(No Model.) 2 Sheets—Sheet 1.

J. & G. BECKER.

DUMPING WAGON.

No. 602,151. Patented Apr. 12, 1898.

Fig. 1.

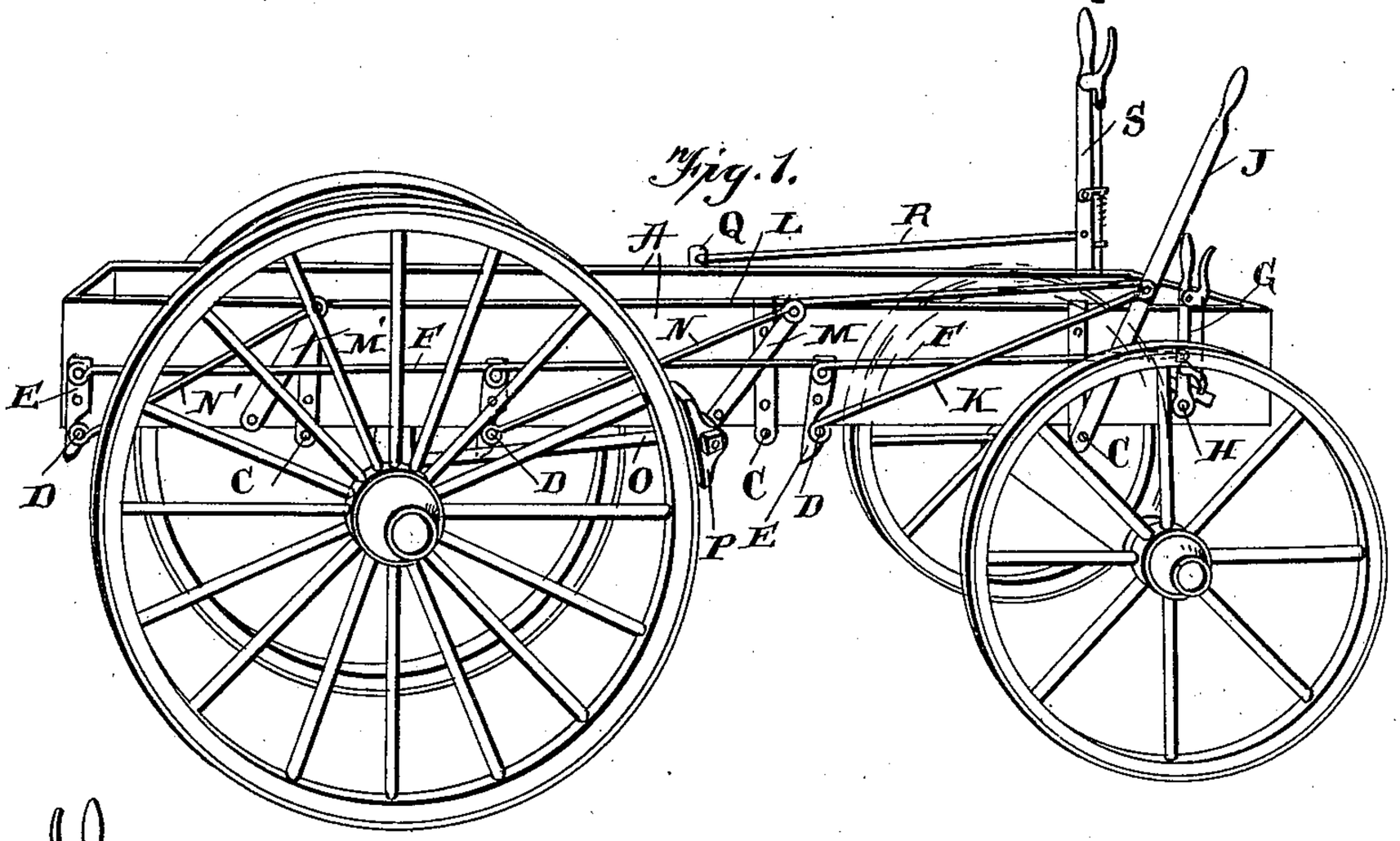


Fig. 4.

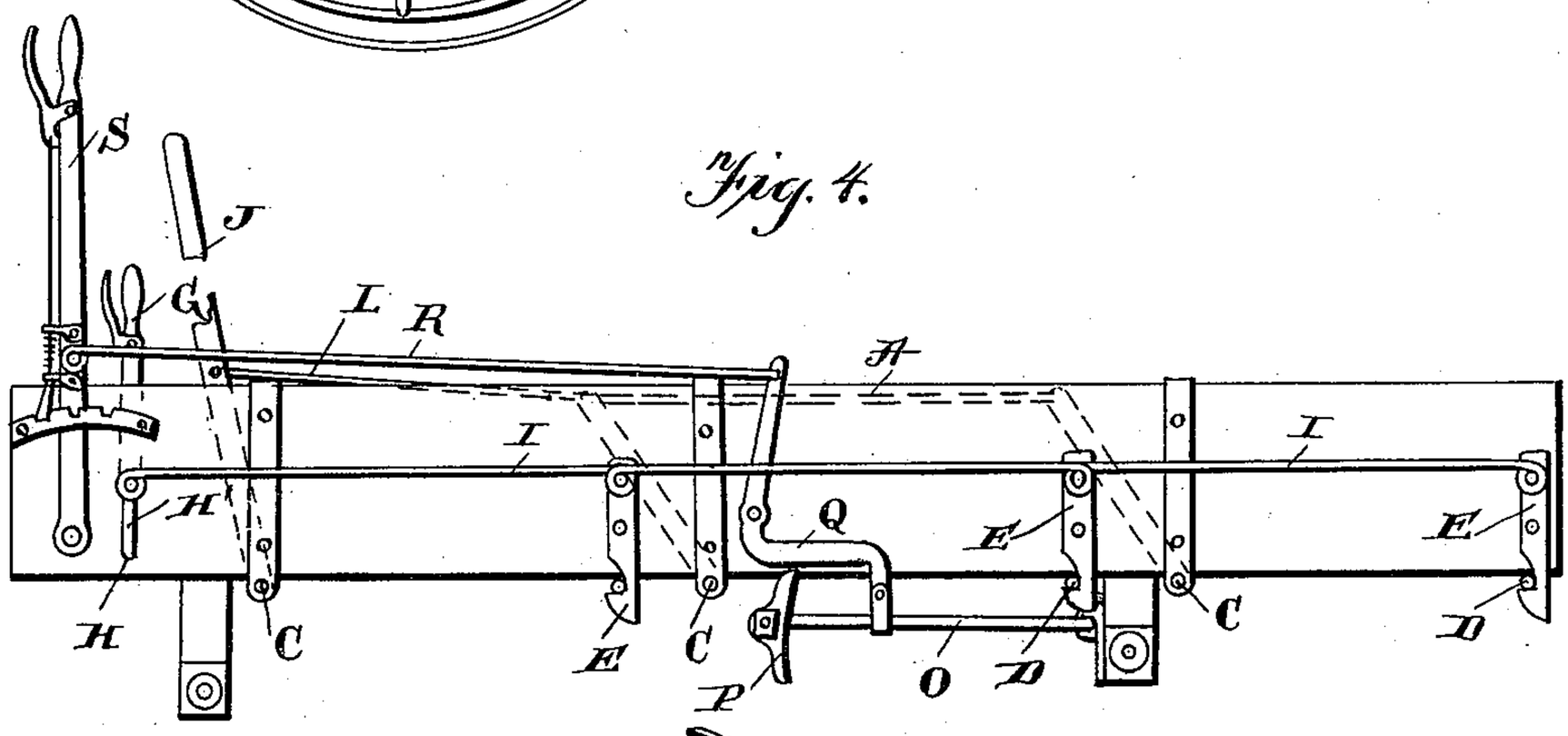
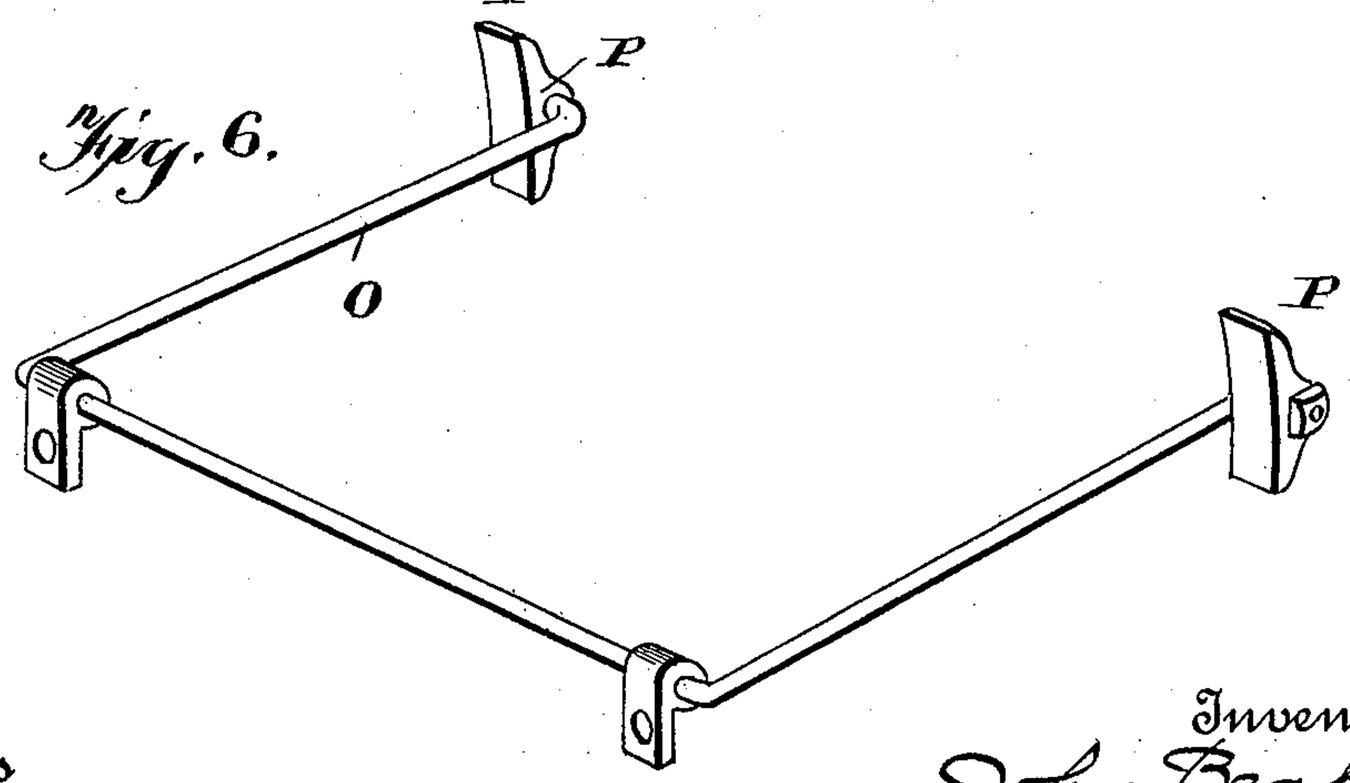


Fig. 6.



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(No Model.) 2 Sheets—Sheet 2.

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DUMPING WAGON.

No. 602,151. Patented Apr. 12, 1898.

Fig. 2.

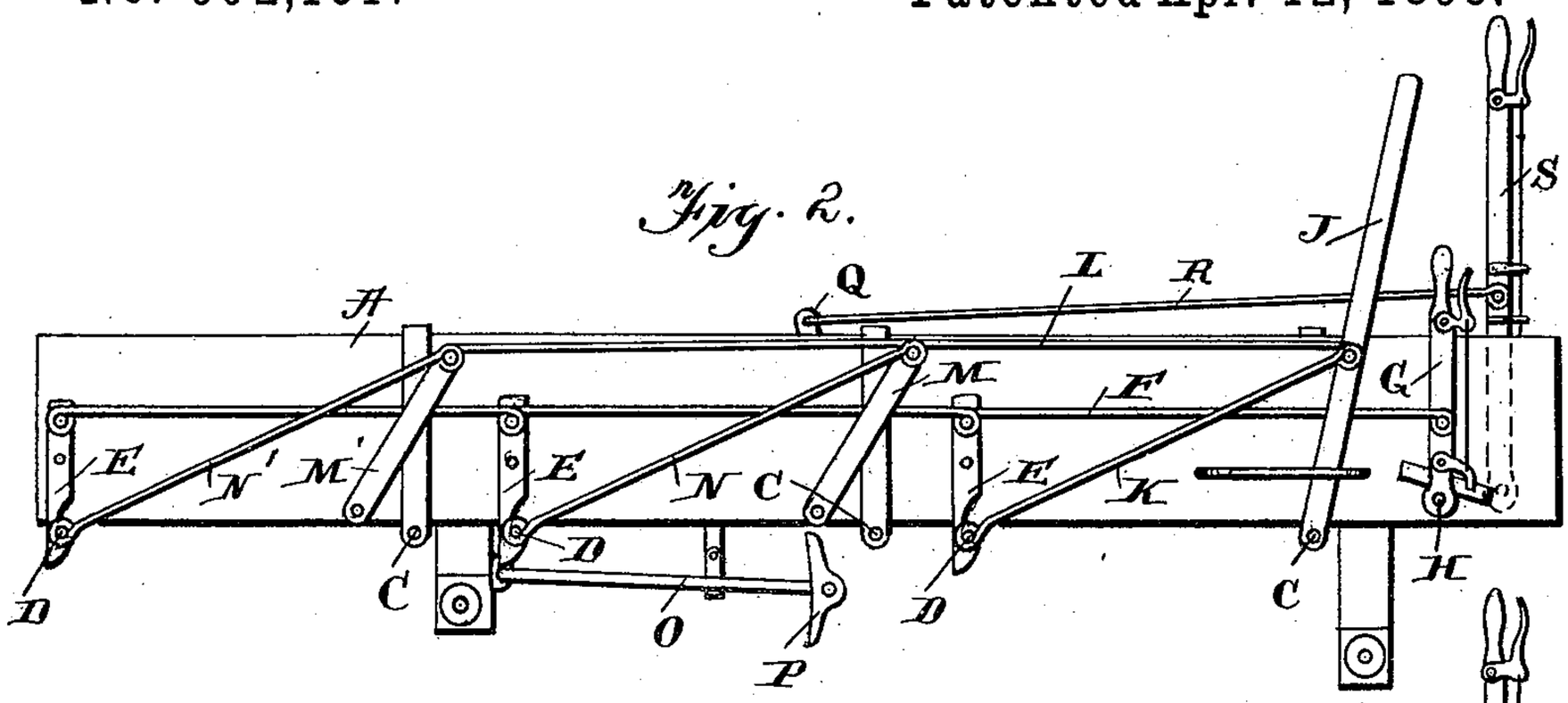


Fig. 3.

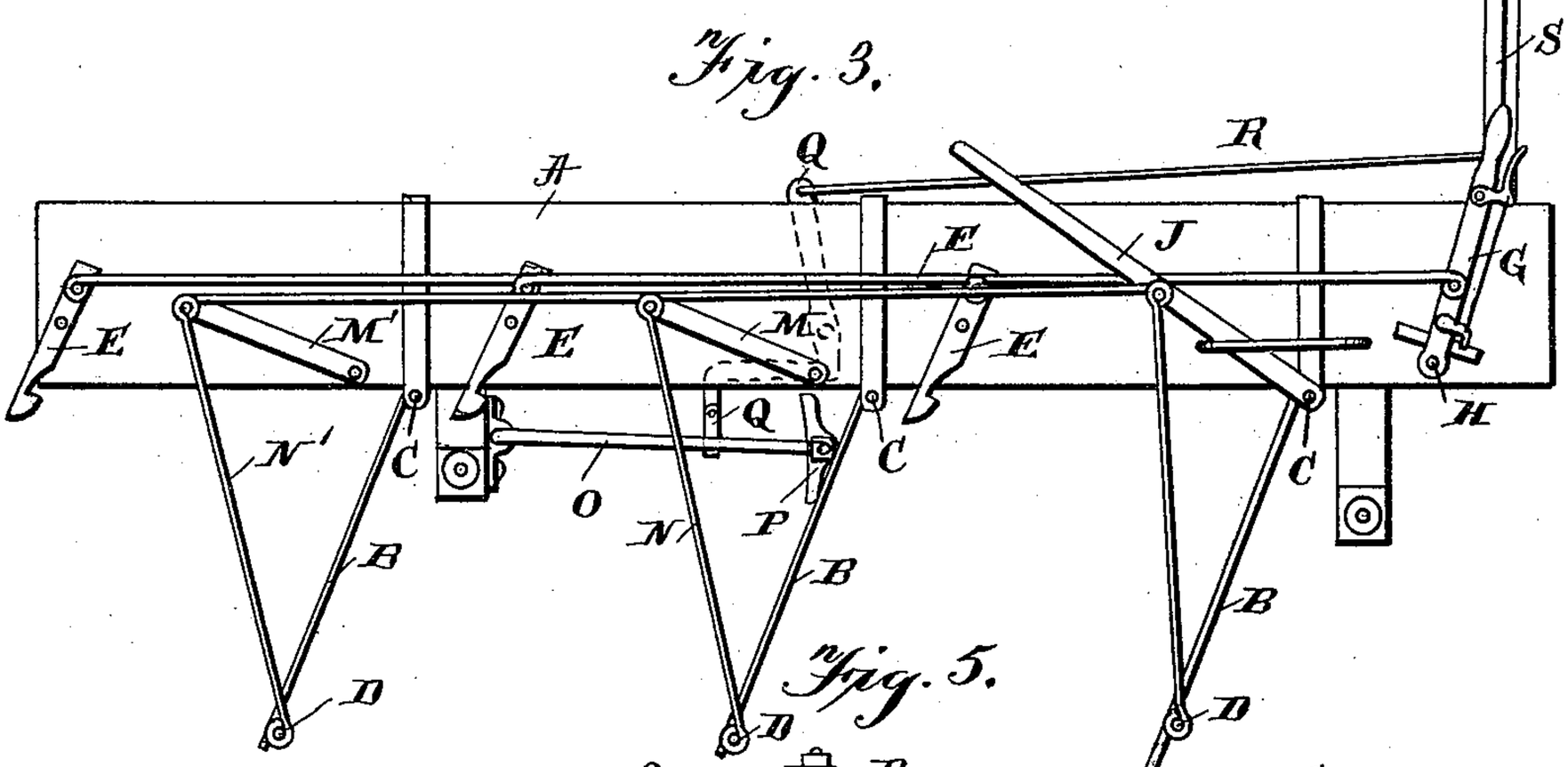
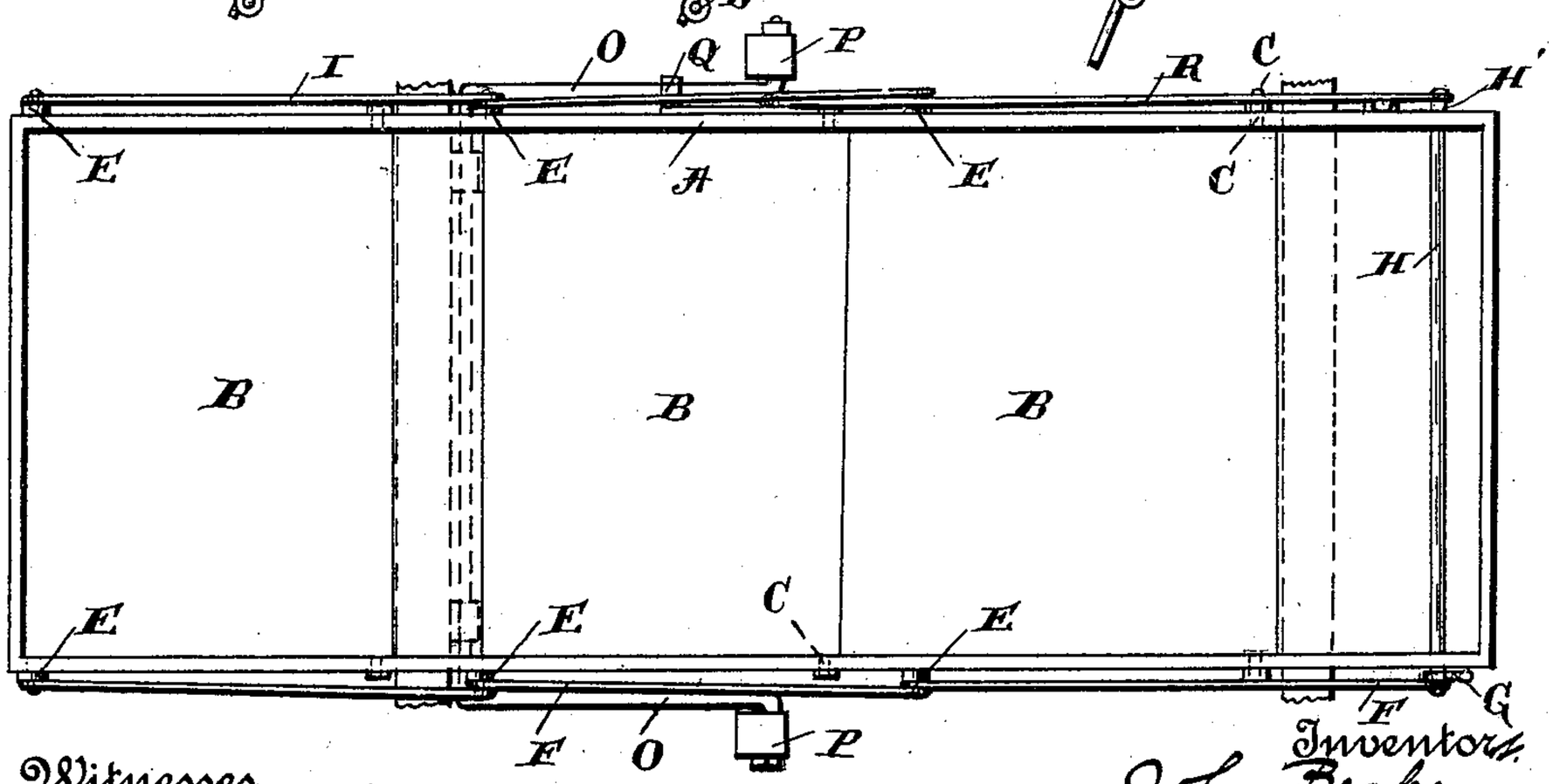


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOHN BECKER AND GEORGE BECKER, OF HAYS MILL, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 602,151, dated April 12, 1898.

Application filed July 19, 1897. Serial No. 645,085. (No model.)

To all whom it may concern:

Be it known that we, JOHN BECKER and GEORGE BECKER, of Hays Mill, in the county of Somerset and State of Pennsylvania, have invented certain new and useful Improvements in Dumping-Wagons; and we 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 pertains to make and use the same, reference being had to the accompanying drawings, which form part of this specification.

This invention relates to improvements in dumping-wagons; and the object of the same is to provide a wagon-body with vertically-swinging bottom sections, whereby the same may be completely opened for discharging the load.

A further object of the invention is to provide an improved brake particularly adapted for wagons of the character herein disclosed.

The invention consists in the novel features of construction and in the combination and arrangement of parts, as will be hereinafter fully described and claimed, and illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of the wagon. Fig. 2 is a side elevation with the sectional bottom closed. Fig. 3 is a similar view with the bottom open. Fig. 4 is an elevation at the opposite side of the wagon from that illustrated in Figs. 1 and 2. Fig. 5 is a plan view of a portion of the wagon, illustrating the brake mechanism. Fig. 6 is a detached view in perspective of the bail-shaped frame provided with brake blocks or shoes.

A designates the sides of the wagon-body, which are fixed to the front and rear truck, the running-gear not being provided with either hounds or a reach, and B designates the parts of the sectional bottom, said parts being hinged at their forward ends between sides A on rods C, which extend transverse the body, the rear ends of the sections swinging downward in dumping. The free ends of the bottom sections are provided with laterally-projecting bolts D, which are engaged by latches E, pivoted to sides A, for holding them in raised or closed positions. On the right side of the body, as seen in Figs. 1 and 2, these latches are connected by a rod F, which at its forward end is secured to lever G near the front of the body, and this lever is fulcrumed on a rod H, which extends transversely through the body and which on the opposite side of the wagon, as seen in Fig. 4, is provided with a crank H′, which connects with the rod I, for operating the latches on that side of the body. By means of this arrangement all the latches are simultaneously actuated for releasing the section of the bottom, and after the latter are raised or closed the latches are moved in the reverse direction for locking the same.

For raising and closing the sections after the wagon has been dumped we provide lever J, which is connected by rod K to the front downwardly-swinging bottom section, and also extending rearward from the lever is rod L, which is secured to the upper end of arms M and M′, arm M being connected by rod N to the center bottom section, while arm M′ is connected by rod N′ to the rear section. As these arms M and M′ are pivoted at their lower ends to the sides A they will have a lever or lifting action in closing the swinging bottom sections from the position indicated in Fig. 3. The sections will thus be raised or closed simultaneously, and then lever J operated, as above described, to move the pivoted catches to locking position.

Our improved brake, which is particularly adapted for this form of wagon, consists of the bail-shaped frame O, which is mounted to swing vertically on the front side of the rear truck, with brake-blocks P secured to the forwardly-extending extremities of said frame. For actuating this frame we provide the bell-crank lever Q, which has its lower arm loosely secured to one arm of the rear frame, while its upper end is connected by rod R to brake-lever S, of usual construction, arranged in convenient position at the front of the wagon. A backward movement of this brake-lever serves to lower the bail-shaped frame and set the brake, while the forward movement of the lever releases the same. The brake mechanism as thus constructed has no part thereof extending beneath the wagon-body forward of the rear axle, so that the downwardly-swinging movement of the sectional bottom is in no way impeded.

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

1. In a dumping-wagon, the combination of sides A, downwardly-swinging bottom sections B, the rear axle, one of the bottom sections swinging vertically adjacent the axle, the bail-shaped brake-beam mounted to swing vertically on the front side of the axle with its extremities extending to the wheel-peripheries, and brake-shoes on the beam extremities, substantially as shown and described.

2. In a dumping-wagon, the combination of sides A, downwardly-swinging bottom sections B, one section being arranged to swing vertically adjacent the rear axle, a bail-shaped brake-beam mounted to swing vertically on the front of the axle without interfering with the vertical movement of said bottom sections, an L-shaped brake-actuating lever, and brake-blocks secured to the extremities of the brake-beam arms, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN BECKER.
GEORGE BECKER.

Witnesses:
HENRY H. STAHL,
JOHN O. WELLER.