

No. 674,044.

Patented May 14, 1901.

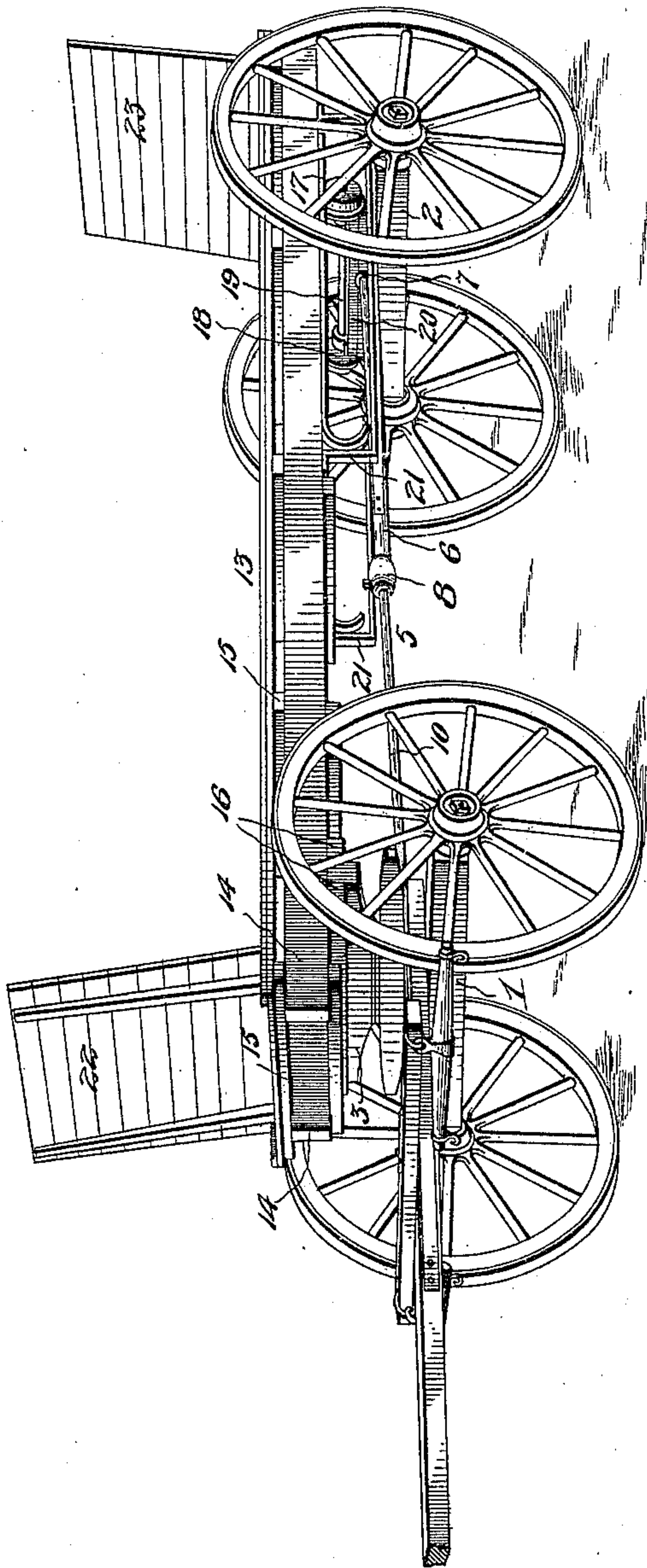
S. C. STEWART.
DUMPING WAGON.

(Application filed Oct. 25, 1900.)

(No Model.)

3 Sheets—Sheet 1.

FIG. 1



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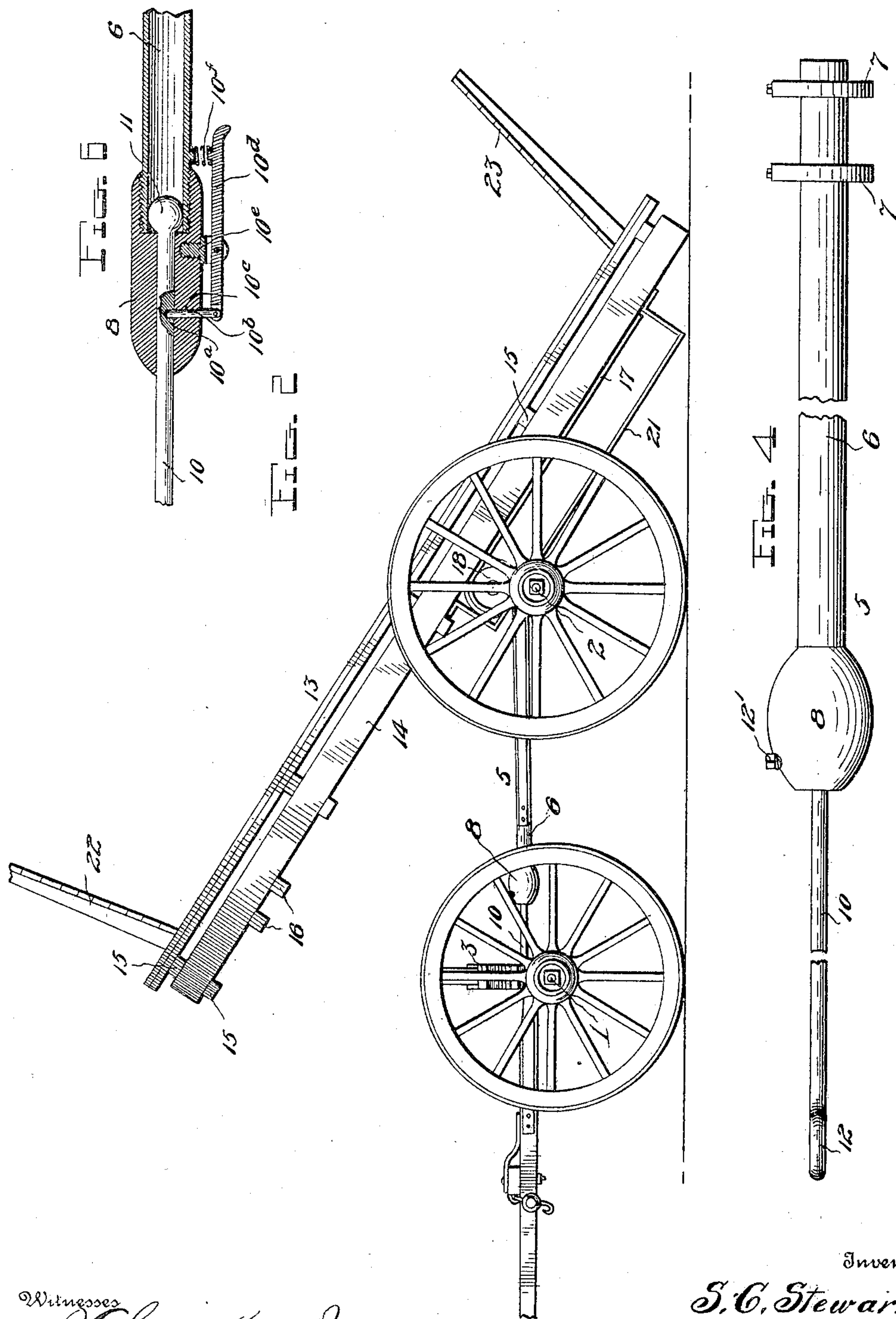
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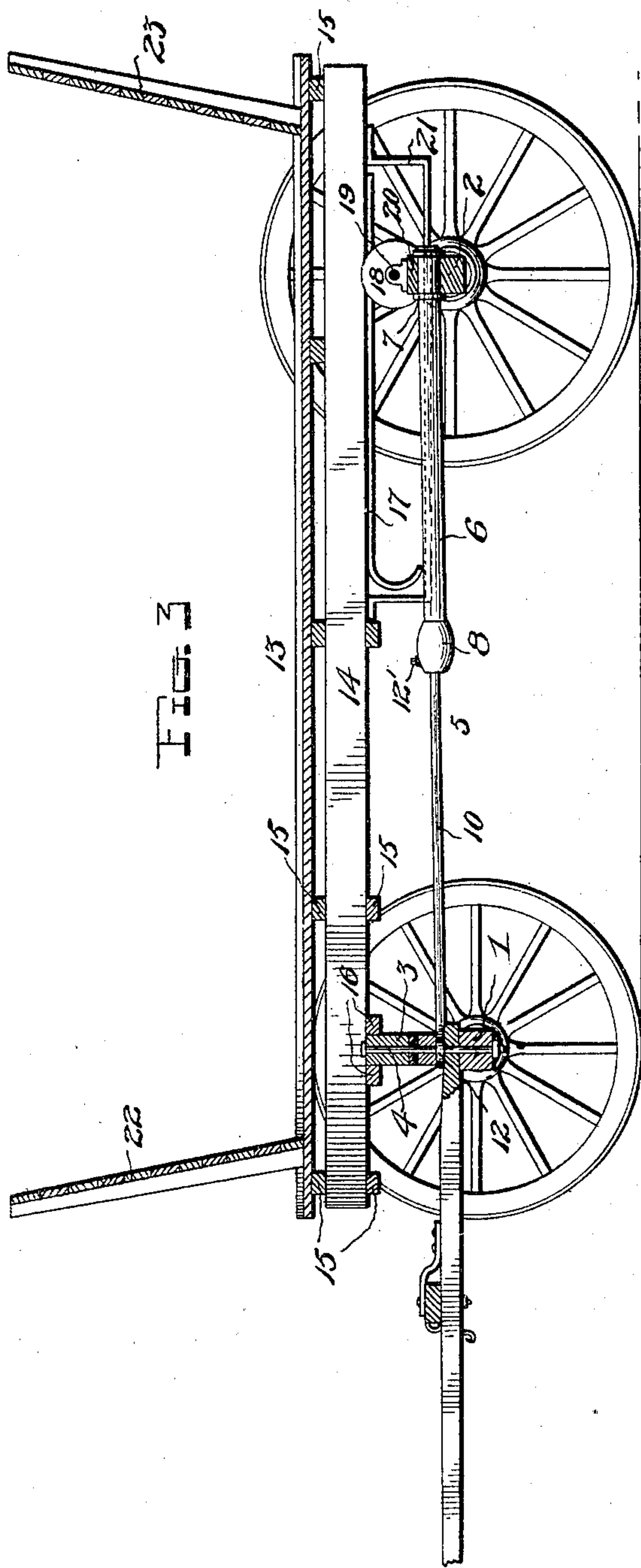


FIG. 3

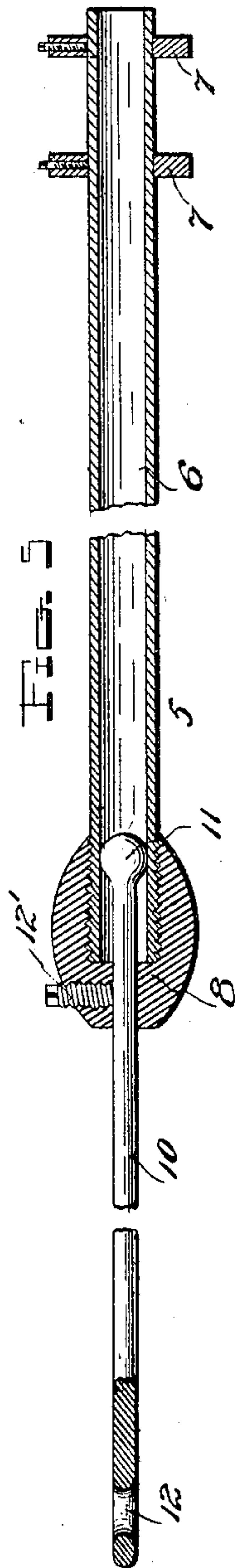


FIG. 5

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UNITED STATES PATENT OFFICE.

SAMUEL C. STEWART, OF PHILO, ILLINOIS.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 674,044, dated May 14, 1901.

Application filed October 25, 1900. Serial No. 34,275. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL C. STEWART, a citizen of the United States, residing at Philo, in the county of Champaign and State of Illinois, have invented certain new and useful Improvements in Dumping-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.

The invention relates to dumping-wagons.

The object of the invention is to provide a simple, strong, and durable wagon of this character which can be constructed at a comparatively low cost and which may be easily dumped and when dumped be readily restored to its normal position.

With this and other objects in view the invention consists in certain features of construction and combination of parts which will be hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of my wagon in its normal position. Fig. 2 is a side elevation showing the wagon in its dumped position. Fig. 3 is a longitudinal vertical sectional view taken through the parts when the wagon is in the position shown in Fig. 1. Fig. 4 is a side elevation of the coupling-pole or reach. Fig. 5 is a vertical sectional view through Fig. 4, and Fig. 6 is a similar view of a modified form of the means for locking the sections of the coupling-pole or reach in an extended position.

Referring to the drawings, 1 denotes the front axle of the running-gear, 2 the rear axle, and 3 the front bolster, which is connected to the front axle by a king-bolt 4.

5 denotes a telescopic reach or coupling-pole, consisting of a tubular member 6, having flanges 7, which are bolted or otherwise connected to the front and rear sides of the rear axle and provided at its forward end with a head 8, which is screwed in place and is formed with a reduced aperture registering with the bore of the tubular member. 10 denotes the other section of the reach or pole and is formed at its rear end with a head 11, which snugly fits into the diameter of the tubular member and has a sliding engagement therein, while the body of the section 10 has a diameter corresponding with the hole 8 in the head, through which it slides. The head

11 coming in contact with the head 8 limits the movement of the section 10. The forward end of the section 10 is provided with an eye 12, through which the king-bolt passes.

12' denotes a set-screw which works through the head 8 and engages the section 10 of the reach to lock the parts of the reach in extended position.

13 denotes the wagon-body, which may be of any suitable or desired construction, having side pieces 14 of suitable strength and connected together by cross-pieces 15, which are preferably bolted in place near the forward end, and bolted to the lower edges of the side pieces are two cross-cleats 16, which are adapted to fit down in front and at the rear of the forward bolster, and thereby prevent the wagon-body from slipping endwise in either direction on said bolster. Secured to the lower edge of the side pieces is an iron bar or track 17, which engages the tread of flanged rollers 18, journaled upon a shaft 19, mounted in a bed-block 20, secured to the rear axle. The forward end of the track or bar is provided with a curved stop, which when the wagon is dumped engages the wheel 18 and prevents the body from sliding entirely off the running-gear.

Guards 21, which consist of rods of strap-iron, are bolted to the lower edge of the side pieces, as shown, and serve to prevent the side pieces from jolting from engagement with the rollers 18 when the wagon is drawn over rough or uneven roads.

22 denotes the head-bar, and 23 the tail-bar, of the wagon. These may be of any suitable or well-known construction and are made removable for obvious reasons.

When it is desired to dump the load, the set-screw 12' is loosened and the forward wheels move backward. In this movement the side rails of the wagon-body will slide along the rollers 18 until the curved ends of the tracks engage said rollers, when the weight of the unsupported end of the wagon will overbalance the forward end of the wagon, thus permitting the body to tilt in the position shown in Fig. 2 and empty it of its contents. The wagon-body then of its own accord returns to its position, the forward end being heavier than the rear end. The forward wheels are now drawn forward until

the head 11 strikes the head 8. The set-screw is now turned to clamp the two sections of the telescopic pole together, thus placing the wagon in position for use or reloading.

5 In the construction shown in Fig. 6 I have formed the section 10 of the reach with a socket 10^a, adapted to be engaged by a pin 10^b, which passes up through an aperture 10^c in the head 8, and has its lower end pivoted
10 to a lever 10^d, fulcrumed upon a stud 10^e, screwed into the head 8. A coil-spring 10^f is confined between the free ends of the lever and the section 6 of the reach and exerts its energy to hold the pin 10^b in the socket 10^a.

15 From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my invention will be readily understood without requiring an extended explanation.

20 It will be seen that the device is exceedingly useful for the purpose for which it is designed and that it may be placed upon the market at a comparatively small cost.

Various changes in the form, proportion,
25 and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention,

what I claim as new, and desire to secure by 30 Letters Patent, is—

1. In combination with the front and rear axles of the running-gear of a vehicle connected together with a telescopic reach, of a wagon-body supported to slide with respect 35 to the rear axle and to move longitudinally with the front axle in the shortening of the running-gear due to the telescoping of the reach, and to swing upwardly from the front axle when its rear end overbalances its forward end, substantially as set forth. 40

2. The combination with the running-gear of a wagon, the front and rear axles of which are connected together by a telescopic pole or reach, and rollers supported by the rear axle, 45 of a wagon-body having side pieces, track-bars secured to the track-pieces and having their forward ends curved, and guards to prevent the disengagement of said track-bars with said rollers, substantially as set forth. 50

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

S. C. STEWART.

Witnesses:

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