

No. 620,081.

H. WUEST & A. KLATT.
DUMPING WAGON.

Patented Feb. 21, 1899.

(Application filed Nov. 19, 1898.)

(No Model.)

FIG. 1.

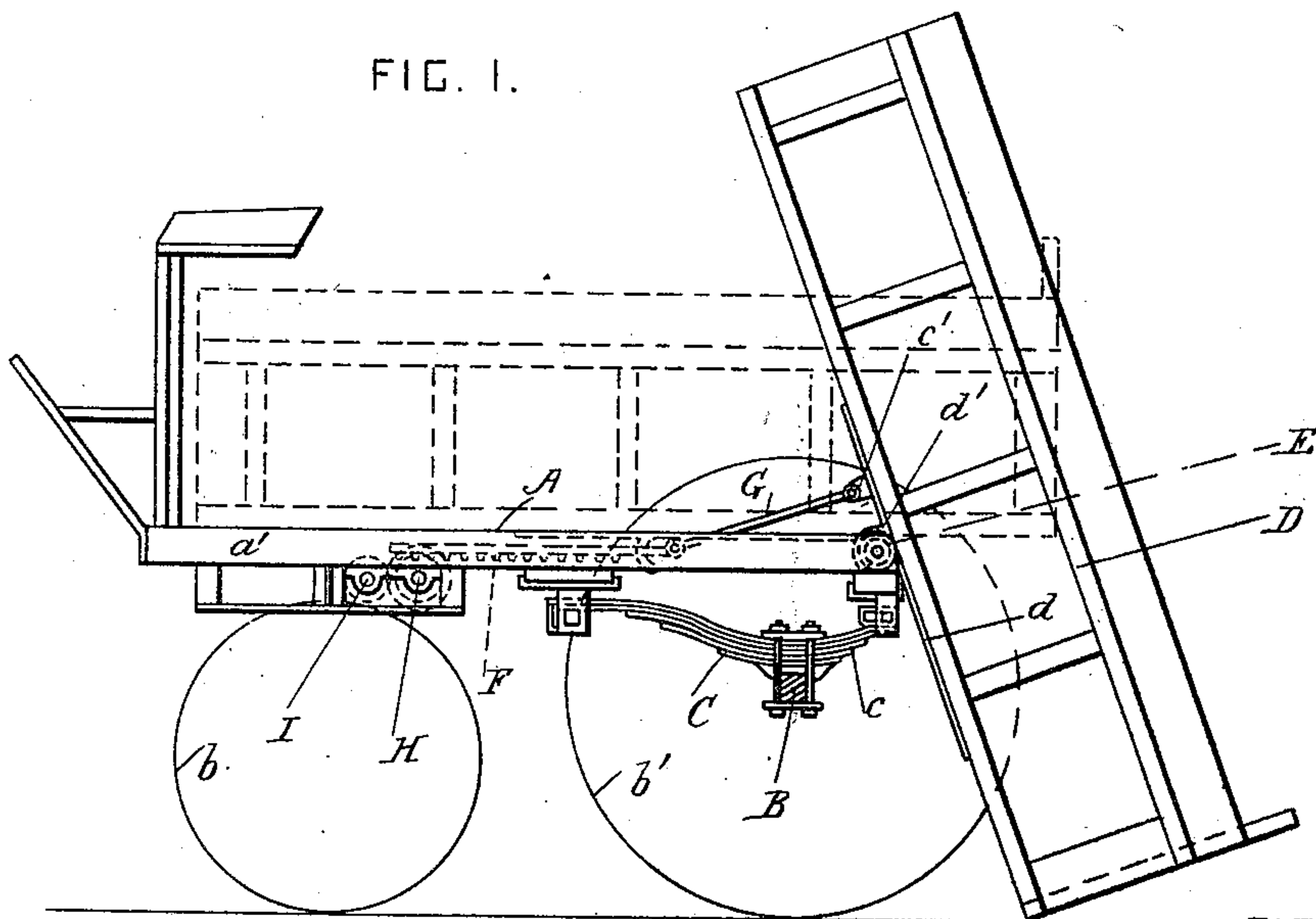


FIG. 2.

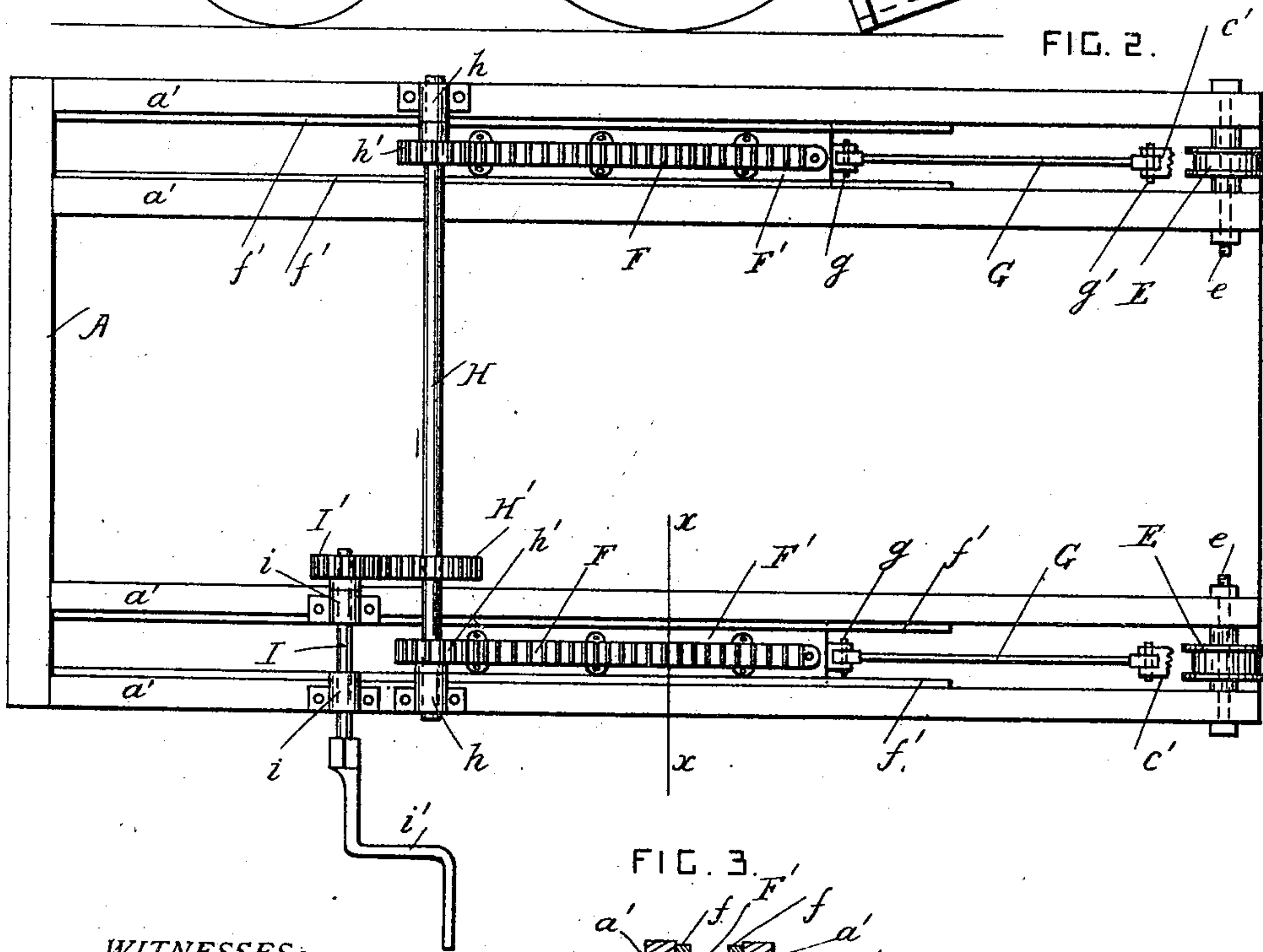
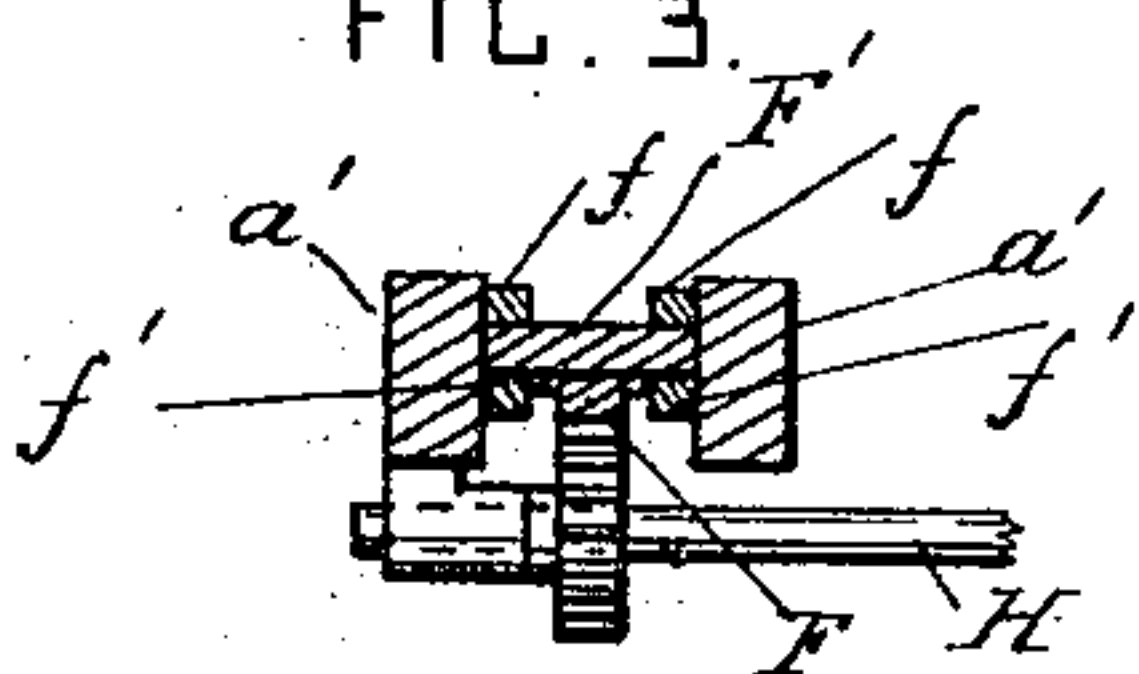


FIG. 3.



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HENRY WUEST AND AUGUST KLATT, OF NEW YORK, N. Y.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 620,081, dated February 21, 1899.

Application filed November 19, 1898. Serial No. 696,923. (No model.)

To all whom it may concern:

Be it known that we, HENRY WUEST and AUGUST KLATT, citizens of the United States, residing at New York, in the county of New York and State of New York, 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 appertains to make and use the same.

This invention relates to dumping-wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the wagon with some parts removed and showing the sand-box tilted up. Fig. 2 is a plan view from below of the frame and tilting mechanism. Fig. 3 is a cross-section taken on the line $x x$ in Fig. 2.

A is the frame, which is mounted on front wheels b and rear wheels b' , of any approved construction. The frame A is provided with longitudinal beams a' , arranged in pairs, one pair at each side of the frame, and these beams are secured to suitable cross-pieces. The rear wheels b' are mounted on an axle B, which is secured to leaf-springs C at unequal distances from its ends. The rear end portion c of each leaf-spring is much shorter than its front end portion, so that the axle B is arranged near the rear end of the frame A. The springs C are operatively connected with the frame in any approved manner.

D is the sand-box of the wagon. This sand-box is slidable longitudinally upon the frame A and normally rests upon it, as indicated by dotted lines in Fig. 1. Plates or bars d are secured to the bottom of the sand-box between the pairs of beams a' , and each plate d is provided with a hook or catch d' .

E are flanged rollers journaled on pins e and arranged between the pairs of beams a' at the rear end of the frame A over the rear end portions c of the springs C. The plates d run upon the rollers E and are guided by their flanges. The plates d have lugs c' projecting downward in front of the hooks d' .

The pairs of beams a' have upper and lower guides $f f'$ on their adjacent sides, and F are toothed racks the back plates F' of which

slide longitudinally in the said guides between the pairs of beams.

G are connecting-rods pivotally connected with the front end portions of the racks F by pins g and pivoted to the lugs c' by pins g' .

H is a shaft which extends crosswise under the frame and is journaled in bearings h . Toothed wheels h' are secured on the shaft H and gear into the toothed racks. H' is a toothed wheel also secured on the shaft H.

I is an operating-shaft journaled in bearings i at one side of the frame, and i' is a removable crank-handle which engages with the shaft I. A toothed pinion I' is secured on the shaft I and gears into the wheel H'. The wheels h' are arranged below the toothed racks and the shaft I is arranged in front of the shaft H, so that when a man is going to tilt the sand-box he faces toward the rear of the wagon and can see what he is doing and turns the crank-handle from its upper position toward the rear, which is the most effective way to turn it. The difference in size between the pinion I' and the wheel H' gives the power necessary to work the sand-box.

The sand-box is slid rearwardly upon the frame until the catches or hooks d' engage with the flanged rollers. As the hooks d' are arranged very little to the rear of the center of gravity of the sand-box and as the pins g' are slightly above the centers of the rollers, the sand-box is easily tilted up to the position shown by the full lines in Fig. 1 by continuing to turn the crank-handle. The sand-box does not lift the front end of the wagon when it tilts, because the short ends of the rear springs permit the rear axle to be placed sufficiently near the rollers to prevent the frame from tilting. The sand-box is restored to its original position by turning the crank-handle in the reverse direction.

What we claim is—

1. In a dumping-wagon, the combination, with a frame provided at each side with longitudinal beams arranged in pairs and having guides on their adjacent sides, of rollers journaled at the rear end of the frame between the pairs of beams, a tilting sand-box slidable on the said frame and provided with catches for engaging with the said rollers, toothed racks slidable in the said guides and operatively connected with the sand-box, and

operating mechanism provided with toothed wheels which gear into the said racks and slide them in the guides, substantially as set forth.

5 2. In a dumping-wagon, the combination, with a frame provided with longitudinal beams arranged in pairs, of flanged rollers journaled at the rear end of the frame between the pairs of beams, a sand-box, plates
10 secured to the bottom of the sand-box and running on the said rollers between their flanges and provided with catches for engaging with the said rollers, and means for sliding and tilting the said sand-box, substantially as set forth.

15 3. In a dumping-wagon, the combination, with a frame provided with guides at its middle part, and rollers at its rear end; of a slidable sand-box provided with catches for en-

gaging with the said rollers, toothed racks 20 slidable in the said guides and operatively connected with the sand-box, a shaft extending crosswise under the racks, toothed wheels secured on the said shaft and gearing into the said racks, a toothed wheel H' also secured 25 on the said shaft, an operating-shaft provided with a crank-handle and journaled in front of the aforesaid shaft, and a toothed pinion secured on the said operating-shaft and gearing into the wheel H', substantially as set 30 forth.

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

HENRY WUEST.
AUGUST KLATT.

Witnesses:

JOSEPH TAUBLES,
FRANK GANNS.