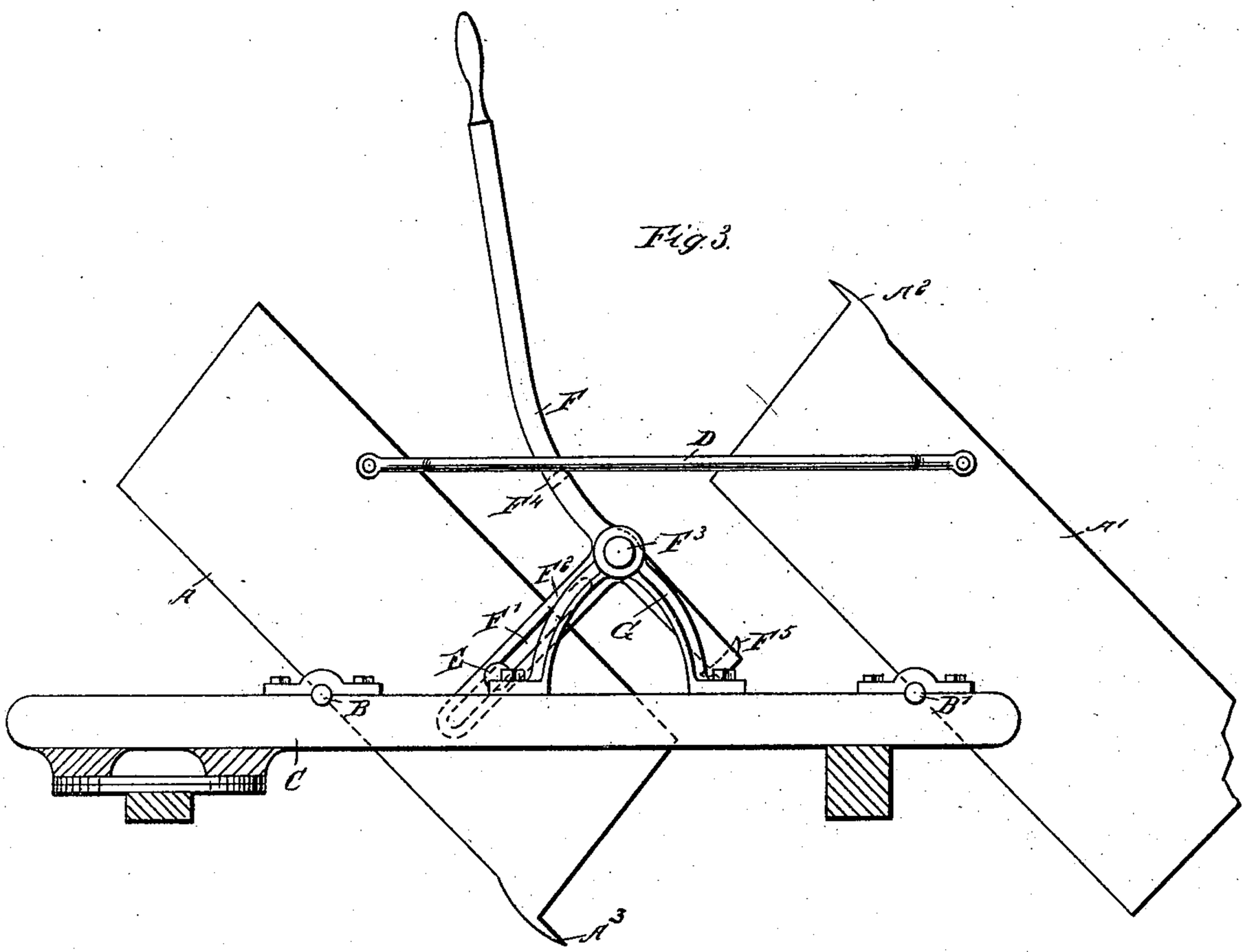

Fig. 4.

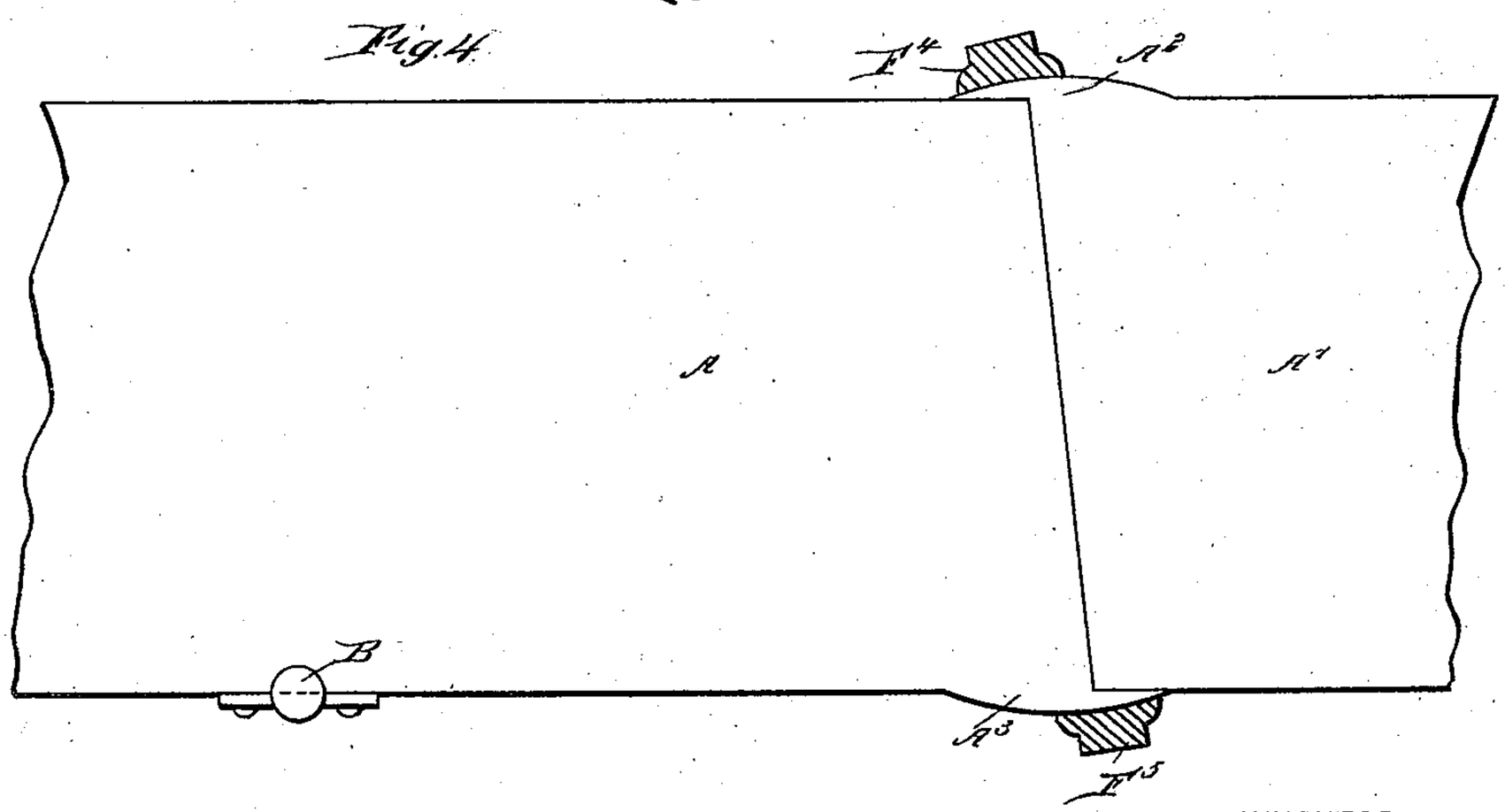

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Fig. 5

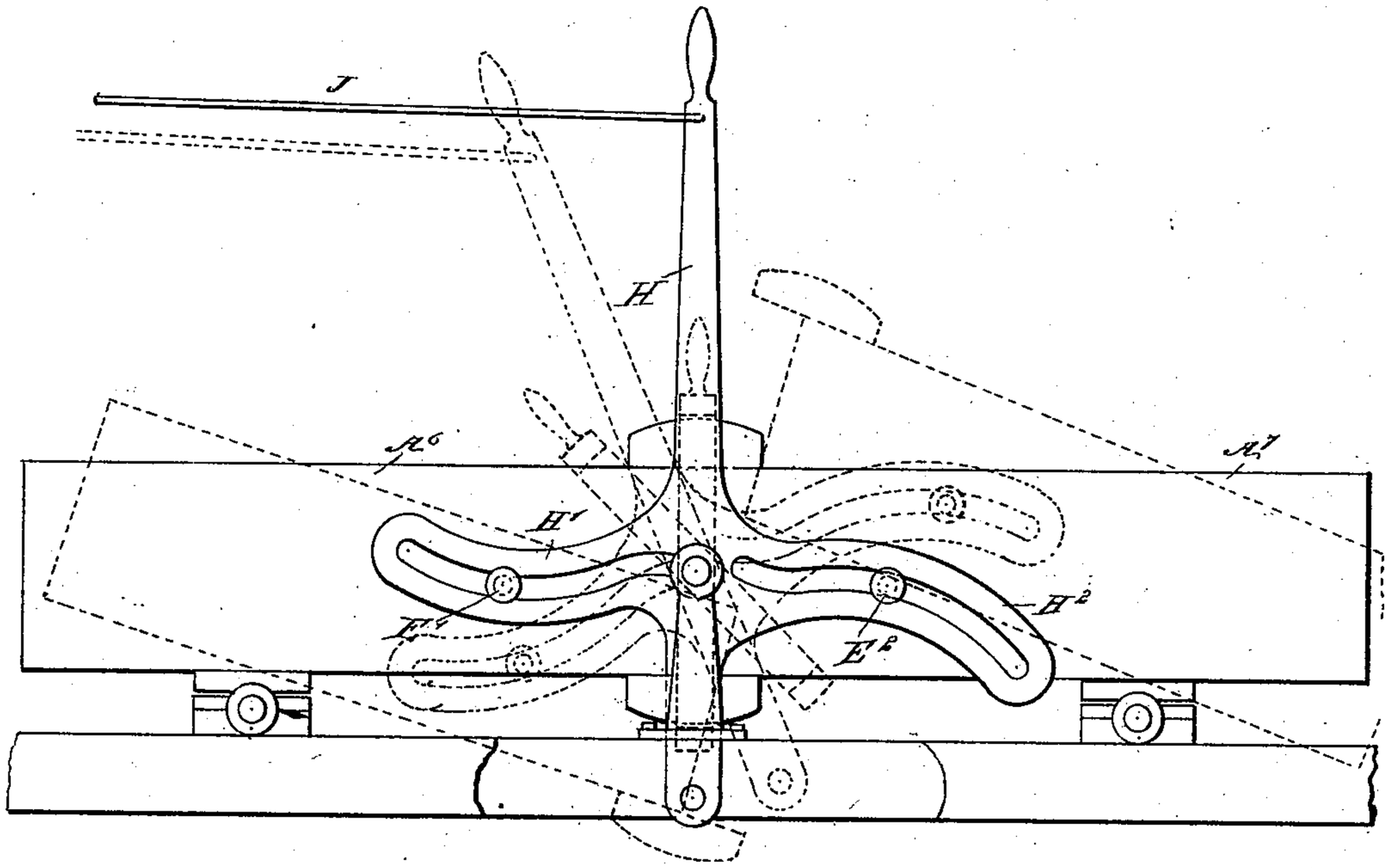
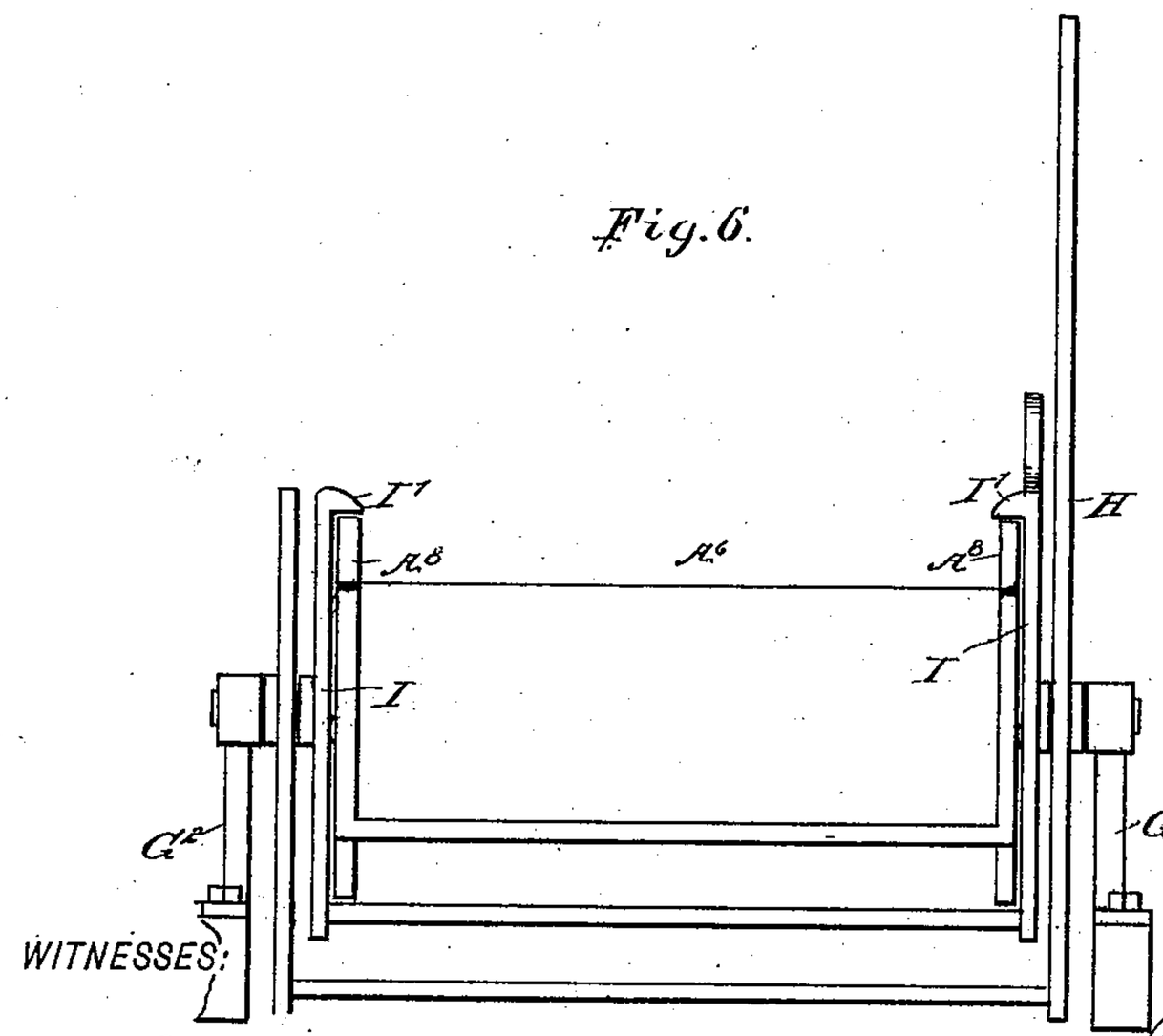


Fig. 6.



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UNITED STATES PATENT OFFICE.

JOHN J. THEOBALD, OF GALVESTON, TEXAS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 549,034, dated October 29, 1895.

Application filed May 4, 1895. Serial No. 548,107. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. THEOBALD, of Galveston, in the county of Galveston and State of Texas, have invented a new and Improved Dumping-Wagon, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved dumping-wagon, which is simple and durable in construction, very effective in operation, and arranged to readily dump the contents of the wagon-body.

The invention consists principally of a body made in two pivoted parts and a lever fulcrumed on the wagon-frame and adapted to impart a swinging motion to the said parts to dump the contents of the body.

The invention also consists of 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 side elevation of the improvement with parts in section. Fig. 2 is an end elevation of the same with part in section on the line 2 2 of Fig. 1. Fig. 3 is a side elevation of the improvement, showing the wagon-body in a dumping position. Fig. 4 is an enlarged side elevation of the joint between the two wagon-body parts. Fig. 5 is a side elevation of a modified form of the improvement, and Fig. 6 is an end view of the same.

The improved wagon is provided with a body made in two parts A and A′, hung at or near their middle on trunnions B and B′, journaled in suitable bearings in a frame C, mounted on the truck or wagon in the usual manner. The two wagon-body parts, as shown in Figs. 1, 2, 3, and 4, are pivotally connected with each other by a link D, so that when a swinging motion is given to one of the said parts the other parts swings with it, so as to dump the contents of both parts A and A′ simultaneously.

On one side of the body A is secured a pin E, engaging a slot F′ in an arm F^2, projecting approximately at right angles from a lever F, fulcrumed at F^3 in a bracket G, attached to one side of the frame C.

Now it will be seen that when the parts A and A′ are in their normal position, as illustrated in Fig. 1, then the two wagon-body parts extend horizontally and are jointed together at their adjacent ends to form a single wagon-body, which can be loaded from one end to the other in the usual manner. When it is desired to dump the contents of the body, the operator swings the lever F in the direction of the arrow a' to the position shown in Fig. 3, so that the slotted arm F^2 by operating on the pin E causes the wagon-bodies A and A′ to swing into an inclined position for the contents of the said bodies to slide out therefrom. When this has been done, the operator moves the lever F in the inverse direction of the arrow a' to return the body parts A and A′ to their normal position.

Now in order to lock the body parts A and A′ when in a normal horizontal position I provide the lever F with lugs F^4 and F^5, arranged on opposite sides of the fulcrum F^3, and adapted to engage cams A^2 A^3, respectively, of which the cam A^2 is formed on the upper rear end of the body A′ and is adapted to extend over the top edge of the adjacent end of the body part A. The other cam A^3 is formed on the lower inner end of the body part A and is adapted to extend over the bottom edge of the part A′. Similar cams A^4 and A^5 may be formed on the opposite sides of the parts A and A′ to be engaged by lugs F^9 and F^{10}, formed on an arm F^7, rigidly connected by a transverse bar F^6 with the lower end of the lever F, the said arm F^7 being provided with a pivot F^8, in alignment with the pivot F^3 and journaled in a bracket G′ on the frame C. Thus it will be seen that when the lever F is moved in the inverse direction of the arrow a', to swing the parts A and A′ back into their normal position, then the cams A^2 and A^4 engage the top edges of the part A, and the cams A^3 A^5 engage the bottom of the body part A′, and at the same time the lugs F^4 and F^9 and F^5 and F^{10} move over the cams A^2 A^4 and A^3 A^5, respectively, so as to securely lock the body parts to each other at their joint.

As illustrated in Figs. 5 and 6, the connecting-link D is dispensed with and the operating-lever H is provided with two curved and slotted arms H′ and H^2, engaging pins E′ and E^2, respectively secured on the body parts A^6 and

A[7], respectively. Now by the operator manipulating the lever H a swinging motion is given to the body parts simultaneously to dump the contents thereof or to close the parts, according to the direction in which the lever is moved.

The locking of the body parts when in a closed position is accomplished by a separate lever, I fulcrumed on the same brackets G[2] as the lever H. The locking-lever I is provided with lugs I', adapted to engage the cams A[8] on the body parts A[6] and A[7], similar to the ones above described in reference to Figs. 1 to 4.

A rod J, connected with the lever H and reaching to the seat of the driver, enables the latter to manipulate the lever H from the seat. The operation is otherwise as described above in reference to the form shown in Figs. 1 to 4.

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

1. A dumping wagon comprising two pivoted sections, and a dumping and closing lever having means for engaging with said sections to lock them in a closed position, substantially as described.

2. A dumping wagon, comprising a wagon body made in two pivoted parts, a lever for imparting a swinging motion to the said body parts, cams on each body part, the cams of one part being adapted to engage with the other part and means engaging with the cams for locking the said body parts in a normal, horizontal position, as set forth.

3. A dumping wagon, comprising a wagon body made in two parts each part mounted on trunnions, a link for pivotally connecting the said parts with each other, and a lever having a slotted arm engaging a pin on one of the body parts, the said lever operating to both dump and close the body parts substantially as shown and described.

4. A dumping wagon, comprising a wagon body made in two parts, each part mounted on trunnions, a link for pivotally connecting the said parts with each other, and a lever having a slotted arm engaging a pin on one of the body parts, the said lever being also provided with lugs adapted to engage cams on the said parts, substantially as shown and described.

JOHN J. THEOBALD.

Witnesses:
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