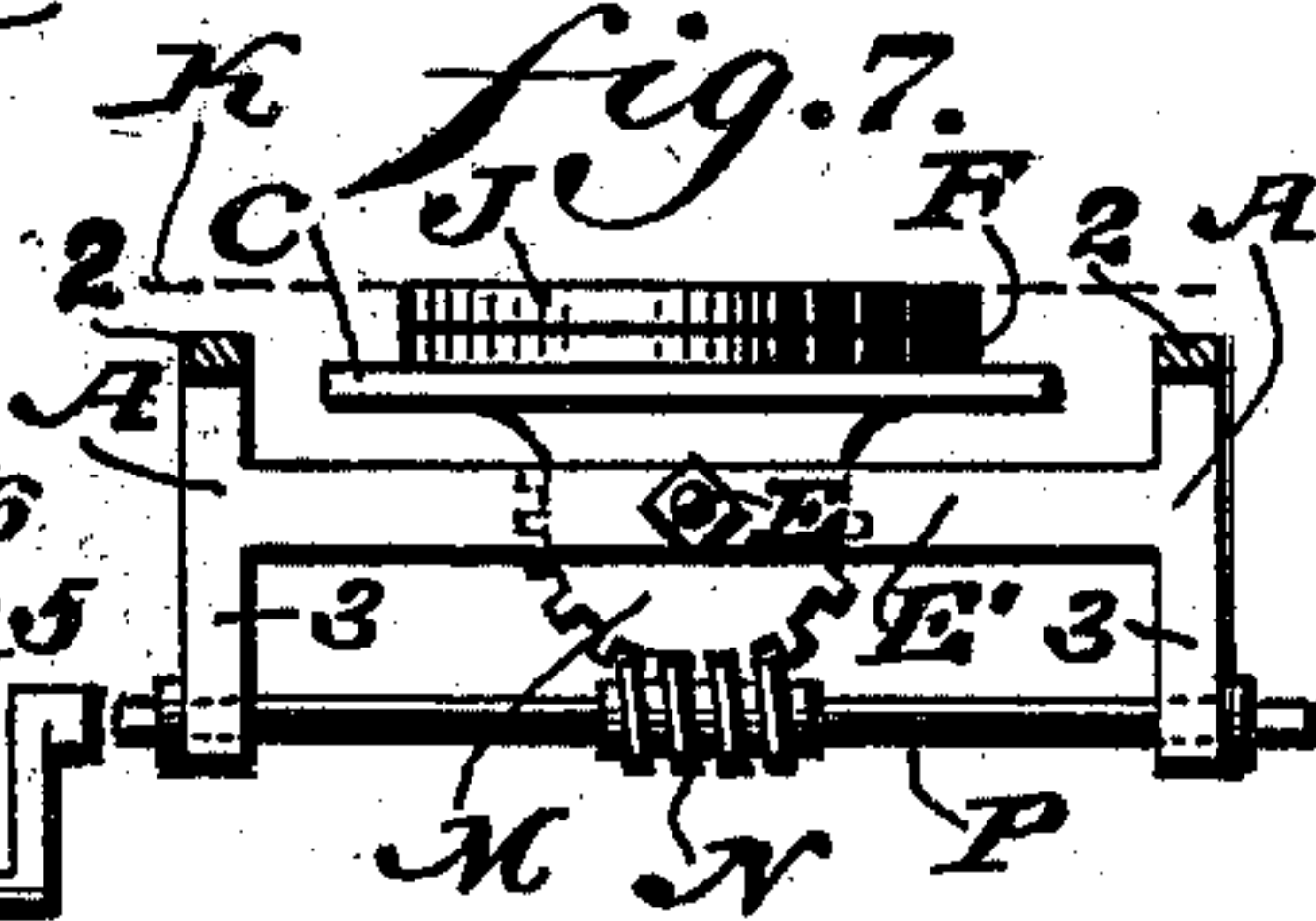
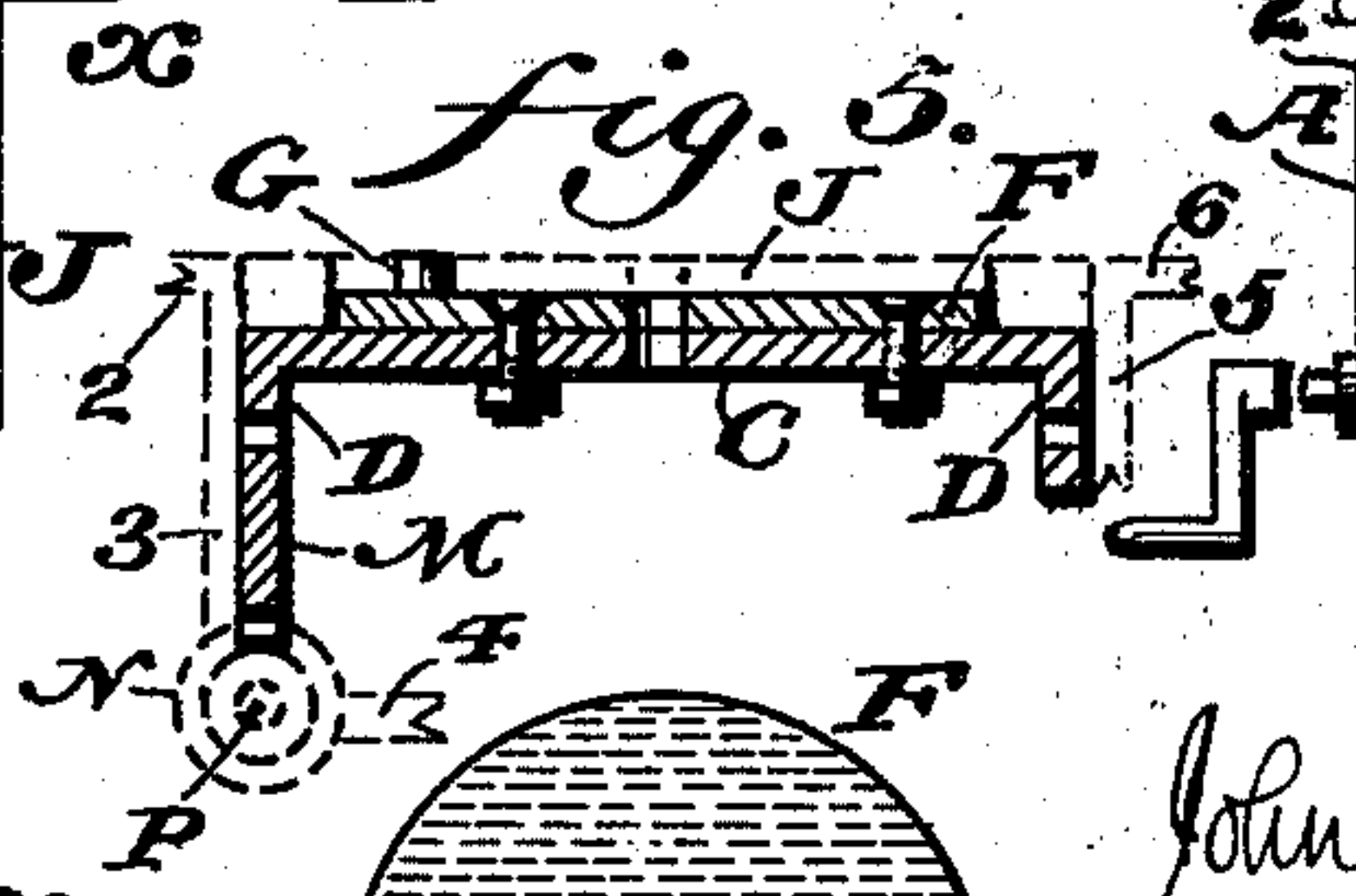
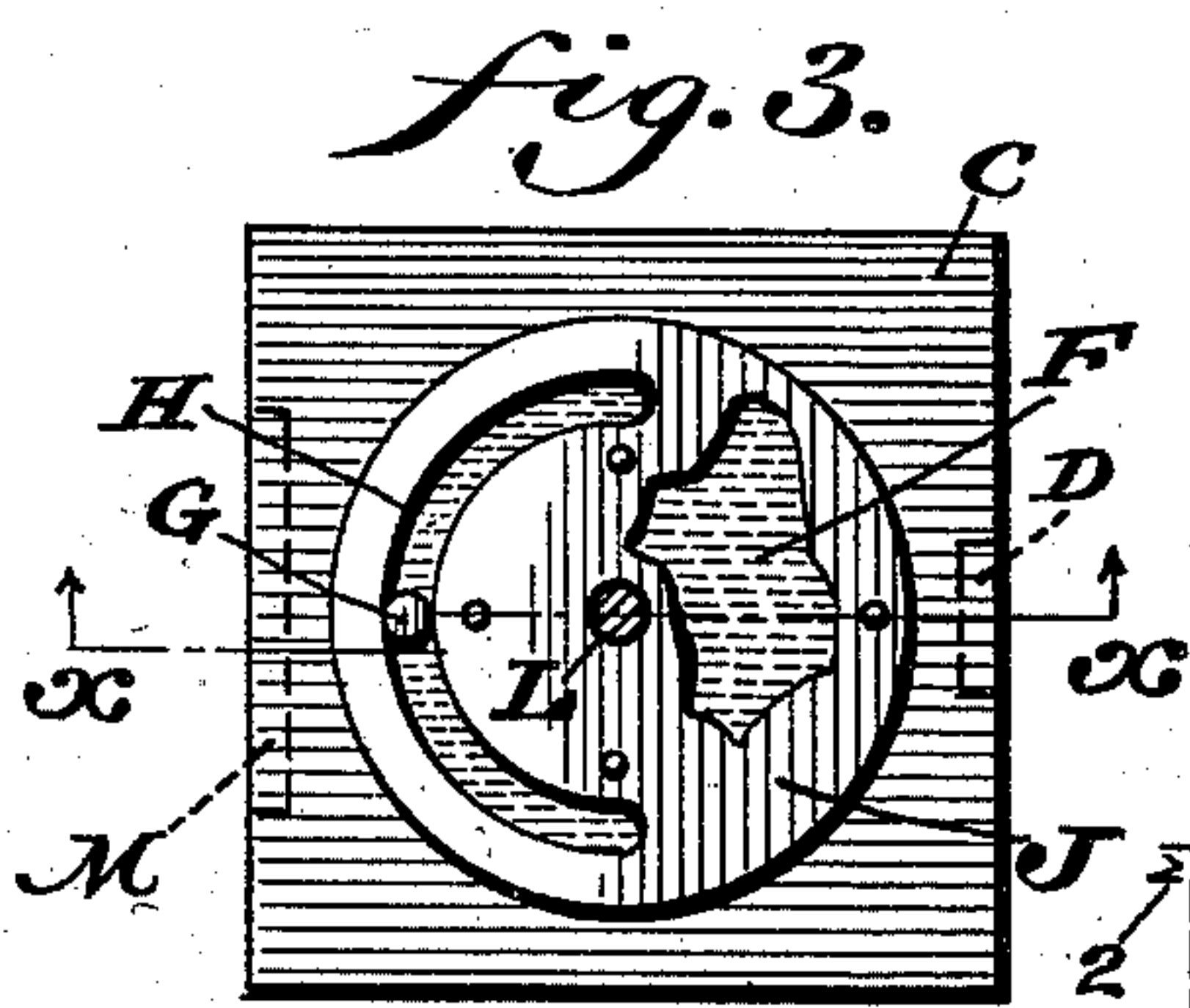
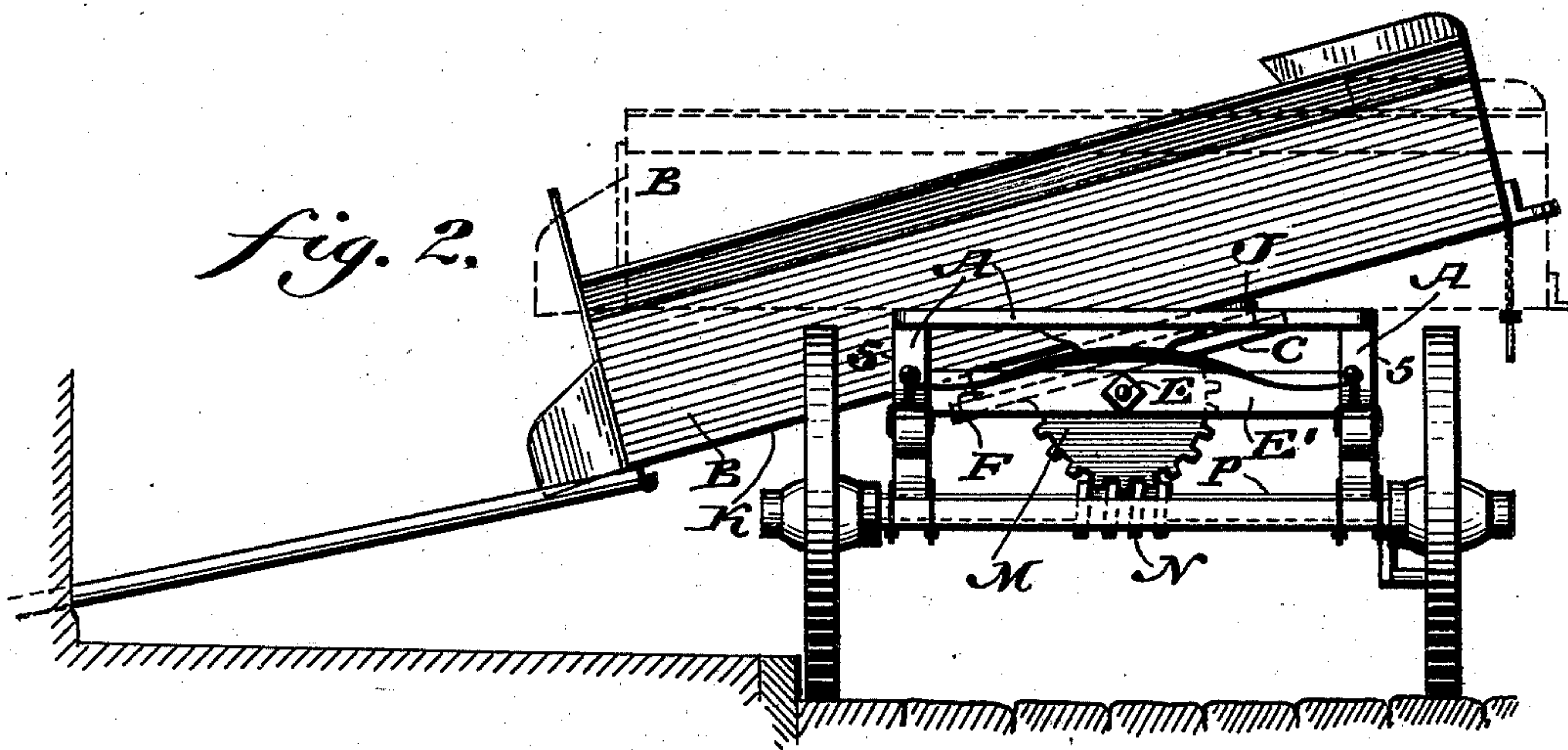
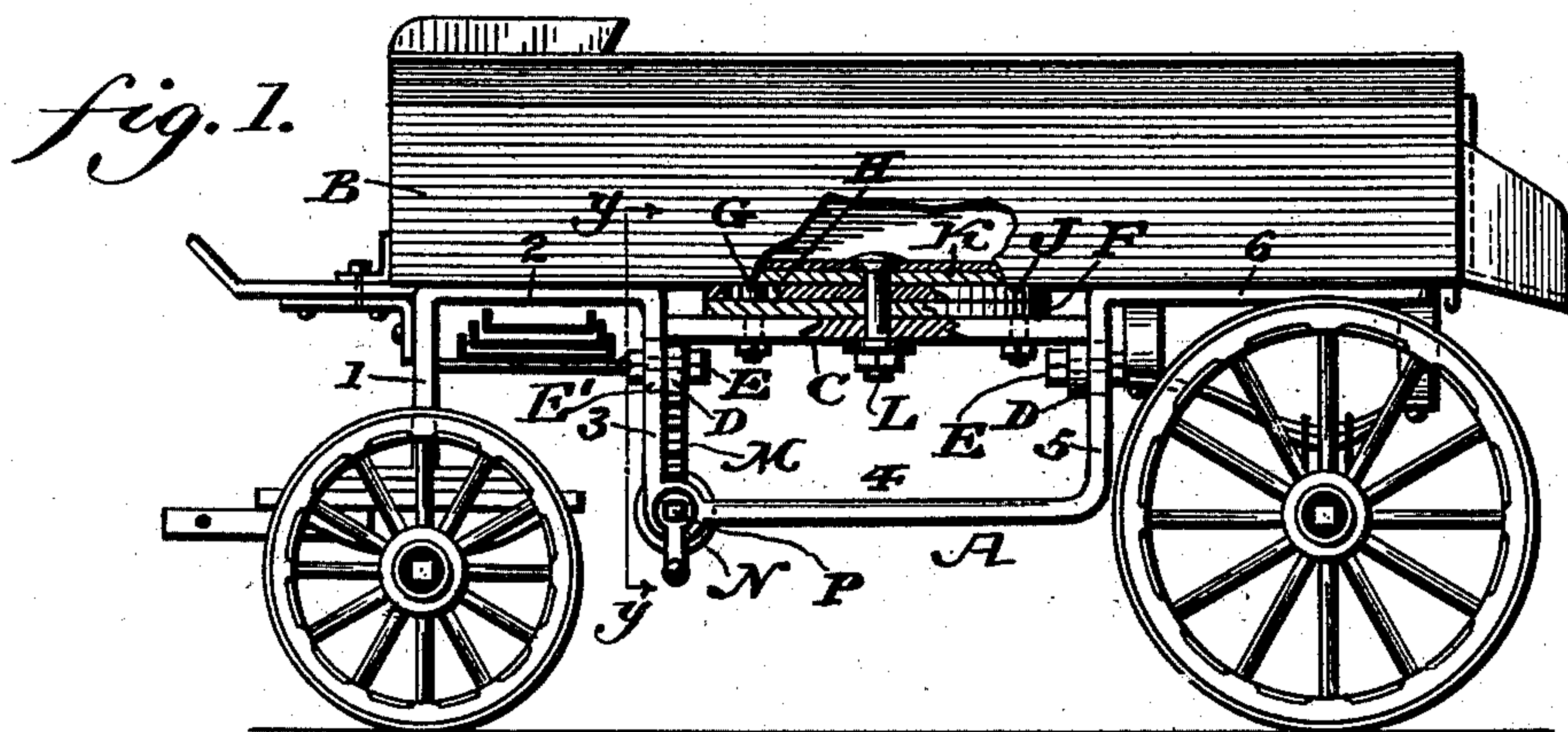


(No Model.)

J. A. B. SMITH.
DUMPING WAGON.

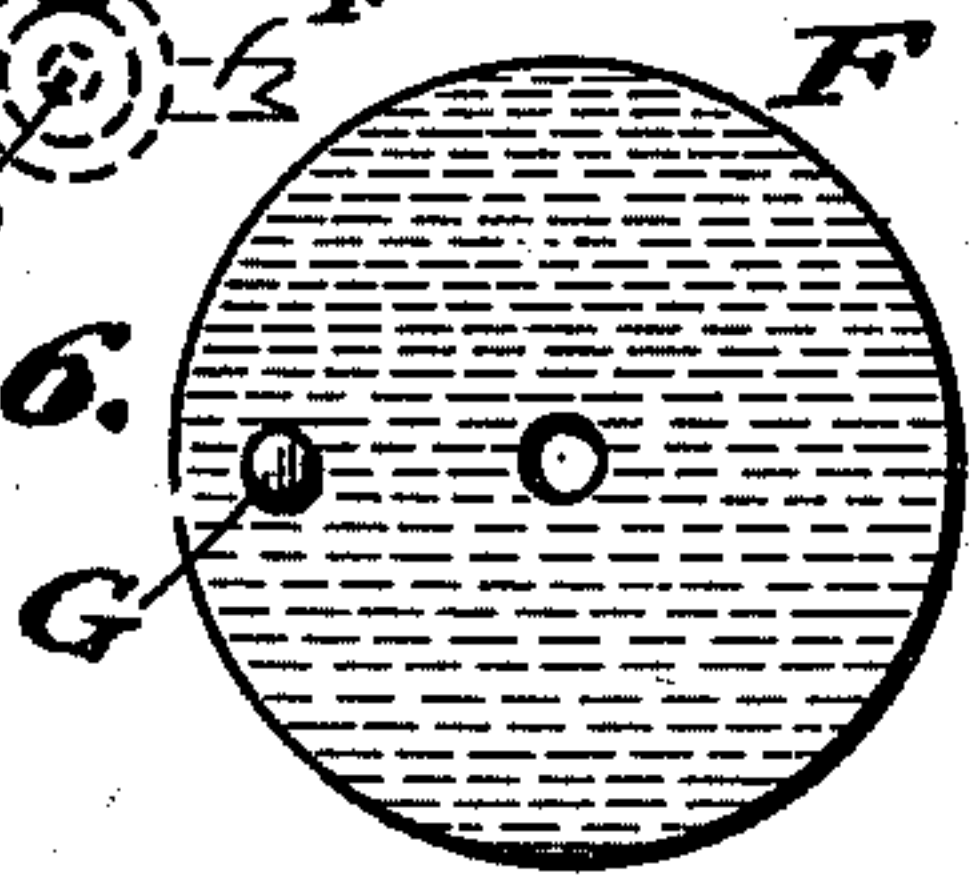
No. 558,748.

Patented Apr. 21, 1896.



WITNESSES:

L. Douville, fig. 6.
P. H. Hayes.



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UNITED STATES PATENT OFFICE.

JOHN A. B. SMITH, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 558,748, dated April 21, 1896.

Application filed January 29, 1896. Serial No. 577,235. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. B. SMITH, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Dumping-Wagons, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a dumping-wagon whose body may be turned to the right and left, while the running-gear remains close to and parallel with the curb at the sidewalk.

It also consists of means for limiting the turning motion of the body of the wagon.

It further consists of the construction of the sills, which are depressed in such a manner that when the body is properly rotated it may be tilted to a low extent from below the top of the sills.

Figure 1 represents a partial side elevation and partial vertical section of a dumping-wagon embodying my invention. Fig. 2 represents an end elevation, the body being in a tilted or dumped position. Fig. 3 represents the partial top or plan view with partial horizontal section of a detached portion. Fig. 4 represents a vertical section of a portion of the bottom of the wagon and a connected washer. Fig. 5 represents a vertical section of a portion on line *xx*, Fig. 3. Fig. 6 represents a top view of one of the washers, having a stud or pin for limiting the rotation of the body of the wagon. Fig. 7 represents a partial end view and partial vertical section on line *yy*, Fig. 1.

Similar letters and numerals of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates the sills of the running-gear of a wagon, the same being formed of bars or plates of metal bent into vertical and horizontal limbs 1, 2, 3, 4, 5, and 6, the front wheel being connected with the limb 1 and adapted to turn into the space formed by the limbs 1, 2, and 3, it being noticed that the limbs 3, 4, and 5 form a depressed space which is slightly wider than the width of the body B of the wagon.

C designates a horizontally-arranged bed, which occupies a position between the upper ends of the limbs 3 and 5 and is formed with

depending ears D, which are mounted by the bolts or pins E on the cross-bar E' of the limbs 3 and 5 of the sill, whereby said bed may be turned or swung up and down in the spaces between said limbs 3 and 5. On the upper side of the bed and connected therewith is a washer F, which may, however, be an integral part of said bed and has rising from the same the stud G, that enters the segmental slot H in a washer J, which is bolted or otherwise connected with the bottom or floor K of the body B of the wagon. Passing through the bottom of the body, the washer J, the washer F, and the bed C is an axial bolt L, whereby said body may be rotated on said bed and turned to the right or left, parallel with the limbs 3 and 5, for dumping purposes.

Connected with one of the ears of the bed is a worm-wheel M, which is engaged by the worm N on the shaft P, which latter is mounted on the sills A, it being seen that by the rotation of the shaft P motion may be communicated to the worm and worm-wheel, whereby the body may be dumped or tilted on the bolts or axes E of the bed C, said body in the present instance being dumped or tilted to the left in Fig. 2; but it is evident that it may be readily turned to the right, the pin G and slot H, in either case, limiting the rotary motions of the body, so that it will be properly set for entering the space between the limbs 3 and 5 of the sill A. It will also be seen that as the body may be tilted on the bed C it avoids such action directly from the top of the sills, whereby I avoid raising said body to a great height and may bring it more quickly and closely to the ground or sidewalk.

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

1. In a dumping-wagon, sills having vertical and horizontal limbs, cross-bars connecting said sills, a bed having ears mounted on said cross-bars, means for tilting said bed, and a wagon-body pivotally connected with said bed, said parts being combined substantially as described.

2. In a dumping-wagon, sills having depressed portions intermediate of their ends,

a bed journaled in cross-bars connecting said sills and a wagon-body pivotally connected with said bed, and of less width than said depressed portion, said parts being combined
5 substantially as described.

3. A dumping-wagon having a sill with a depressed portion, a laterally-swinging bed, mounted on the sill in said portion, and a body rotatably mounted on said bed, where-
10 by said body may tilt laterally with said bed in said portion, substantially as described.

4. In a dumping-wagon, sills having the vertical limbs, 1, 3 and 5 and horizontal limbs 2, 4 and 6 and wheels connected with
15 said vertical limb 1 and adapted to turn into the space between said limbs 1, 2 and 3 said parts being combined substantially as described.

5. A dumping-wagon having a rotatable
20 body, a supporting-sill therefor, and a washer interposed between said body and sill, said washer having a segmental slot, which re-

ceives a stop-pin supported on the sill, substantially as described.

6. In a dumping-wagon, a sill having ver- 25 tical and horizontal limbs, forming depressed portions in combination with a swinging bed, which is mounted on said sills in said portions, and a rotatable body which is mounted on said bed, substantially as described. 30

7. A dumping-wagon having sills with horizontal limb 4 and vertical limbs 3 and 5, forming a depression intermediate of its ends, the bed C having ears D mounted on cross-bars E', connecting the vertical limbs of the said
35 sills, a wagon-body pivotally mounted on said bed, said body being of less width than said depression, and mechanism for tilting said ears said parts being combined substantially as described.

JOHN A. B. SMITH.

Witnesses:

JOHN A. WIEDERSHEIM,
CHARLES S. KEYSER.