

No. 626,721.

Patented June 13, 1899.

J. PRINZ.
DUMP CART OR WAGON.

(Application filed Apr. 19, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

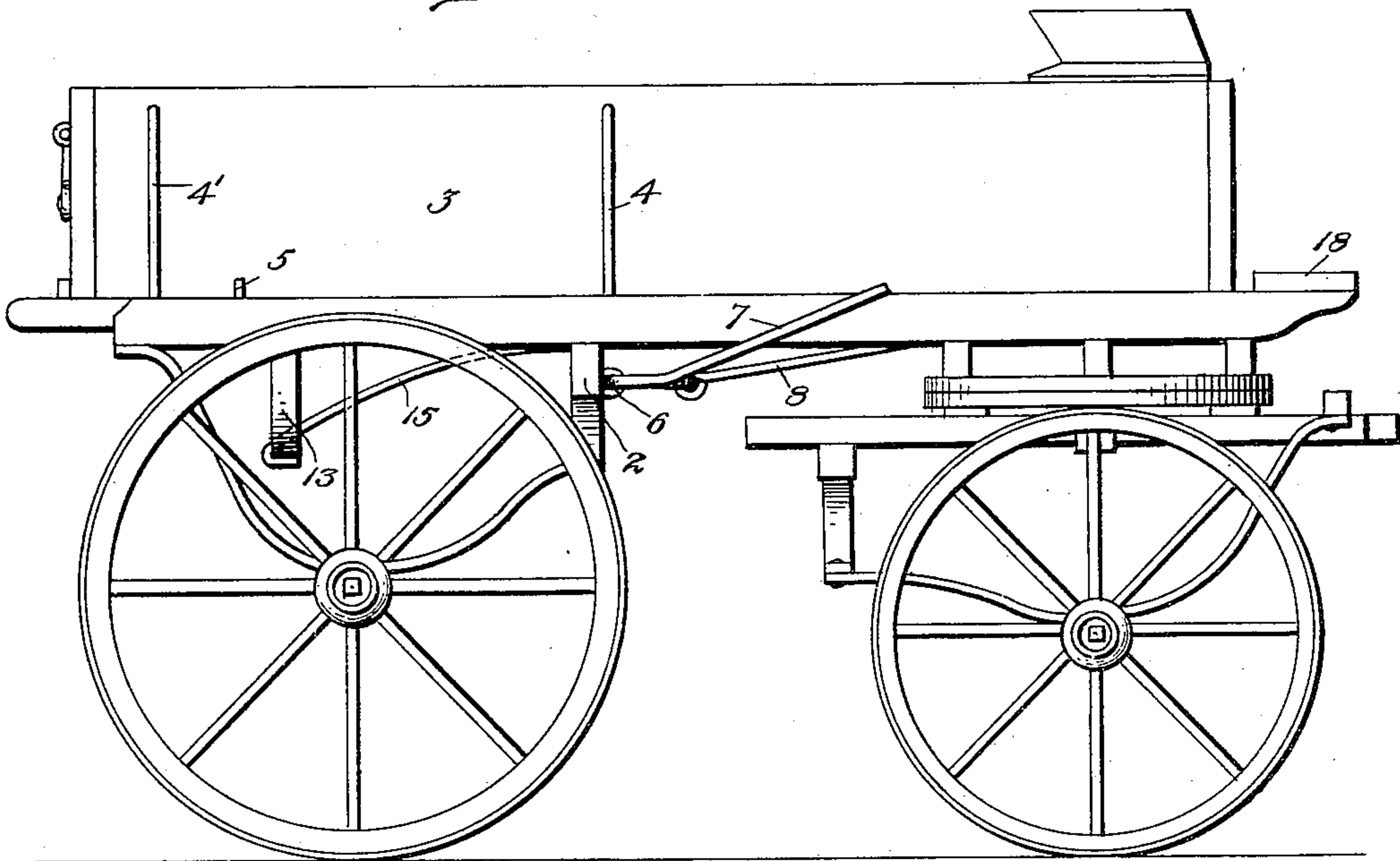
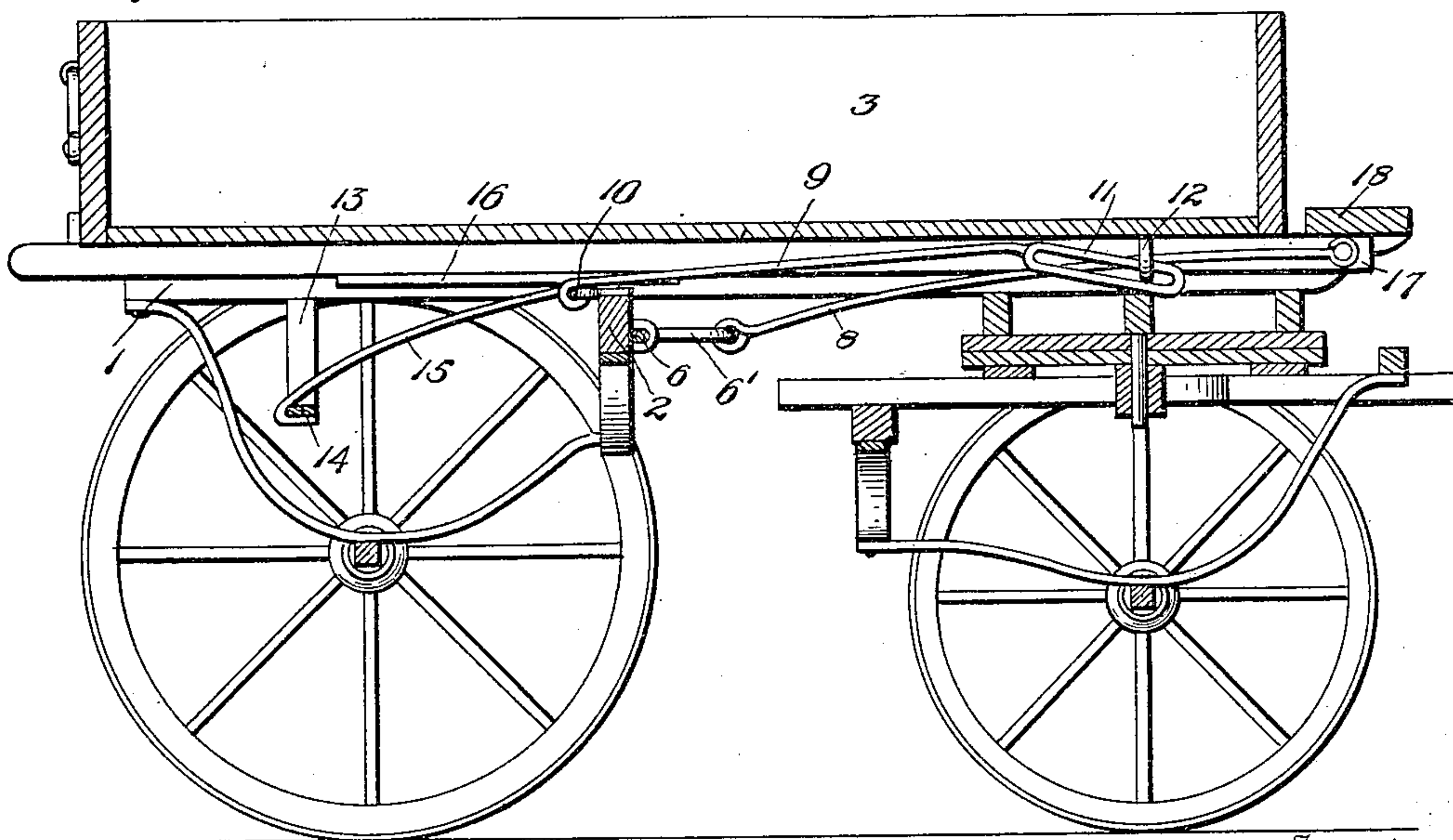


Fig. 2.



Inventor

Witnesses

E. Hunt.
J. Wilson

John Prinz.
by A. B. Wilson & Co

Attorneys

No. 626,721.

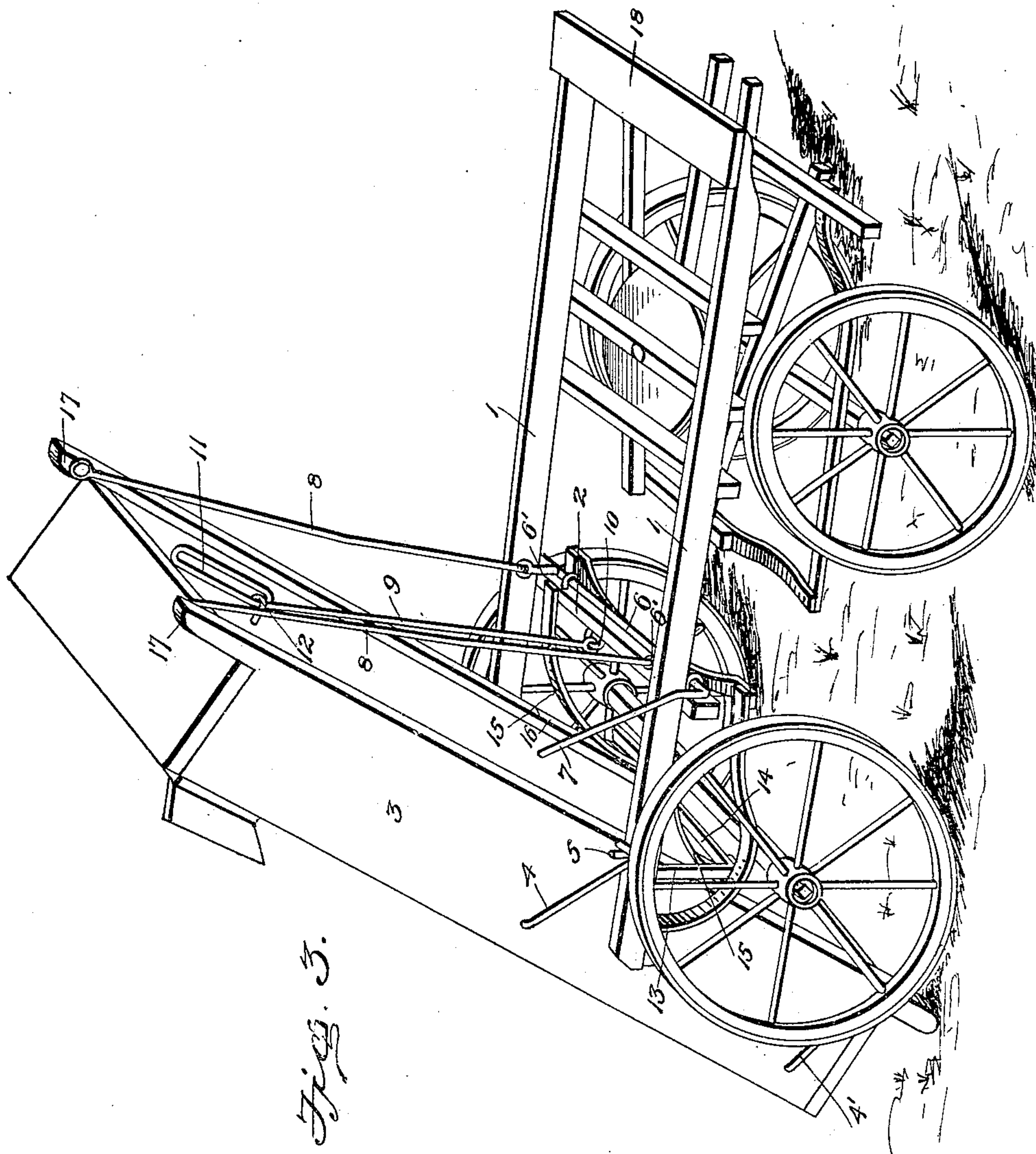
Patented June 13, 1899.

J. PRINZ.
DUMP CART OR WAGON.

(Application filed Apr. 19, 1899.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses
C. E. Hunt
J. H. Wilson

Inventor
John Prinz
by *A. B. Wiles and Co.*
Attorneys

UNITED STATES PATENT OFFICE.

JOHN PRINZ, OF LOUISVILLE, KENTUCKY.

DUMP CART OR WAGON.

SPECIFICATION forming part of Letters Patent No. 626,721, dated June 13, 1899.

Application filed April 19, 1899. Serial No. 713,580. (No model.)

To all whom it may concern:

Be it known that I, JOHN PRINZ, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Dump Carts or Wagons; and I do 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.

My invention relates to improvements in dumping carts, wagons, and other like vehicles; and the object is to simplify and improve the construction and provide a simple, effective, and convenient device of this character.

To this end the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a side elevation of a dumping-wagon embodying my invention. Fig. 2 is a longitudinal section of the same. Fig. 3 is a perspective view of the wagon as it appears when dumped.

The running-gear may be of any approved form, of which 1 1 denote the side rails, and 2 the rear bolster.

3 denotes the tilting body, provided on each side with the guard-brackets 4 4', which extend across the side rails, and a stud-pin 5 is fixed in each rail in the path of the forward guard-bracket 4 to limit the rearward movement of the body on the rails.

6 denotes a double-crank shaft mounted on the bolster, having one end formed with a lever-handle 7, and from the crank-arms 6' 6' of said shaft the connecting-rods 8 8 extend to the front end of the wagon-body. A third rod 9 has its inner end pivoted to an eyebolt 10, fixed in the bolster, and its outer end terminates in an oblong eye or link 11, which has a sliding engagement with the staple 12, fixed to the bottom of the wagon-body.

13 denotes a drop-brace fixed to the side rails, and from the outer ends of its horizontal portion 14 the upwardly-bowed rails 15 15 extend

to the bolster and which form a track for the body portion to slide on, the contiguous portions of the body being provided with wear-plates 16 16, which take up the wear of the body portion on the curved track.

When the body is in the horizontal position, the projecting ends 17 of the body extend under the foot-board 18 on the running-gear, while to dump the body it is only necessary to throw the hand-lever 17 backward, which slides the body rearward, withdrawing the ends 17 17 from under the foot-board, and with the guard-brackets 4' projecting beyond the ends of the side rails, so that the weight of the body and its load is thrown on the curved track 15 15, and the tail end being overbalanced the body slides down said track and assumes the position shown in Fig. 3. After the load has been discharged the hand-lever 7 is thrown down, which restores the body to its horizontal position, and it is then slid forward, so that the ends 17 will extend under the foot-rail, and it is then ready for the next load.

The accompanying drawings show my invention in the best form now known to me; but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention as set forth in the claims at the end of this specification.

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

1. In a dumping-wagon, the side rails and bolster; the drop-brace 13 fixed to said rails and the curved rails 15 15 connecting said drop-brace and bolster; in combination with the sliding body, the guard-brackets 4 4', the double-crank shaft 6 mounted on the bolster and the rods 8 8 connecting said crank-shaft and body, substantially as shown and described.

2. In a dumping-wagon, a running-gear comprising the side rails 1 1 and bolster 2, the stud-pins 5 fixed to said side rails, and the drop-brace 13 connecting said side rails; and the double-crank shaft 6 mounted on the bolster; in combination with the tilting body, the guard-brackets 4 4', fixed to said body,

the parallel rods 8 8 connecting the crank-
shaft and forward end of said body, and the
rod 9 pivoted at one end to said bolster and
having its opposite end formed with a link
5 having a sliding engagement with said body
portion, substantially as shown and described.

In testimony whereof I have hereunto set

my hand in presence of two subscribing wit-
nesses.

JOHN PRINZ.

Witnesses:

E. E. SPIES,

JESSE E. SPIES.