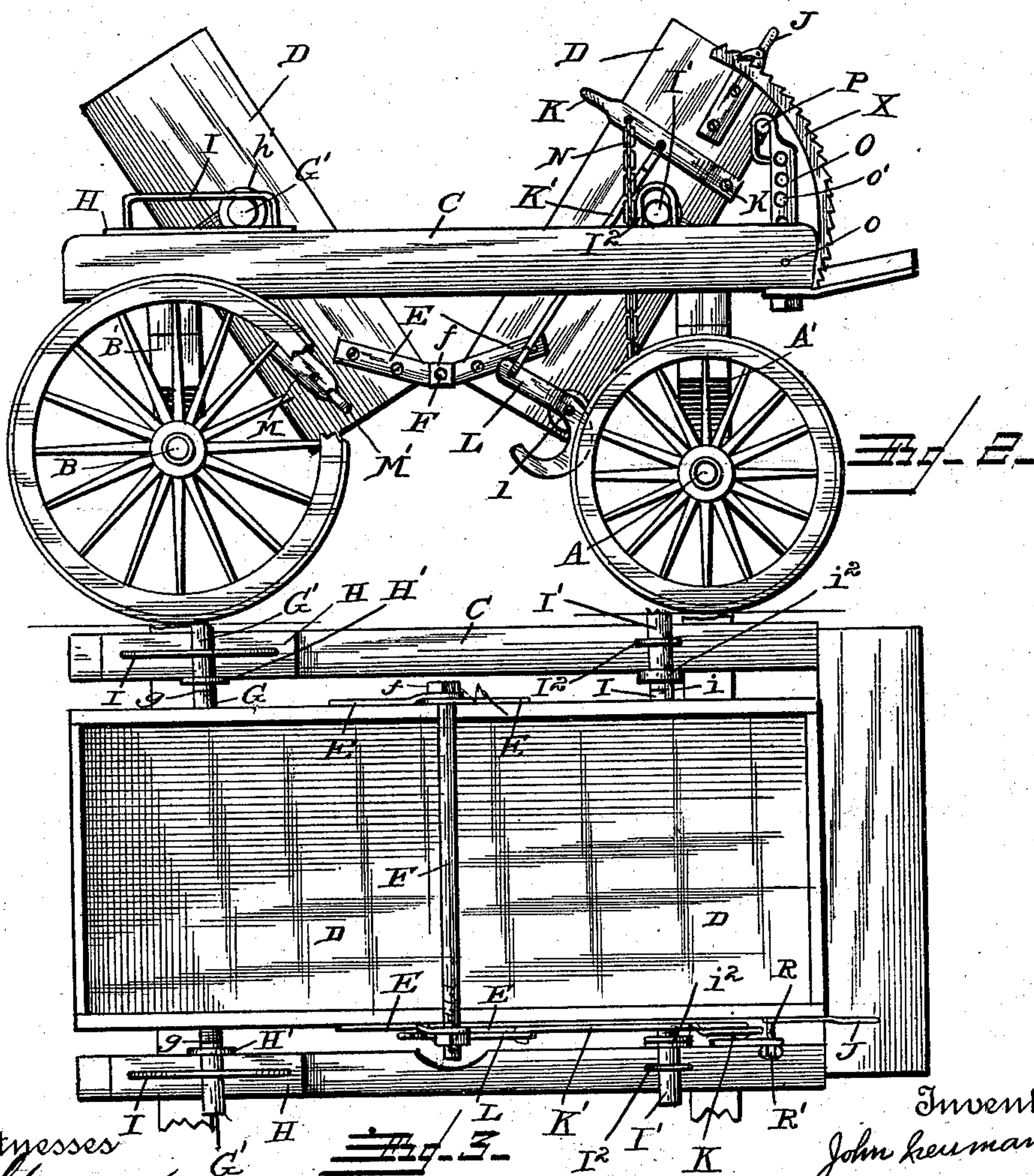
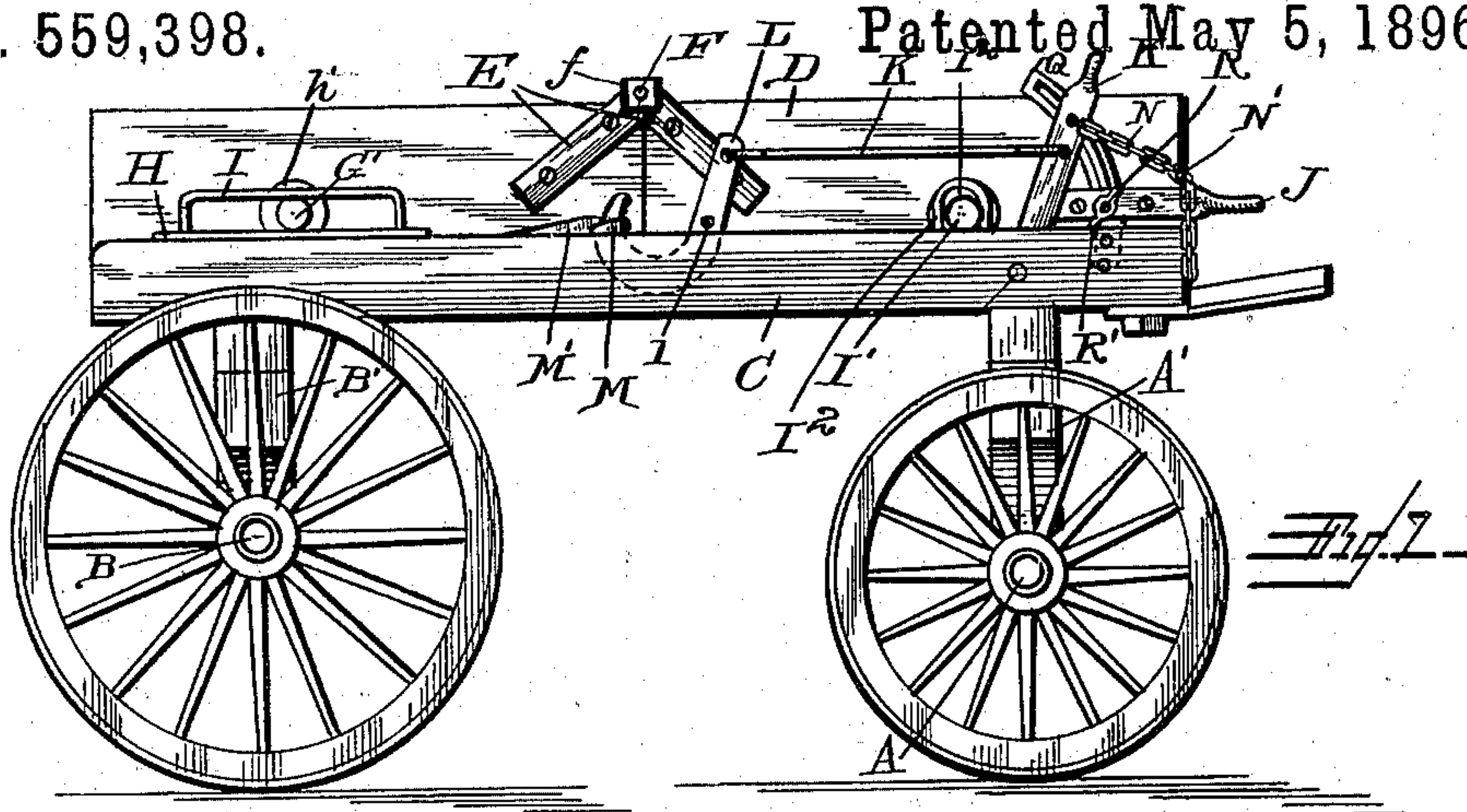


(No Model.)

J. NEUMANN.
DUMPING WAGON.

No. 559,398.

Patented May 5, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN NEUMANN, OF BALTIMORE, MARYLAND.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 559,398, dated May 5, 1896.

Application filed December 28, 1895. Serial No. 573,610. (No model.)

To all whom it may concern:

Be it known that I, JOHN NEUMANN, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in 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.

This invention relates to certain new and useful improvements in dumping-wagons; and it has for its object, among others, to provide a simple and cheap construction whereby the wagon may be readily dumped when required and readily brought to its normal position after the contents thereof have been discharged. The wagon-body is formed in two parts, one part of which is mounted upon stub axles or shafts, which are mounted for sliding movement in suitable ways upon the upper face of the wagon-bed. Suitable means are provided whereby the wagon may be tilted more or less to regulate the size of the discharge-opening and there held.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side elevation of my improved dumping-wagon. Fig. 2 is a similar view showing the same with the body portion in its dumping position. Fig. 3 is a top plan.

Like letters of reference indicate like parts in the various views.

Referring now to the details of the drawings by letter, A designates the front, and B the rear, axle, A' and B' the bolsters, and C the side sills of the wagon-bed, all of known construction.

D is the body, constructed in two substantially like parts, separated at their adjacent ends, which are practically at the center of the body. Upon the side of this body, at the break or separation therein, I attach the arms or plates E, one on each portion of said body, and extend them at an angle of about forty-five degrees to the top, and extend them

above the top any desired distance. The upper ends of these arms or plates overlap each other, as shown, the one being offset, as at *e*, to receive the other, and the overlapped ends are formed with eyes or openings *e'*, through which passes the rod F, extended across the wagon-body and receiving upon one or both ends a nut *f*. This forms a pivot on which the two halves of the wagon are designed to work, as upon a hinge, and the rods serve at the same time to brace and strengthen the body at this point.

The rear section of one-half of the wagon-body has secured to its bottom the iron G, which at each side of the wagon-body is extended upward, as shown at *g*, to about mid-height of the wagon-body and thence extended horizontally, as seen at G', which horizontal portions are adapted to slide on the plates H on the upper face of the side sills of the wagon-bed and are held against displacement by the elongated loops I, extending upward from the metallic plates. These horizontal portions are shown as provided with collars *h'*, which engage the inner face of the side sills of the bed and prevent endwise movement of the horizontal portions G'.

The front portion of the body has secured to its under side the strip I, of metal, extended upwardly upon opposite sides, as at *i*, to about mid-height of the bed or body, and thence horizontally, as at I', and engages the loops I², secured to the side sills of the bed, collars *i'* being provided to limit the endwise movement of the parts. The forward end of the front portion of the body is provided with a handle J, upon one or both sides, to aid in dumping the same.

K is a lever pivotally mounted at its lower end, as at *k*, to the front portion of the wagon-body and constituting a handle, while K' is a rod or link pivotally connected with this lever between its ends and its other end pivotally connected with the upper end of the curved lever L, which is mounted between its ends, as at *l*, on the side of the front half of the wagon-body, the lower arm of the lever being curved into hook form and adapted to engage a hook M on a plate M', secured to the side of the rear half of the wagon-body. When the lever is in its forward position, the hooked end of the curved lever will be en-

gaged with its hook and the two halves of the wagon-body will be locked in their forward and closed position. When the said lever is thrown rearward, the curved end of the curved lever is disengaged from its hook on the other part of the wagon-body and the same is free to be tilted on its pivot and in position for dumping, the horizontal portions G' of the rear half of the wagon-body sliding on the plates beneath the loops, as will be readily understood.

When the contents of the wagon have been dumped, the two halves thereof are thrown into their horizontal position and the operating-lever thrown forward, which throws the hooked end of the curved lever into engagement with its coacting hook, and the body is locked in its closed position, in which it may be held more securely by any suitable means, as, for instance, a chain N, connected with the operating-lever and adapted to engage a hook or pin N' on the front portion of the wagon-body.

I may sometimes employ a curved lever and locking-hook on both sides of the wagon-body and so connect the two parts that they may be operated simultaneously; but one will be usually found sufficient. Any suitable means may be provided for limiting the tilting movement of the two halves of the wagon-body, so as to dump more or less of the contents thereof at a time.

In Fig. 1 I have shown an arm O, pivotally mounted on the side sill of the wagon-body, as at o, and provided with a series of openings o', and engaging a pin or projection P on the front portion of the wagon-body, so that by engaging this arm with one of its openings over the said pin the two parts of the wagon-body will be held at any desired inclination. Other means may be provided for this purpose, as, for instance, as seen in Fig. 3, wherein Q is a curved arm mounted on the side sill of the wagon-bed and having a curved slot extending lengthwise thereof through which works a screw R on the outer half of the wagon-body, and which screw is provided with a thumb-nut R', by means of which the desired inclination of the wagon-body may be secured.

Modifications in detail may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

Other means may be provided for locking the operating-lever in position. I may sometimes employ a ratchet X, as seen in Fig. 2, with which a lug or catch on the operating-lever may engage.

Having thus described the invention, what is claimed as new is—

1. The combination with a wagon-body in two parts mounted to tilt toward each other, the one to slide bodily toward the other, of a pivoted lever, a curved arm pivotally mounted on one portion of the wagon-body and connected with said lever and a hook on the other

portion of the wagon-body to engage said curved arm, substantially as described.

2. The combination with a wagon-body in two parts mounted to tilt toward each other the one to slide bodily toward the other, of a pivoted lever, a curved arm pivotally mounted on one portion of the wagon-body and connected with said lever and a hook on the other portion of the wagon-body to engage said curved arm, and means for limiting the tilting of the body portions, substantially as described.

3. The combination with a wagon-body in two sections, pivotally united at their adjacent upper ends and mounted between their ends to rock and one mounted to slide toward the other, of an operating-lever mounted on one section, a curved arm mounted on the same section and connected with the lever, and a hook mounted on the other section to engage the curved arm, substantially as described.

4. The combination of two body-sections mounted to tilt toward each other and one mounted to slide bodily toward the other, of inclined arms secured to adjacent ends thereof and overlapped at the joint between the sections, with the overlapped portions formed with eyes through which passes a bolt provided with a nut at each end, substantially as described.

5. The combination of two body-sections mounted to tilt toward each other, the one being in fixed bearings and the other mounted to slide bodily to and from the same, of inclined arms secured to adjacent ends thereof and overlapped at the joint between the sections, with the overlapped portions formed with eyes through which passes a bolt provided with a nut at each end, an operating-lever pivoted on one section and a lock for the two sections actuated by said lever, substantially as described.

6. The combination of two body-sections mounted to tilt toward each other, the one being in fixed bearings and the other mounted to slide bodily to and from the same, of inclined arms secured to adjacent ends thereof and overlapped at the joint between the sections, with the overlapped portions formed with eyes through which passes a bolt provided with a nut at each end, an operating-lever pivoted on one section and a lock for the two sections actuated by said lever and means for holding the lever in position to keep said lock engaged, substantially as described.

7. The combination of two body-sections mounted to tilt toward each other, the one being in fixed bearings and the other mounted to slide bodily to and from the same, of inclined arms secured to adjacent ends thereof and overlapped at the joint between the sections, with the overlapped portions formed with eyes through which passes a bolt provided with a nut at each end, an operating-

lever pivoted on one section and a lock for
the two sections actuated by said lever and
means for holding the lever in position to
keep said lock engaged, and means for limit-
5 ing and regulating the amount of tilting of
the body-sections, substantially as described.

In testimony whereof I have signed this

specification in the presence of two subscrib-
ing witnesses.

JOHN NEUMANN.

Witnesses:

FELIX R. SULLIVAN,
A. T. BENZINGER.