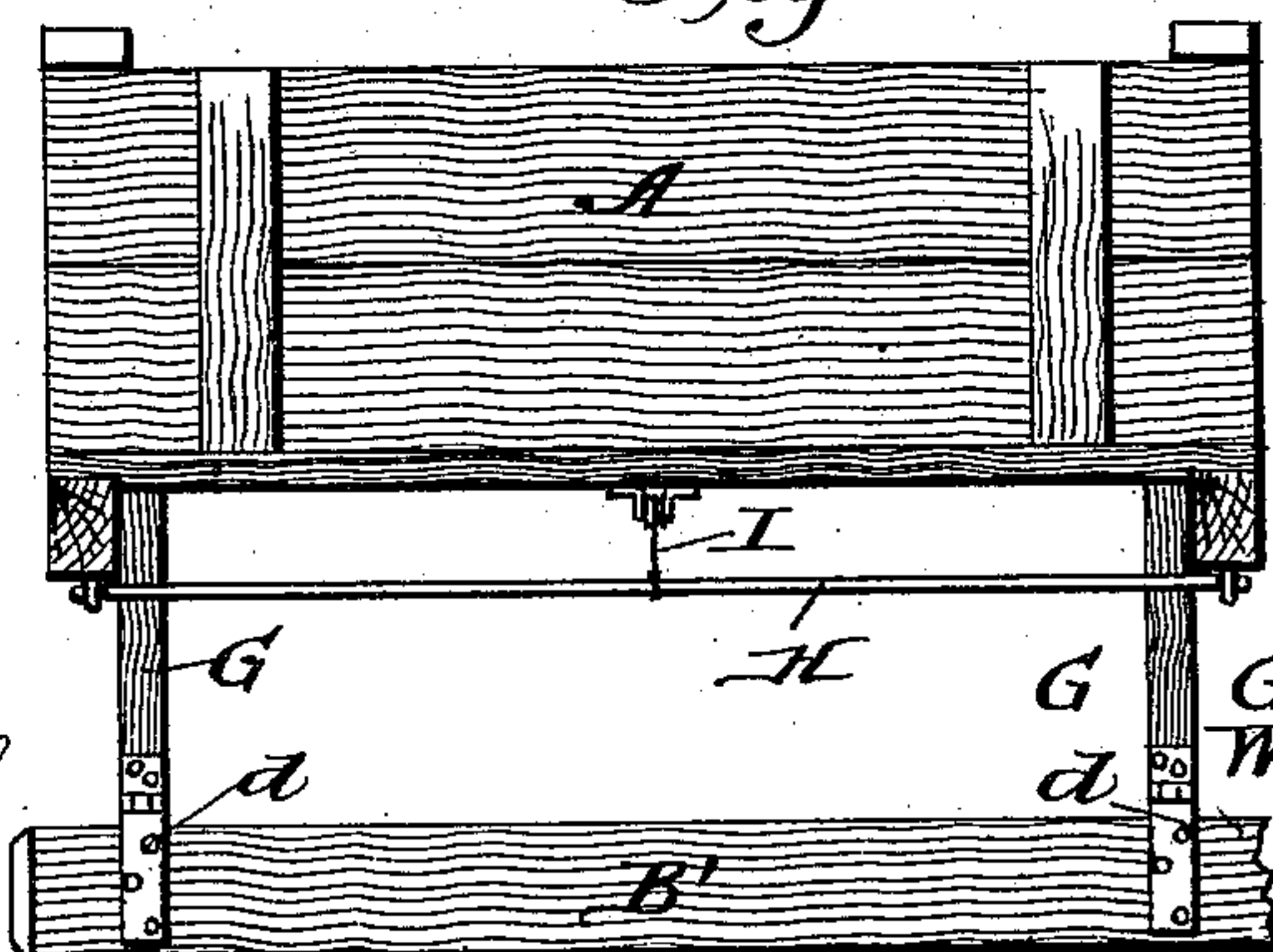
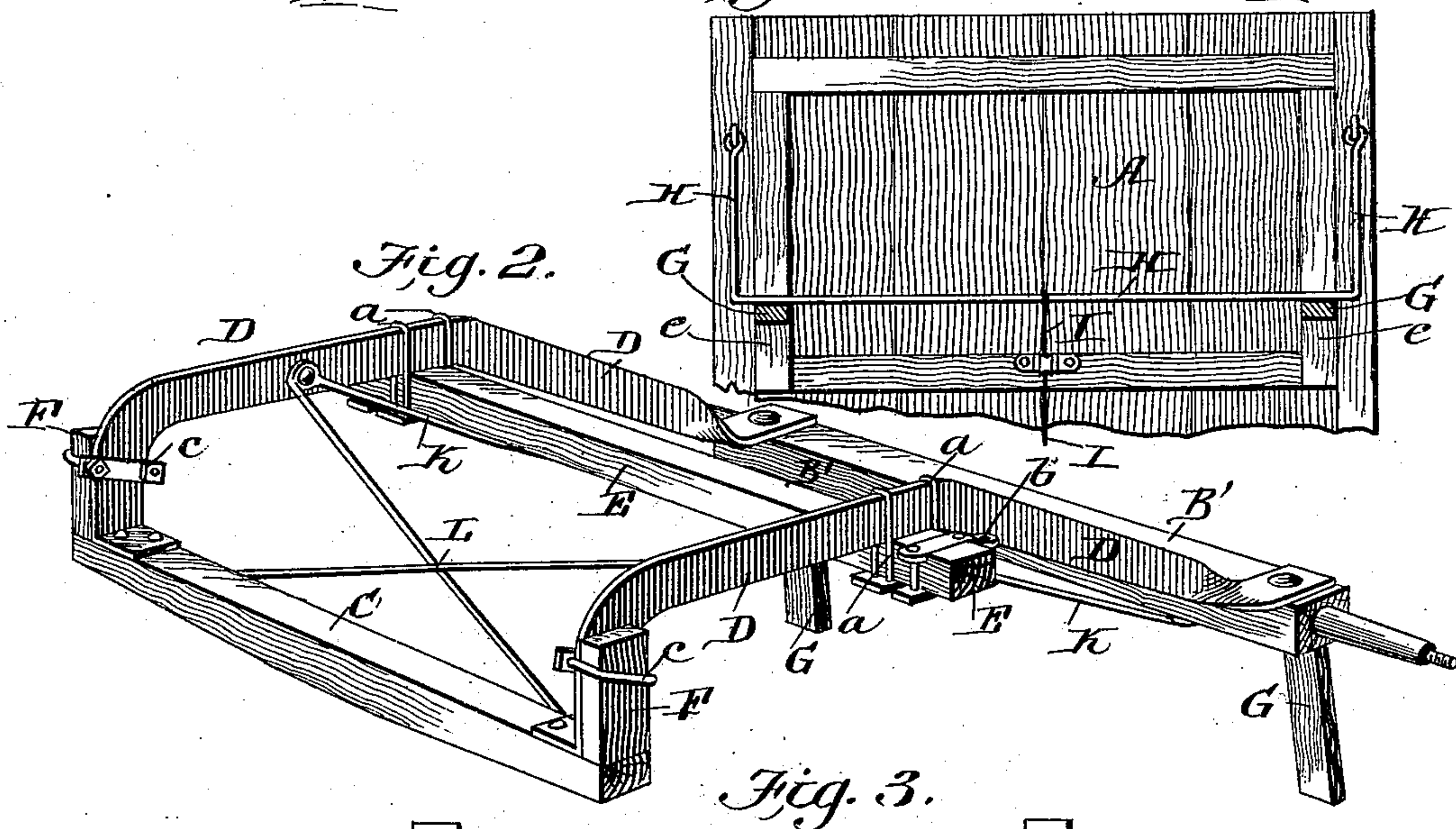
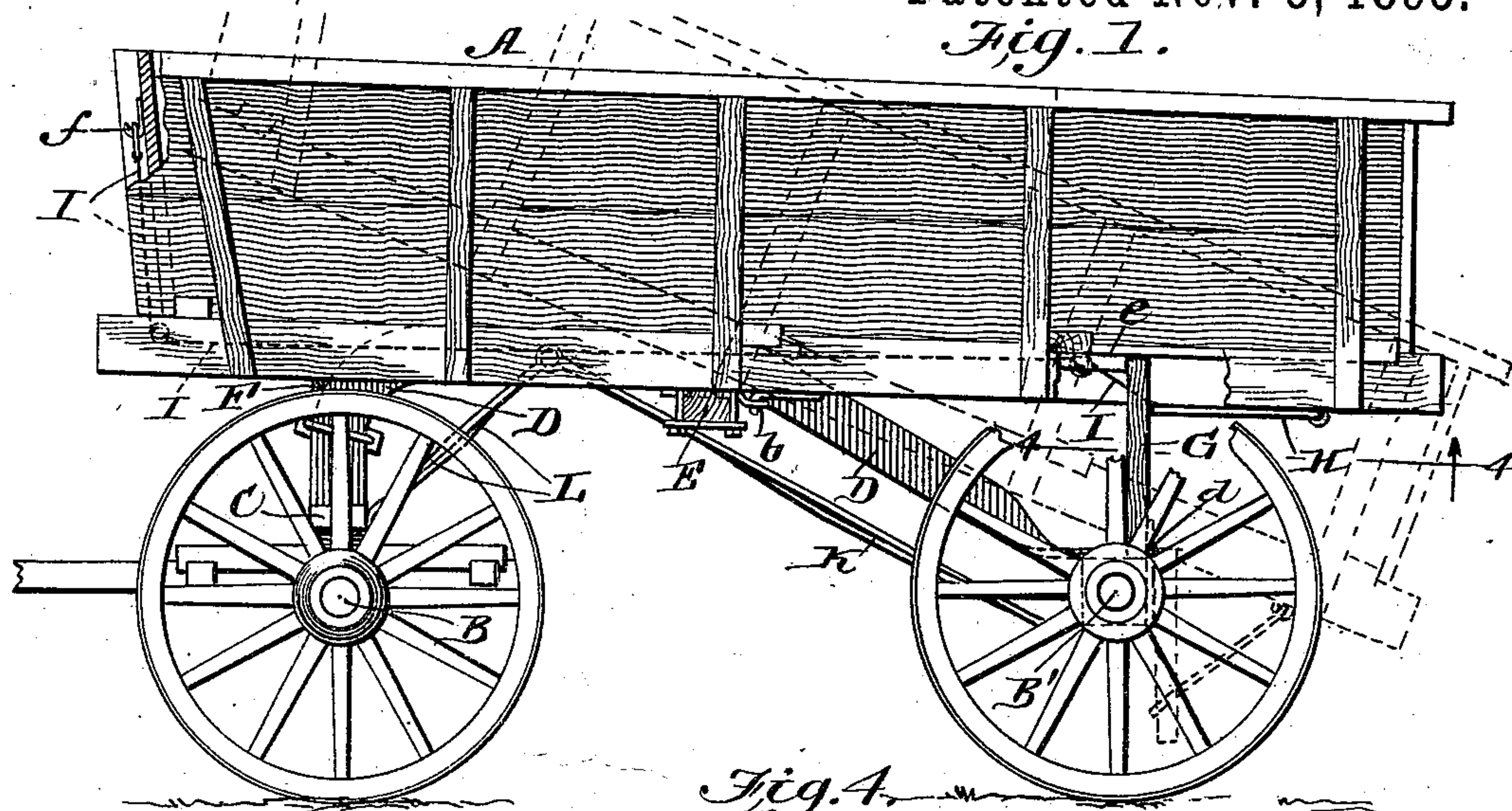


(No Model.)

G. STAILEY & W. SNYDER.
DUMPING WAGON.

No. 549,403.

Patented Nov. 5, 1895.



WITNESSES :

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UNITED STATES PATENT OFFICE.

GEORGE STAILEY AND WILLIAM SNYDER, OF ST. MARTINVILLE, LOUISIANA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 549,403, dated November 5, 1895.

Application filed August 23, 1895. Serial No. 560,310. (No model.)

To all whom it may concern:

Be it known that we, GEORGE STAILEY and WILLIAM SNYDER, residing at St. Martinville, in the parish of St. Martin and State of Louisiana, have invented a new and useful Improved Dumping-Wagon, of which the following is a specification.

Our invention is an improvement in the class of four-wheeled farm-wagons whose bodies are hinged and thus adapted to tilt for dumping their contents. We connect the front bolster and rear axle by means of arched reaches and hinge the wagon-body thereto. We also provide fixed and movable stops or supports for holding the wagon-body in normal or horizontal position and employ a hinged device for raising and locking the movable stops.

In the accompanying drawings, Figure 1 is a side view of our improved wagon, portions being broken away. Fig. 2 is a perspective view of the arched reaches and parts with which they are rigidly connected. Fig. 3 is a rear end view of the wagon minus the wheels. Fig. 4 is a horizontal detail section on line 4 4, Fig. 1.

The wagon-body A and front and rear axles B B' are constructed, and the front bolster C is pivoted on the front axle B, in a well-known manner. The said bolster and rear axle are rigidly connected by parallel iron reaches D D, which are arched or curved upward, as shown. A transverse wooden bar E is hung from the reaches D D at the middle of their length by means of clevises a, and the wagon-body A is hinged at b on the ends of said bar, as shown. It is supported in normal horizontal position by fixed stops F, arranged on the front bolster C, and by movable stops G, which are hinged to the rear axle B'. The front stops F are wooden bars set vertical and secured to the front ends of the reaches D by means of clevises c. The rear stops G are also wooden bars, and attached to the axle B' by strap-hinges d, applied on the outer side of the latter, as shown best in Figs. 1 and 3. Thus when the said stops G are in vertical position, as shown in Figs. 1, 3, and 4, their upper ends are in contact with the under side of the wagon-body A and abut blocks e, Figs. 1 and 4, or other form of shoulders. They are held

locked in this position by a bail-like device H, which is hinged to the under side of the body A, so that when swung up into horizontal position, Figs. 1 and 4, it is in contact with the stops G. It is drawn up into this position and held there by means of a cord or chain I, that runs in guides on the under side of the wagon-body, and is secured at the front end of the latter by any suitable means. In this instance, the front end of the cord or chain is provided with a loop or ring that catches on a pin, hook, or other analogous form of catch f; but I propose to employ any other device that judgment may suggest for this purpose.

When it is desired to tilt the body A, as shown by dotted lines, Fig. 1, for the purpose of discharging its load, the cord or chain I is released from the catch f and the bail H allowed to drop and swing free. Then the rear stops G are knocked down, so that they also hang vertical, which allows the body A to tilt easily.

When the body A has been raised to its former or normal position, the cord I is pulled, which causes the bail H to raise the stops G to their vertical position and again lock them as before. The stops G are thus raised, because when they drop or are lowered they rest on the bail H, as shown by dotted lines, Fig. 1. Hence when the bail is pulled forward and upwardly by means of the cord I it lifts the stops and forces them back to normal position. When the stops G are thus placed, the front stops F are in contact with the body A.

The reaches D D are thin and relatively wide wrought-iron bars, and their rear ends are twisted a quarter round to adapt them to be bolted flat on the axle B', while their front ends are turned laterally inward, thus forming flat feet, which are similarly secured to the bolster C. The reaches are braced by the transverse bar E, but to hold them perfectly rigid we employ diagonal braces consisting of two sets of iron rods, one set K being attached to the rear axle B' and the other set L to the front bolster C, and the respective members of each set crossing each other, Fig. 2, at nearly right angles and being bolted at their upper ends to the reaches D D, as shown.

It may be remarked that in practice the reaches or arches D are of such height above the rear axle that when the wagon-body is dumped, as shown by dotted lines, Fig. 1, its rear end will be but four or five inches from the ground.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

10 1. In a dumping-wagon, the combination, with the tilting body, the rear axle, and reaches arching upward therefrom, of stops or supports for the rear end of said body, which supports consist of bars hinged to the
15 axle and adapted to stand vertical thereon, or to drop below the same, and thus allow the body to tilt, and means for locking the free ends of said bars, substantially as shown and described.

20 2. The combination, with front and rear axles, and rigid, arched reaches connecting them, fixed stops at the front end, and hinged stops or supports, at the rear end of said

reaches, of a hinged, bail-like device on which the hinged stops rest when dropped and by which they are raised and locked in normal position, and means for raising said device, substantially as shown and described. 25

3. The combination, with front and rear axles, and arched reaches which connect them as specified, of a bar attached to the reaches and arranged transversely, a wagon-body hinged on said bar, fixed stops or supports for the front end of the body, hinged stops for supporting the rear end of the body, a bail-like device that is hinged and adapted to swing in rear of the hinged stops, and a chain, or cord, attached to said device and extending forward, and means for securing its free end, substantially as shown and described. 35 40

GEORGE STAILEY.
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Witnesses:

FILIAS GATH,
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