

No. 670,605.

Patented Mar. 26, 1901.

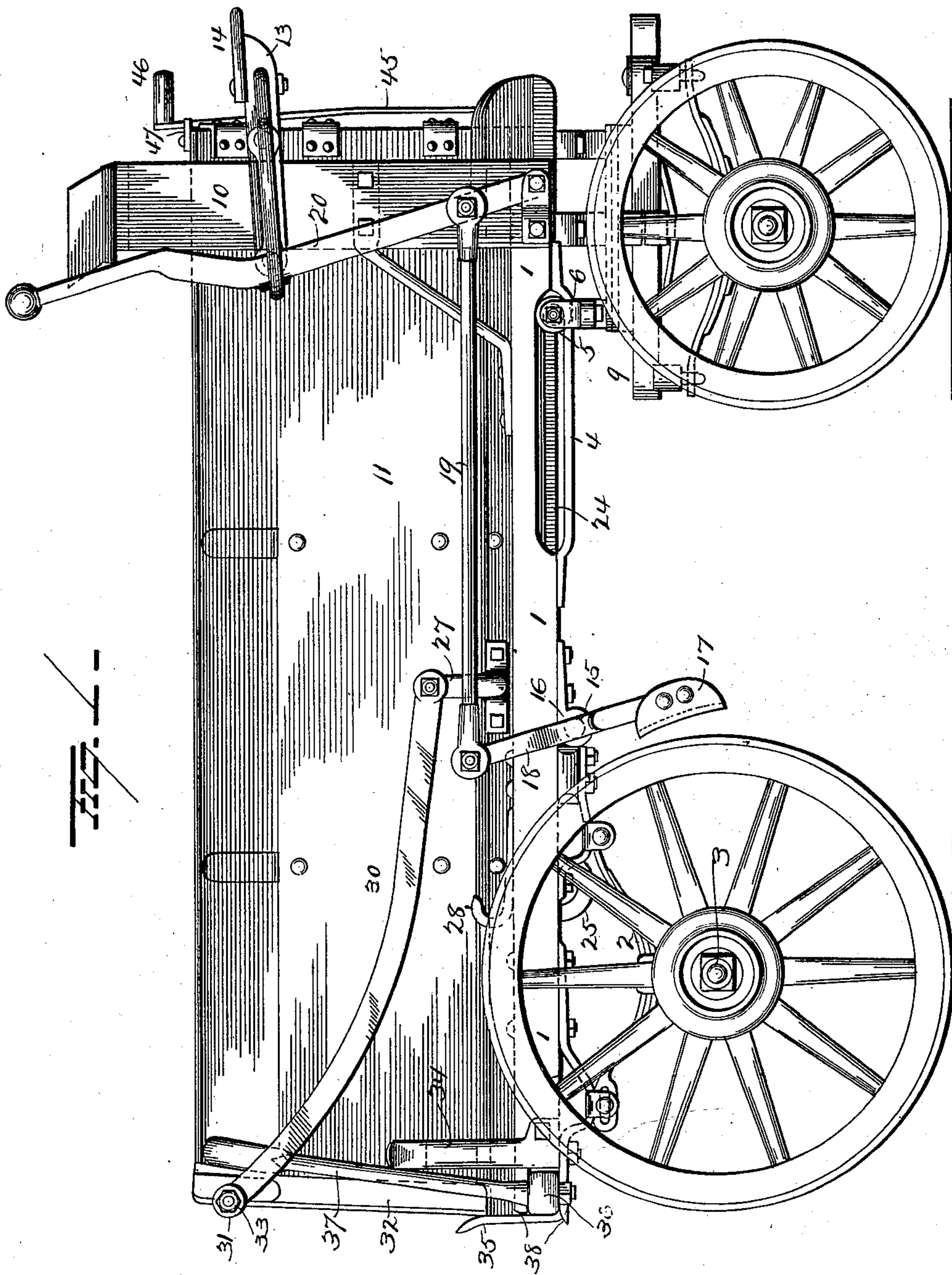
J. F. CHEVALIER.

DUMPING WAGON.

(Application filed Oct. 3, 1900.)

(No Model.)

4 Sheets—Sheet 1.



WITNESSES  
E. J. Nottingham  
G. F. Downing

INVENTOR  
J. F. Chevalier  
By H. A. Seymour  
Attorney

No. 670,605.

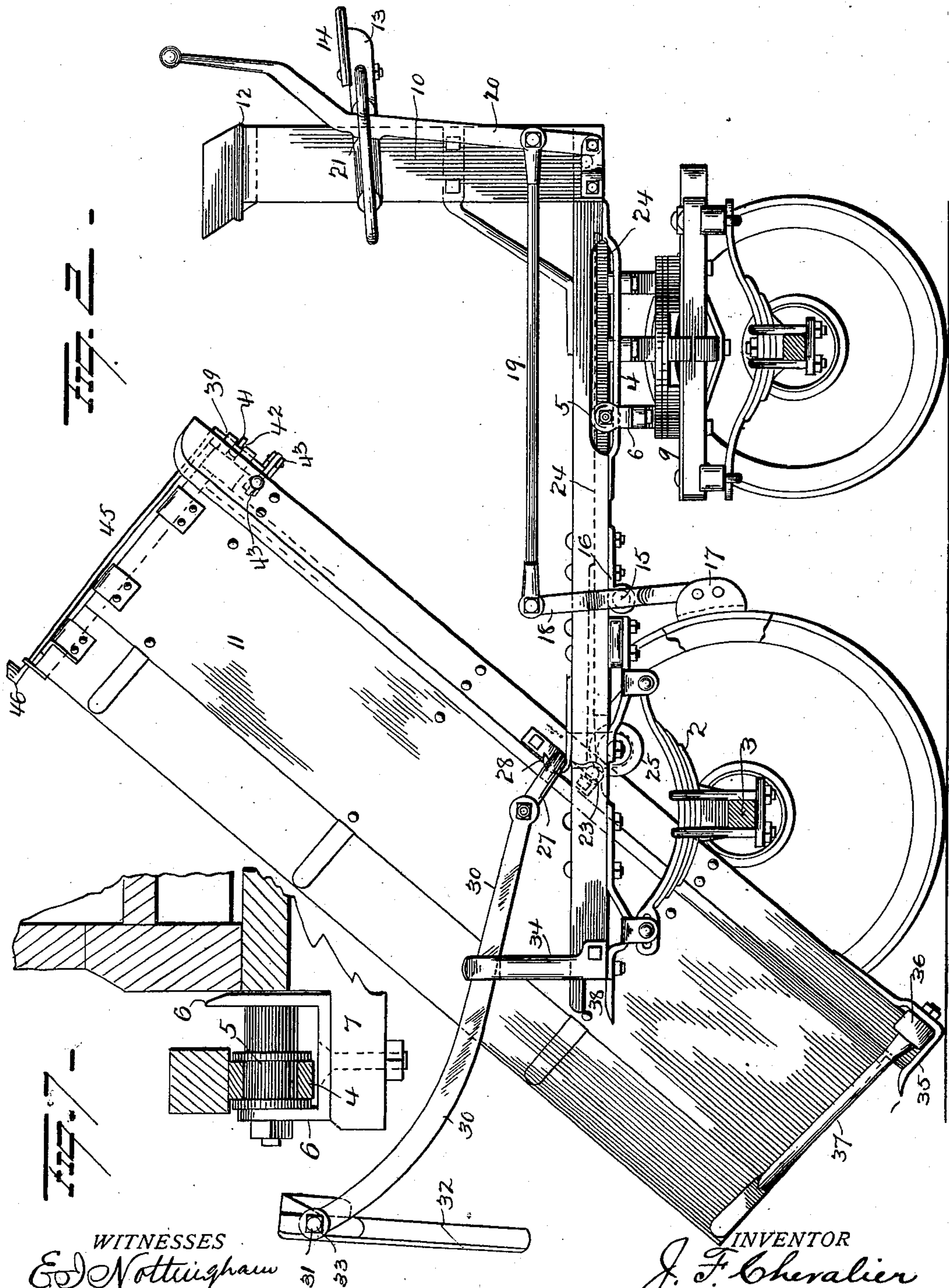
Patented Mar. 26, 1901.

J. F. CHEVALIER.  
DUMPING WAGON.

(Application filed Oct. 3, 1900.)

(No Model.)

4 Sheets—Sheet 2.



WITNESSES  
Ed. Nottingham  
G. F. Downing.

INVENTOR  
J. F. Chevalier  
By H. A. Seymour  
Attorney



No. 670,605.

Patented Mar. 26, 1901.

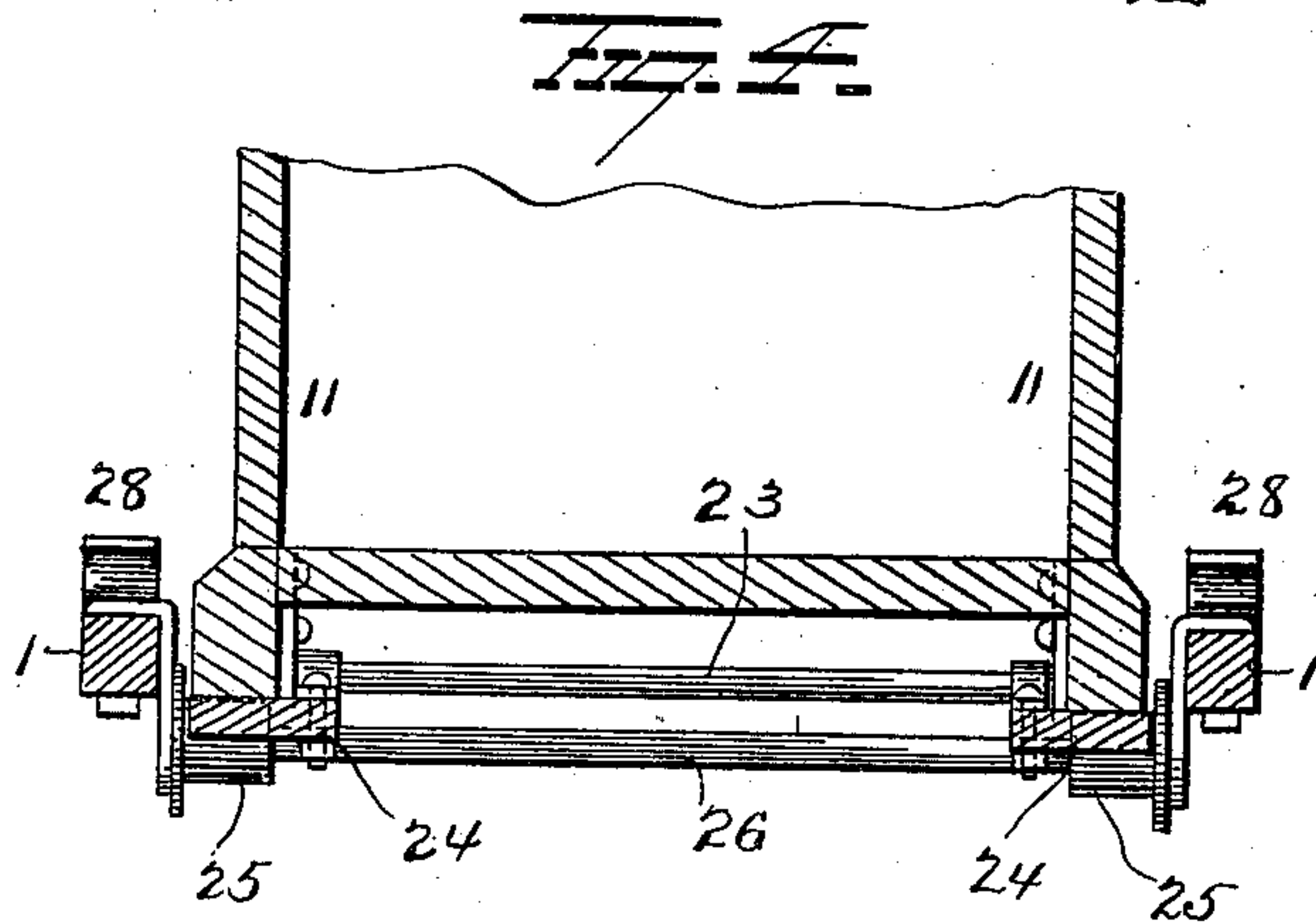
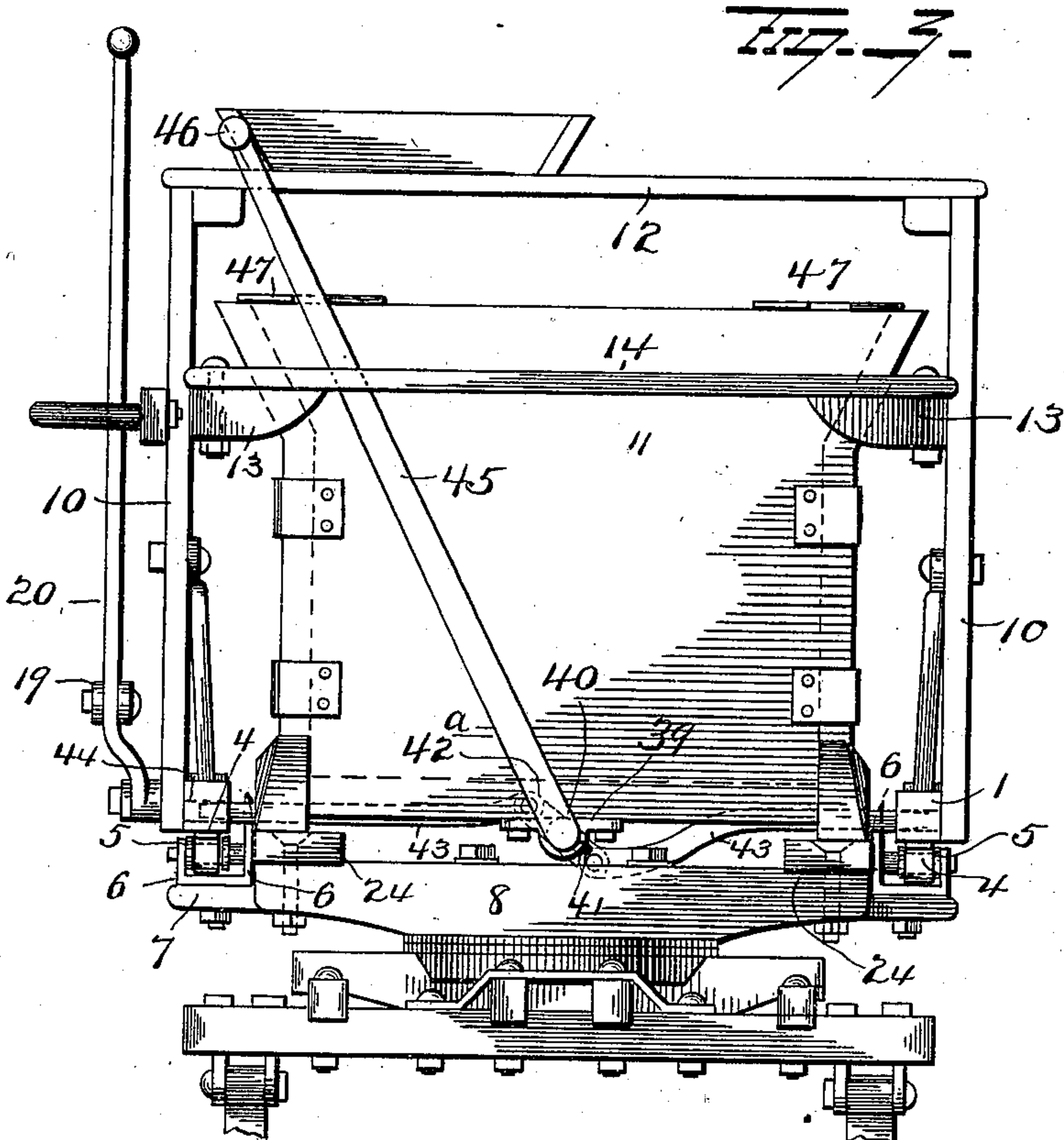
J. F. CHEVALIER.

DUMPING WAGON.

(Application filed Oct. 3, 1900.)

(No Model.)

4 Sheets—Sheet 3.



WITNESSES  
E. J. Nottingham  
G. F. Downing

INVENTOR  
J. F. Chevalier  
By H. A. Seymour  
Attorney

No. 670,605.

Patented Mar. 26, 1901.

J. F. CHEVALIER.

DUMPING WAGON

(Application filed Oct. 3, 1900.)

(No Model.)

4 Sheets—Sheet 4.

Fig. 5.

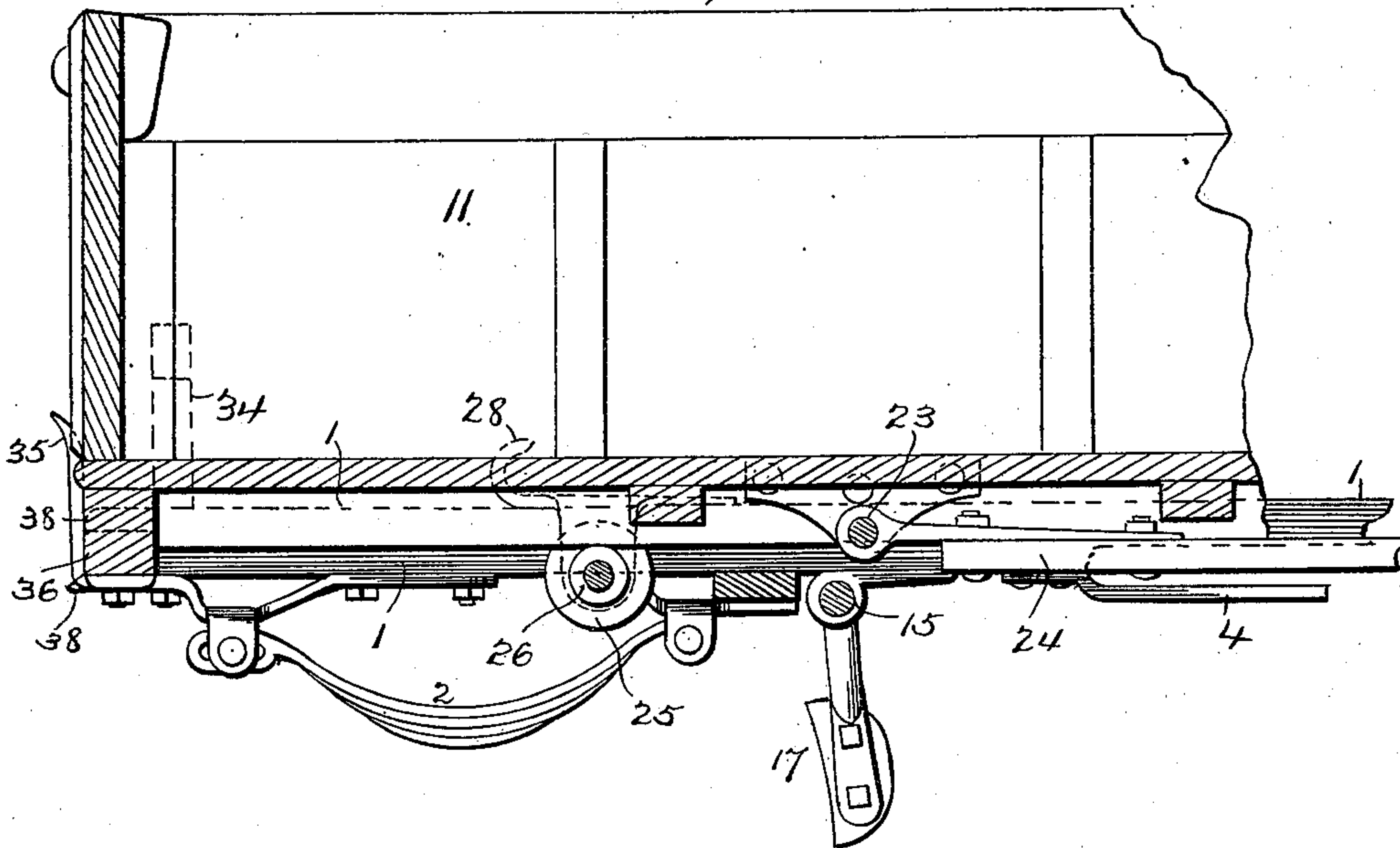
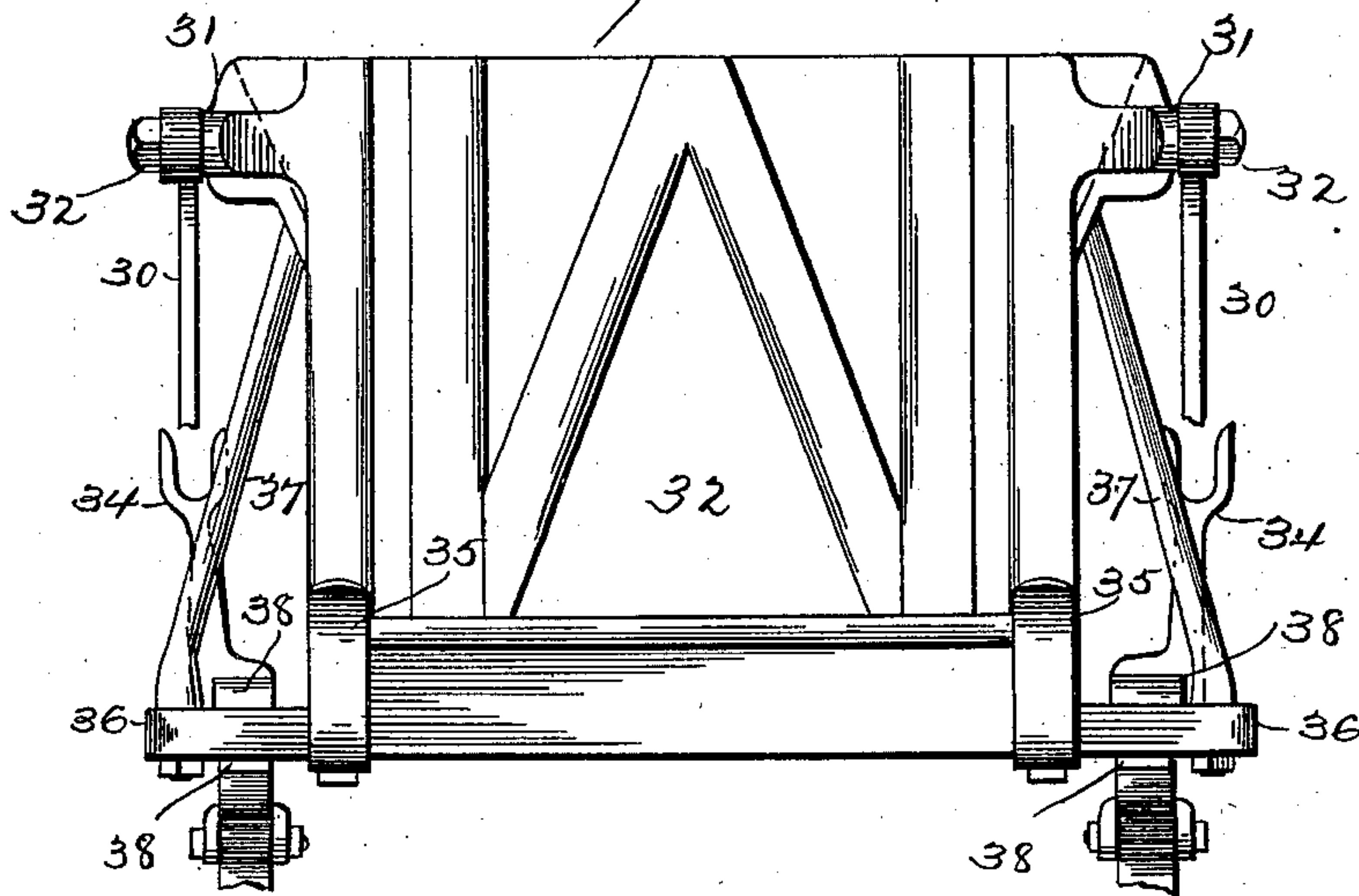


Fig. 6.



WITNESSES

*E. D. Nottingham*  
*G. F. Downing*

INVENTOR

*J. F. Chevalier*  
*By H. A. Seymour*  
Attorney



# UNITED STATES PATENT OFFICE.

JOSEPH FRANCIS CHEVALIER, OF SHELBYVILLE, KENTUCKY.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 670,605, dated March 26, 1901.

Application filed October 3, 1900. Serial No. 31,892. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH FRANCIS CHEVALIER, a resident of Shelbyville, in the county of Shelby and State of Kentucky, have invented certain new and useful Improvements in Dumping-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.

My invention relates to an improvement in dumping-wagons, one object of the invention being to provide an improved dumping-wagon which can be easily and quickly dumped without the necessity of the driver leaving his seat and by simply backing the draft-animals.

A further object is to provide a dumping-wagon with improved means for supporting the tail-board thereof which will automatically raise the tail-board when the wagon-body is dumped and lower it when the body is brought to its normal position for reloading.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in elevation showing the wagon-body in position for loading. Fig. 2 is a similar view showing the body dumped. Figs. 3 and 4 are views in transverse section of the wagon, and Figs. 5, 6, and 7 are views of detailed parts of the wagon.

11 represent two side bars of the running-gear of my improved wagon, connected by springs 2 with the rear axle 3. Brackets 4 are secured to the under faces of the bars 1 near their forward ends, in which are mounted to slide rollers 5, supported in bearings in parallel upright lugs 6 at the respective ends of a cross-timber 7, forming a part of the front body-supporting platform 8, which latter is carried by the front pivotal truck 9.

To the forward ends of the bars 1 are secured uprights 10 of greater length than the height of the body 11 and connected at their upper ends by seat-supporting bar 12 and supporting forwardly-projecting arms 13, on which is secured a foot-rest or platform 14.

A transverse shaft 15 is mounted in aligned bearings 16 on the bars 1 and carries brake-

shoes 17 to engage the tires of the rear wheels. The shaft 15 is also provided at one end with an upwardly-projecting arm 18, connected by a rod 19 with the brake-operating lever 20, which latter is pivoted at its lower end to the lower end of one upright 10 and has its upper end disposed in convenient position near the operator or driver's seat, and a dog 21 is provided on lever 20, adapted to engage a rack secured to the upright 10 and hold the lever in any position to which it may be moved.

The body 11, heretofore referred to, is provided on its bottom, near its center, with a transverse shaft 23, pivotally supported in bearings at the rear ends of bars 24, secured to the platform 8, and said body is mounted to slide on flanged rollers 25 on a transverse shaft 26, revolvably mounted in bearings secured to side bars 1. Outwardly-projecting crank-arms 27 are secured to the sides of the body 11 near its lower edge, slightly forward of its center, and are adapted to strike curved stops 28 on bars 1 to prevent displacement of the body while being dumped. The free ends of arms 27 are pivotally connected to curved rods 30, which latter are made with holes at their free ends to receive oppositely-disposed trunnions 31 at the upper end of tail-board 32 and secured thereon by nuts 33, as shown, and upright posts 34 are mounted on bars 1, near their rear ends, and said posts are forked at their upper ends to receive the rods 30 when the body 11 is dumped, thus preventing the lowering of said rods and compelling the tail-board to be suspended on rods 30 when the body 11 is in its dumping position; but when the body is raised to its horizontal position it will engage the tail-board and compel the same to assume its former position, suitable guides 35 being provided on the rear cross-timber 36 of the body to prevent displacement of the tail-board when in its closed position. The rear cross-timber 36 is made of greater length than the width of the body 11, so as to project at its ends beyond the same and is connected at its projecting ends with the side portions of the body by braces 37, and the extreme rear ends of bars 1 are provided with parallel rearwardly-projecting lugs 38 to receive between them the projecting ends of timber 36, thus limiting the forward movement of the body and at the



same time serving as an additional support therefor.

A bearing-bracket 39 is secured to the forward end of the bottom of the body 11 centrally between the sides thereof, and a longitudinal shaft 40 is supported in said bracket and provided centrally with a lug 41, mounted to move in a slot 42 in bracket 39 to limit the rotation of the shaft. A cross-head 42<sup>a</sup> is secured between its ends to the inner end of shaft 40 and pivotally connected at its respective ends to sliding rods 43, mounted in bearings in the lower edge of the sides of body 11 and adapted to be moved by the rotation of shaft 40 into and out of notches 44 in bars 1 to lock the body in its forward position or release it therefrom, and a spring-lever 45 for operating said shaft 40 and rods 44 is secured to or made integral with the forward end of shaft 40 and projects upward, where it is provided with a suitable handhold 46 in convenient reach of the driver, and catches 47 are provided at each side of the front end of body 11 to receive the lever and hold it in either of its extreme positions.

The operation of my improvements is as follows: When the wagon is loaded and it is desired to dump the load, the brake-lever 20 is operated to force the shoes 17 into close engagement with the rear wheels and lock them against movement. The lever 45 is then freed from the right-hand catch 47 and swung to the left, thus withdrawing rods 43 from notches 44 in side bars 1, when the lever can be secured in the other catch 47 and held in its unlocked position. The draft-animals are then backed, thus forcing platform 8 and body 11, supported thereby, rearward until the center of the body reaches rollers 25, when the body will overbalance and the front end thereof tip up and the rear end lower, the rollers 25 serving as a fulcrum for the body, and as the rear end of the body is lowered the upright posts 34 will be struck by rods 30 and the tail-board 32 freed from the wagon-body and suspended on rods 30 while the load is being dumped. After the load is dumped the forward end of the wagon-body is forced downward on platform 8 by the driver, the tail-board falling into place as the body is raised, when the draft-animals are started forward to draw the front truck 9, platform 8, and body 11 back to their former positions, when lever 45 can be swung back to the right and the body be ready for another load.

The tail-board 32 can, if desired, be thrown out of its closed position by hand, as the crank-arms 27 will serve as pivots for arms 30 and permit the tail-board to be thrown forward thereon.

It will be seen that owing to the fact that the body cannot dump until it is pushed rearward a considerable distance my improvements are especially adapted for dumping coal and the like onto the sidewalks of city streets and that as the draft-animals are em-

ployed for dumping the load it is not necessary for the driver to leave his seat, and thereby the load can be quickly and easily dumped. Hence my improvements result in a great saving of time and labor and at the same time greatly facilitate the delivery of various materials.

The wagon-body may be made of various shapes and sizes, according to the use to which it is to be put, and hence I do not wish to be limited to the particular design shown.

Various other slight changes might be resorted to in the general form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I would have it understood that I do not wish to limit myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. In a dumping-wagon, the combination of a running-gear and a front truck mounted to slide thereon, and a body having a hinged connection near its center with said front truck.
2. In a dumping-wagon, the combination of side bars rigidly connected to rear-axle support, a front truck mounted to slide on said side bars, a wagon-body having a hinged connection near its center with the truck and means for locking the body in its horizontal position.
3. In a dumping-wagon, the combination with a rear axle, side bars, springs connecting said axle and side bars, a front truck and a platform to which said truck is pivoted, of means connecting the side bars and platform in such manner as to permit the platform to slide on the bars and a body hinged to the rear end of said platform.
4. In a dumping-wagon, the combination with side bars rigidly connected to the rear springs of a vehicle, of a platform having sliding connection with the forward ends of said bars, a truck pivotally connected to and supporting said platform, a body hinged centrally to the rear end of said platform, a tail-board, and means for automatically holding the tail-board in an elevated position when the rear end of the body is lowered.
5. In a dumping-wagon, the combination with side bars, a rear axle and springs connecting the side bars and rear axle, of brackets secured to the side bars near their forward ends, a front truck, a platform to which the truck is pivoted, mounted to slide in the brackets, rollers supported by the side bars in rear of the platform, a body hinged to the rear end of the platform and mounted to slide on the rollers, and means for locking said body and platform in their forward position.
6. In a dumping-wagon, the combination with side bars, a front truck and a platform



to which the truck is pivoted, mounted to  
slide on the side bars, of a body hinged cen-  
trally to the rear end of the platform, a shaft  
mounted beneath the forward end of the body,  
5 a cross-head on said shaft, rods pivotally con-  
nected to said cross-head, a lever adapted to  
operate said shaft and force the rods into and  
out of notches in the side bars and catches  
adapted to hold the lever in either of its ex-  
10 treme positions.

7. In a dumping-wagon, the combination  
of side bars, a sliding platform mounted there-  
on, a wagon-body hinged to the platform, a  
tail-board for said body, crank-arms secured  
15 to the body near its hinged connection, rods  
connecting said crank-arms and tail-board,  
posts on the side bars adapted to prevent the  
lowering of the rods and tail-board when the  
rear end of the wagon-body is lowered, and

stops on the side bars to limit the rearward 20  
movement of crank-arms and body.

8. In a dumping-wagon, the combination  
of side bars, upright seat-supports secured to  
the forward ends of the side bars, a platform  
mounted to slide on the side bars, a body 25  
hinged to said platform and adapted to rest  
between the seat-supporting uprights when  
in its loaded position, and rollers supported  
by said side bars and on which the body is  
supported and fulcrumed when the rear end 30  
thereof is lowered.

In testimony whereof I have signed this  
specification in the presence of two subscrib-  
ing witnesses.

JOSEPH FRANCIS CHEVALIER.

Witnesses:

J. A. MYERS,

JOHN PATRICK CHANDLER.