

No. 702,617.

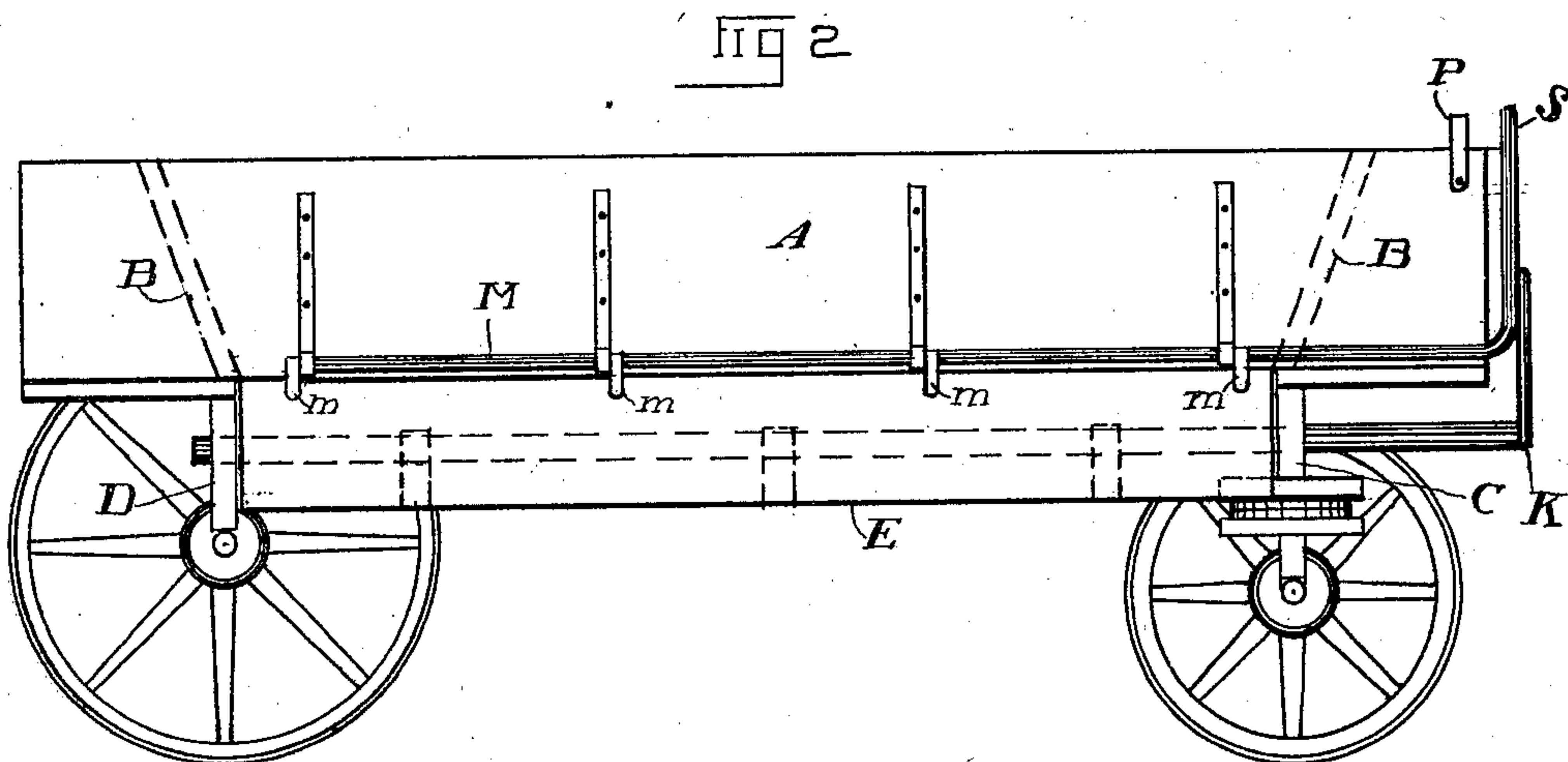
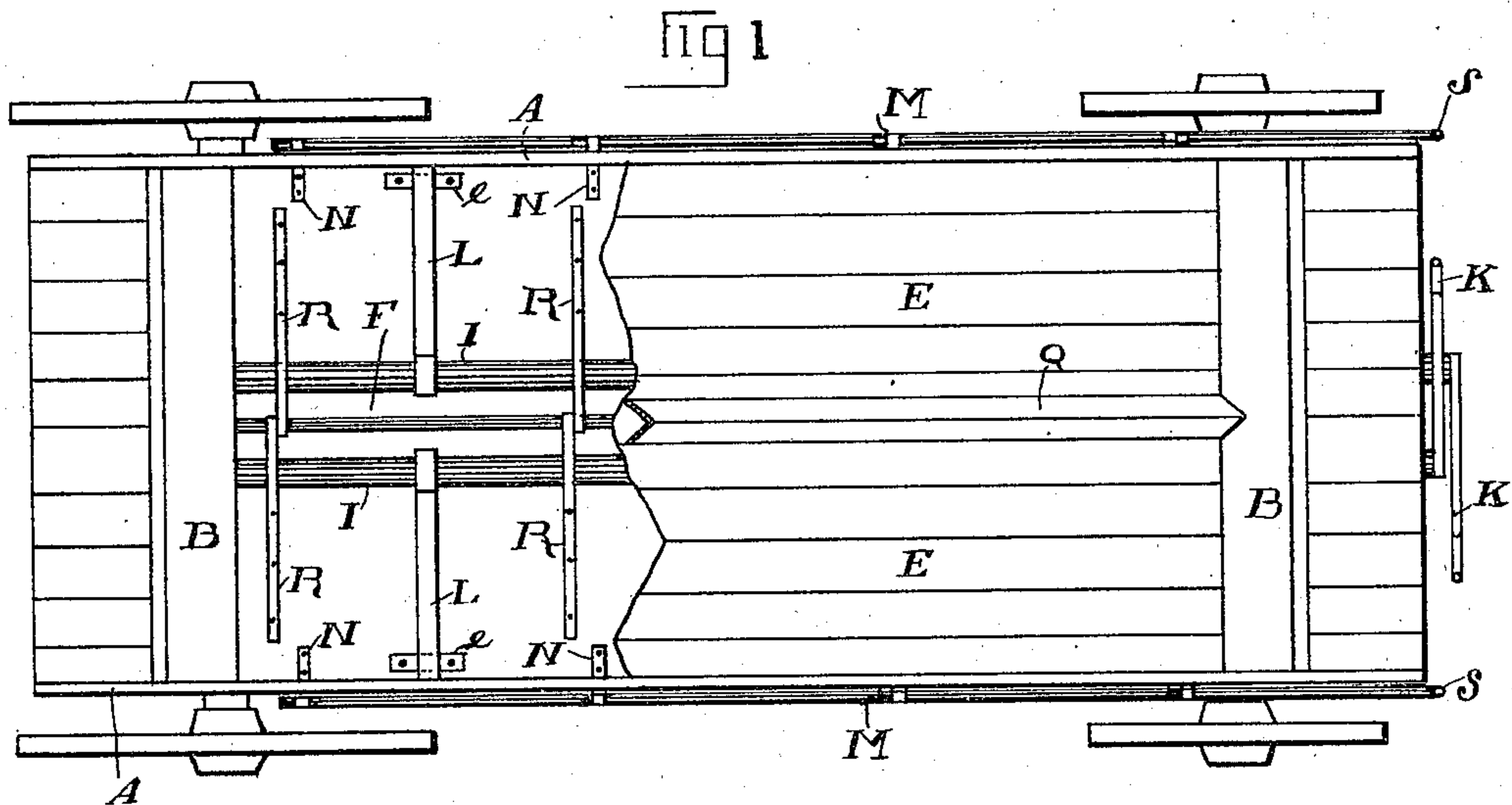
Patented June 17, 1902.

M. BECKER.
DUMPING WAGON.

(Application filed Mar. 28, 1902.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES

Kenneth Parsons.

Howard O'Connor.

INVENTOR

Martin Becker

By

Robt. Hardie Atty

No. 702,617.

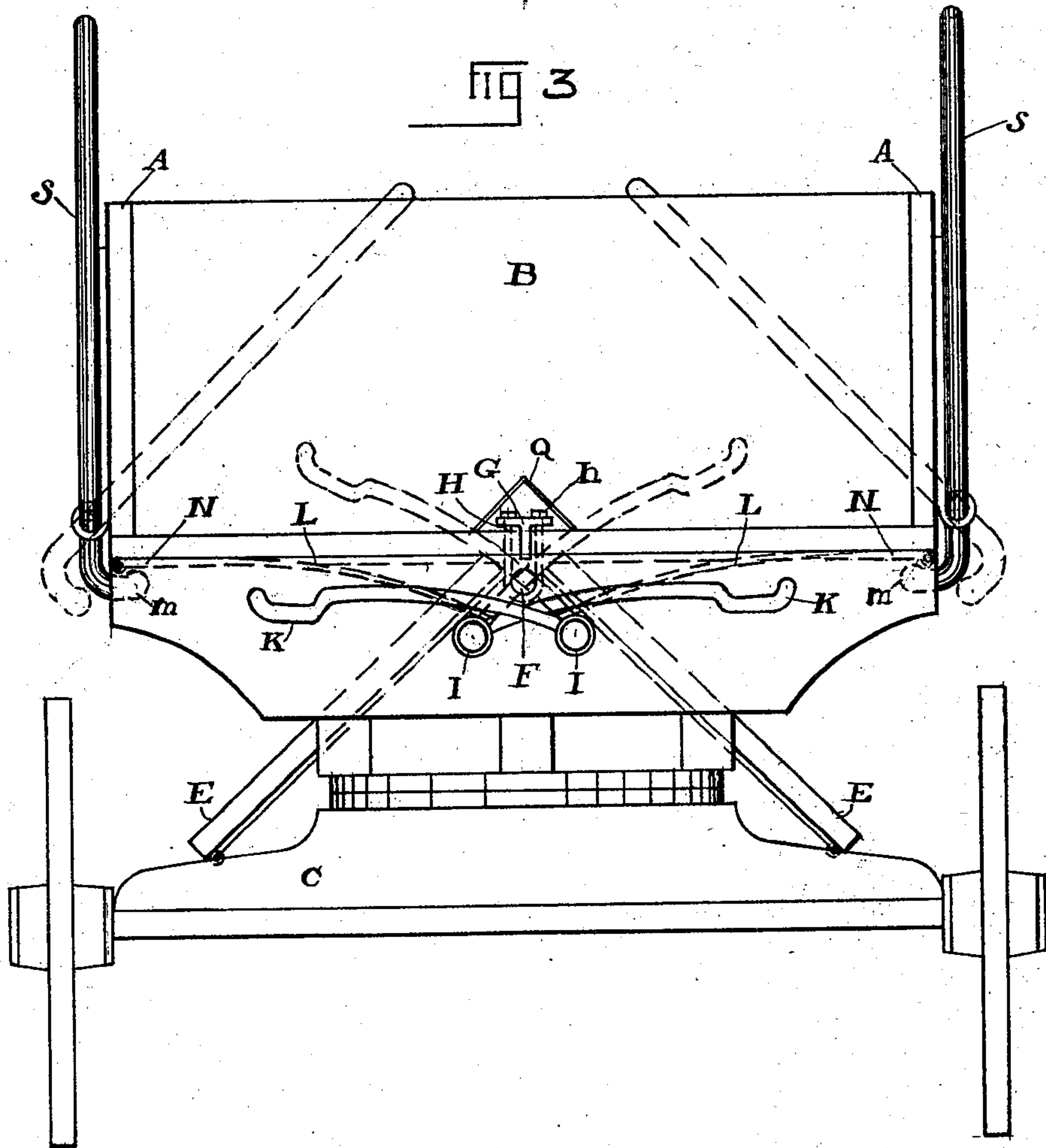
Patented June 17, 1902.

M. BECKER.
DUMPING WAGON.

(Application filed Mar. 28, 1902.)

(No Model.)

2 Sheets—Sheet 2.



WITNESSES

Harry Parsons.
Howard O. Connor

BY

INVENTOR.

Martin Becker
Proffenderer atty-

UNITED STATES PATENT OFFICE.

MARTIN BECKER, OF ALBANY, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 702,617, dated June 17, 1902.

Application filed March 28, 1902. Serial No. 100,412. (No model.)

To all whom it may concern:

Be it known that I, MARTIN BECKER, a citizen of the United States, residing at Albany, in the county of Albany and State of New York, 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 has for its object to construct a dumping-wagon which shall be strong and simple in construction and effective in operation. This I accomplish by the means illustrated in the accompanying drawings, in which—

Figure 1 is a plan view, partly in section, of a dumping-wagon embodying my invention. Fig. 2 is a side elevation of the same in position for dumping a load. Fig. 3 is a front elevation of the same.

As illustrated in the drawings, the wagon-box is provided with side-boards A and end-boards B, which end-boards are preferably inclined upward and outward from the head-block C and rear axle-block D. The bottom of the box between said head-block and rear axle-block consists of two leaves E, which are secured at their inner edges by means of hinges R to a central longitudinal bar F. Such central bar F is preferably secured, by means of stirrups H and engaging nuts h, to a T-rail G, which is supported at its forward end on the head-block C and at its rear end on the rear axle-block D. By means of such construction the weight at the central portion of the load lengthwise of the box is supported by means of said T-rail. Rock-shafts or tubes I are also secured at their forward ends to the head-block C and at their rear ends to the rear axle-block D and provided on their forward ends with foot-levers K, by means of which said rods I may be rocked on said head-block and axle-block. Such rock-shafts are provided with lifting-arms L, adapted to bear against and raise the outer edges or sides of said leaves E, forming the bottom of said box. The ends of said arms L engage loops e, secured to the outer edge of said leaves, to hold the ends of said leaves in proper position. Rock-shafts M are also secured to the outer sides of said box and provided with

hooks or latches m, adapted to engage shoulders or keepers N, secured to the outer edges of said leaves E. Hand-levers S are rigidly secured to the forward ends of said rock-shafts M. Latches P are secured to the sides A of the box and are adapted to extend between the levers S and the sides of the box to prevent an inward movement of the upper end of said levers and hold said levers and bars securely in position against any vibrations to which the wagon may be subjected when carrying a load. The outer edges of the leaves E, forming the bottom of the wagon-box, are supported by means of the latches or hooks m, attached to the shafts M, which engage the shoulders or keepers N, secured to the under surface of the outer edges of said leaves.

When it is desired to dump the contents of the wagon, the latches P are raised, so as to free the upper end of the levers S, and said levers are moved inward by the driver, thereby throwing the hooks m out of engagement with the shoulders or keepers N. The outer sides of the leaves are then depressed by the weight of the load, which descends to the ground. After the load has been dumped the outer edges of the leaves E are raised to their original position by means of the lifting-arms L and foot-levers K and when raised to such position are held in place by means of the latches m of the rock-shaft M engaging the keepers or shoulders N, secured to the outer edges of the leaves E.

To facilitate the parting of the load, so that one-half of such load may descend on each leaf or door, forming the bottom of the wagon-box, and to prevent any material from dropping between said inner edges, an angled plate Q is secured over the inner edges of the leaves E and provided with inclined sides converging toward an upper central edge.

I do not desire to be limited to the specific construction of the T-rail G and central supporting-rod F. The leaves or plates E may, if desired, be hinged directly to said T-rail G, which may form the sole means for supporting the inner edges of the leaves E.

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

1. In a dumping-wagon, the combination with a forward head-block and rear axle-

block, of a central longitudinal supporting-
bar secured to said head-block and axle-block,
a wagon-box having a bottom consisting of
two leaves hinged at their inner edges to said
5 central longitudinal bar and extending be-
tween said head-block and axle-block, rock-
shafts provided with lifting-arms adapted to
bear against the outer edges of said leaves,
operating-levers secured to said rock-shafts,
10 rock-shafts secured to the outer sides of said
box and provided with hand-levers and latches
adapted to engage the outer edges of said le-
vers, substantially as shown and described.

2. In a dumping-wagon, the combination
15 with a forward head-block and rear axle-
block, of a central longitudinal supporting-
bar secured to said head-block and axle-block,
a wagon-box having a bottom composed of
leaves hinged at their inner edge to said cen-
20 tral longitudinal supporting-bar, and extend-

ing between said head-block and axle-block,
rock-shafts secured to said head-block and
axle-block and provided with lifting-arms
adapted to bear against the outer edges of
said leaves, operating-levers secured to said 25
rock-shafts, rock-shafts secured to the outer
sides of said box and provided with latches
adapted to engage the outer edges of said
leaves, hand-levers secured to said rock-
shafts, and a central longitudinal dividing- 30
plate arranged over the inner edges of said
leaves and provided with inclined sides con-
verging toward a central upper edge, sub-
stantially as shown and described.

In testimony whereof I affix my signature 35
in presence of two witnesses.

MARTIN BECKER.

Witnesses:

ROBERT W. HARDIE,
JAMES M. RUSSO.

It is hereby certified that in Letters Patent No. 702,617, granted June 17, 1902, upon the application of Martin Becker, of Albany, New York, for an improvement in "Dumping-Wagons," an error appears in the printed specification requiring correction, as follows: In lines 12-13, page 2, the word "levers" should read *leaves*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 1st day of July, A. D., 1902.

[SEAL.]

F. I. ALLEN,
Commissioner of Patents.