

No. 711,665.

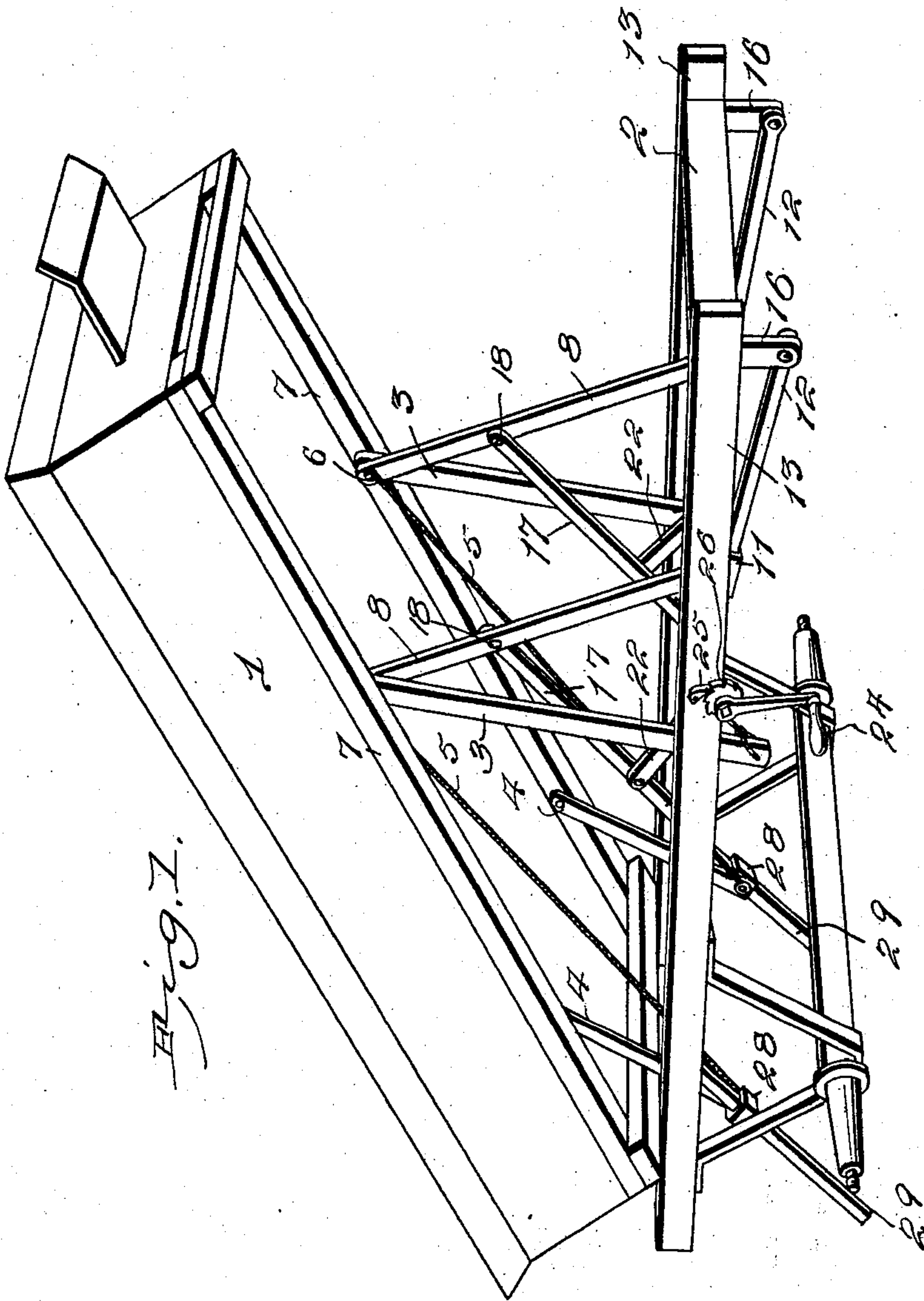
Patented Oct. 21, 1902.

E. P. LE GORE.
DUMPING WAGON.

(Application filed July 11, 1902.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses
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Fig. 2.

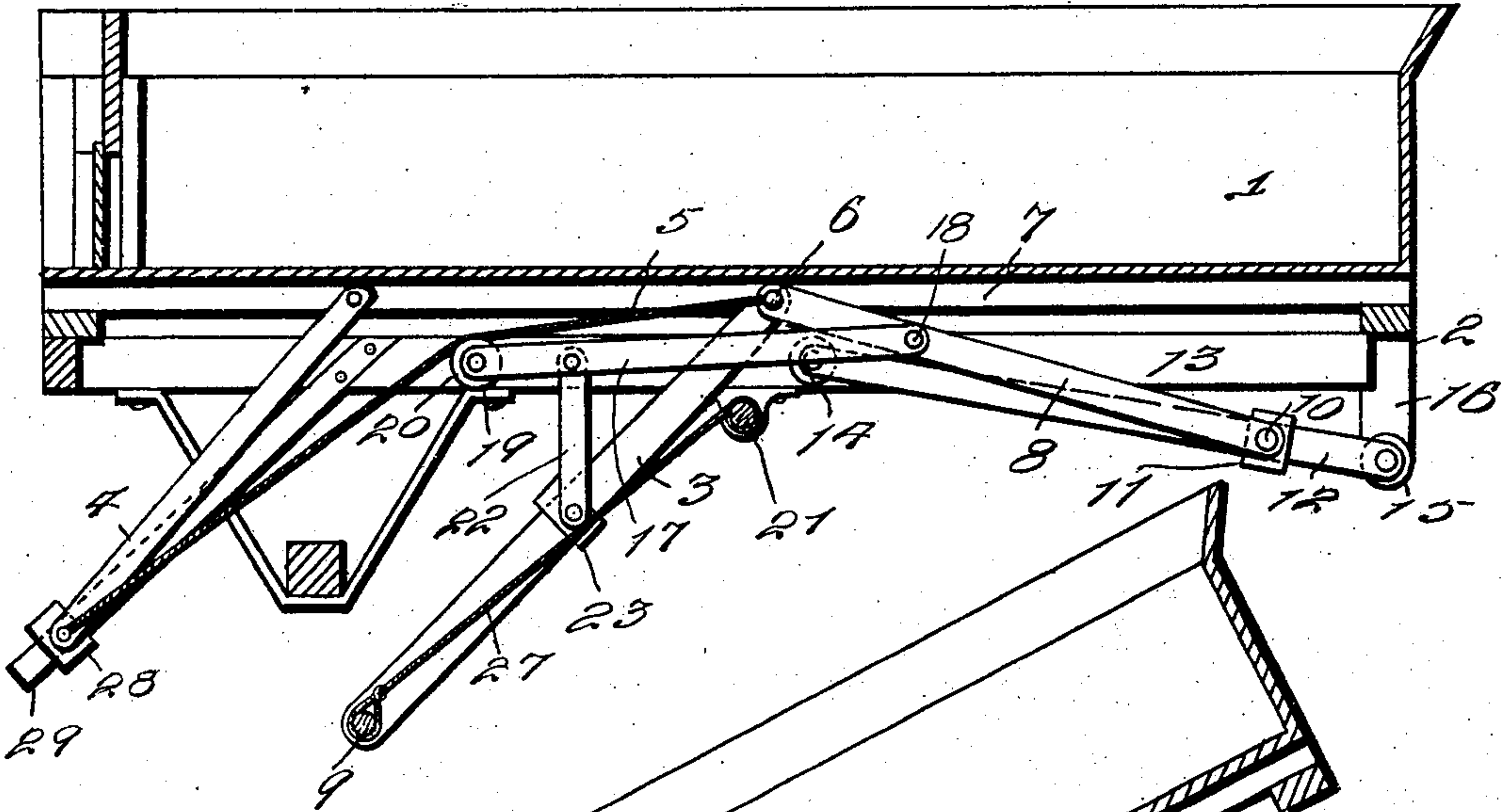
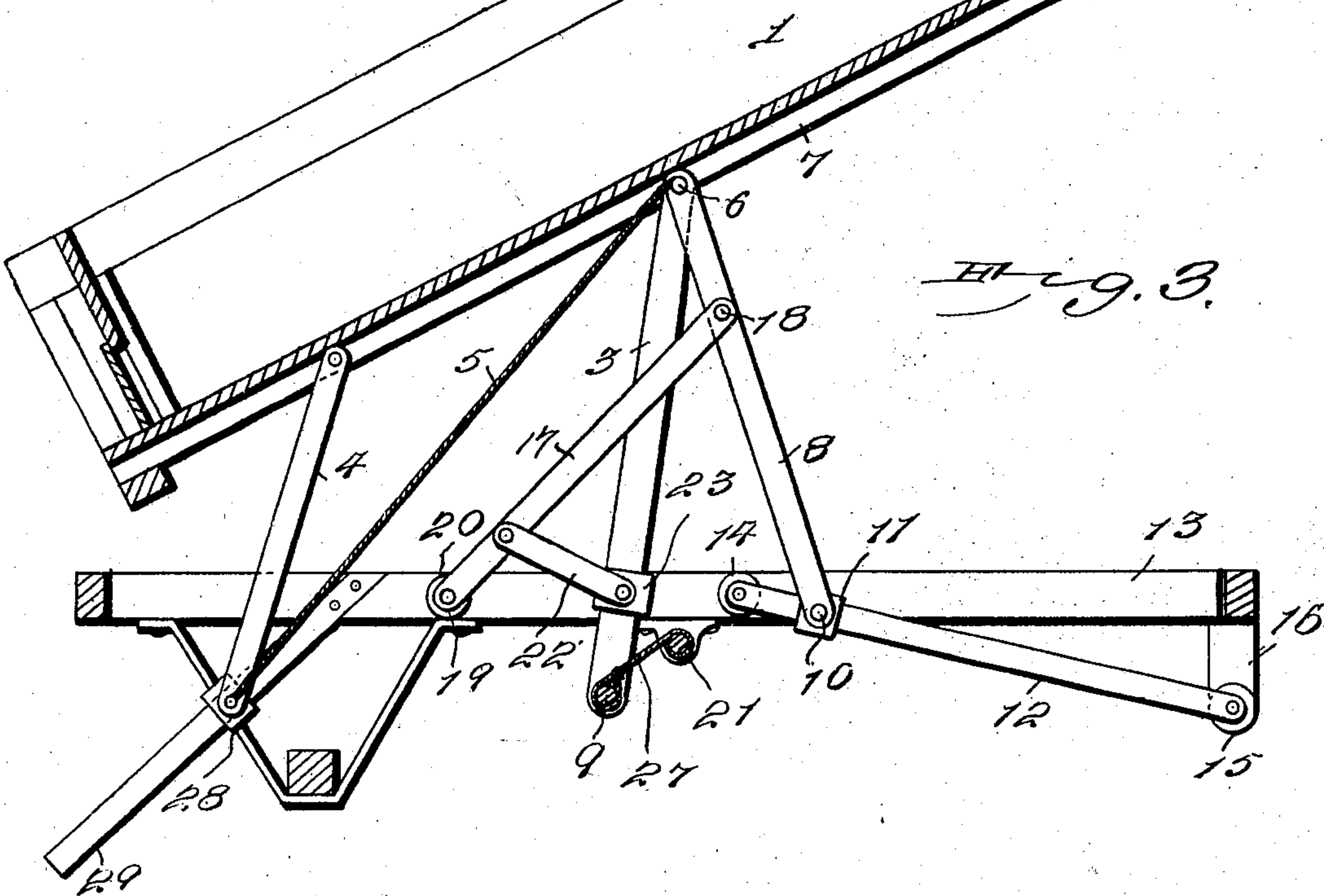


Fig. 3.



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UNITED STATES PATENT OFFICE.

EARL P. LE GORE, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 711,665, dated October 21, 1902.

Application filed July 11, 1902. Serial No. 115,184. (No model.)

To all whom it may concern:

Be it known that I, EARL P. LE GORE, a citizen of the United States, residing at 1825 North Twelfth street, Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Dumping-Wagon, of which the following is a specification.

The invention relates to improvements in dumping-wagons.

The object of the present invention is to improve the construction of dumping-wagons, more especially the means for elevating the body of a wagon above the running-gear and for tilting the body to dump or discharge the contents thereof at the rear end of the said body, and to provide a simple, inexpensive, and efficient elevating mechanism capable of firmly supporting a wagon-body in an elevated position while its contents are being discharged.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a dumping-wagon constructed in accordance with this invention, the body being elevated and inclined. Fig. 2 is a longitudinal sectional view, the body being arranged upon the frame of the running-gear. Fig. 3 is a longitudinal sectional view, the parts being arranged as shown in Fig. 1.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates the body of a dumping-wagon, adapted, as illustrated in Fig. 2 of the accompanying drawings, to be arranged horizontally on the frame 2 of the running-gear and capable of being elevated by the means hereinafter described to an inclined position above the frame of the running-gear, as illustrated in Figs. 1 and 3 of the drawings. The body is supported in an elevated position by a pair of main supporting-standards 3 and a pair of supplemental supporting-standards 4, which are connected with the main supporting-standards by flexible connections 5, such as cables or chains. The main supporting-standards 3, which are arranged in an inclined po-

sition, as shown in Fig. 2, when the body 1 is resting upon the frame of the running-gear, are pivotally connected at their upper ends by suitable fastening devices 6 to the sills 7 of the body adjacent to the centers of the said sills, and the said pivots 6 also connect the upper ends of a pair of slidable braces 8 to the body 1 and to the main supporting-standards. The lower ends of the main standards 3 are connected by a cross rod or bar 9, and the lower ends of the slidable braces 8 are pivoted by suitable fastening devices 10 to sleeves 11, which are arranged upon inclined guide-bars 12. The guide-bars 12, which are located at opposite sides of the frame of the running-gear, are arranged at the front portion thereof, being offset from the side bars 13 of the said frame by spacing-blocks 14 and 15, and the lower front ends of the inclined guide-bars are supported by arms 16, which depend from the front of the frame of the running-gear. When the body of the wagon is elevated by the means hereinafter described, the braces 8 are carried upward and are swung inward or rearward, such inward movement being effected by means of oppositely-disposed braces 17. The braces 17, which are arranged in a horizontal position when the body rests upon the frame of the running-gear, are pivoted at their front ends by suitable fastening devices 18 to the braces 8 at points between the ends thereof, and the rear ends of the braces 17 are pivotally connected to the sides 13 of the frame of the running-gear by means of fastening devices 19, which also support rollers 20. The rollers 20 support the flexible connections 5 when the body is lowered, as shown in Fig. 2, and they facilitate the movement of the said flexible connections.

The main standards, which are elevated by a shaft or windlass 21, have their lower portions braced by short links 22, pivoted at their rear or upper ends to the rear braces 17 and provided at their lower or front ends with sleeves 23, which form guides for the lower portions of the main standards 3. The front and rear braces 8 and 17 and the links 22 rigidly hold the standards 3 and prevent the same from moving backward or forward. The shaft or windlass, which is provided at one end with a crank-handle and which is held

against retrograde rotation by a pawl 25 and ratchet-wheel 26, is connected by short flexible connections 27, such as cables or chains, and when the flexible connections are wound
5 around the shaft or windlass the body will be elevated and carried upward from the horizontal position (shown in Fig. 2) to the inclined position. (Shown in Figs. 1 and 3.) The supplemental standards are provided at their
10 lower ends with cuffs or sleeves 28, which are slidably mounted on rear inclined guides 29, consisting of bars secured at their upper ends to the sides of the frame of the running-gear, as clearly shown in Figs. 2 and 3 of the draw-
15 ings.

The main and supplemental standards, which are pivotally connected with the wagon-body, are slidably connected with the frame of the running-gear, and the supplemental
20 standards are moved upward by the flexible connections, which extend from the lower ends of the supplemental standards to the upper ends of the main standards, and the latter are firmly braced and supported.

25 It will be seen that the dumping-wagon is exceedingly simple and inexpensive in construction and that the elevating mechanism, which possesses great strength and durability, is adapted to be readily operated to raise and
30 lower the body of the wagon.

What I claim is—

1. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
35 with the body and slidably connected with the running-gear, means for raising and lowering the main standards and connections extending from the lower ends of the supplemental standards to the body and secured to
40 the same at the upper ends of the main standards, substantially as described.

2. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
45 at their upper ends with the body and slidably connected with the running-gear, hoisting mechanism connected with the main standards, and means for connecting the lower ends of the supplemental standards
50 with the wagon-body at a point beyond their upper ends, substantially as described.

3. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
55 with the body and slidably connected with the running-gear, hoisting mechanism connected with the main standards, and flexible connections extending from the supplemental standards to the upper ends of the main
60 standards, substantially as described.

4. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
65 with the body and slidably connected with the running-gear, hoisting mechanism connected with the main standards, flexible connections extending from the lower ends of

the supplemental standards to the upper ends of the main standards, and rollers mounted on the running-gear and receiving the flexible
70 connections when the body is in a horizontal position, substantially as described.

5. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
75 with the body and slidably connected with the running-gear, hoisting mechanism connected with the main standards, inclined guides receiving the supplemental standards, and means for connecting the supplemental
80 standards with the body, substantially as described.

6. In a dumping-wagon, the combination with a running-gear, and a body, of main and supplemental standards pivotally connected
85 with the body and slidably connected with the running-gear, means for hoisting the said standards and for lowering the same, inclined guides receiving the supplemental standards, and movable braces connected with the main
90 standards, substantially as described.

7. In a dumping-wagon, the combination with a running-gear, and a body, of main standards pivotally connected with the body, hoisting mechanism, and oppositely-disposed
95 pivotally-connected braces supporting the main standards and connected with the running-gear, one of the braces being slidable on the running-gear and the other being pivotally connected with the same, substantially
100 as described.

8. In a dumping-wagon, the combination with a running-gear, and a body, of a main standard pivotally connected with the body, hoisting mechanism connected with the main
105 standard, a brace slidably connected with the running-gear and pivotally connected with the body, and an oscillatory brace provided with a guide receiving the main standard, substantially as described.
110

9. In a dumping-wagon, the combination with a running-gear, and a body, of a main standard pivotally connected with the body, hoisting mechanism connected with the main
115 standard, an inclined guide mounted on the running-gear, a brace slidably connected with the inclined guide and pivotally connected with the body, an oscillatory brace pivotally connected with the running-gear and with the slidable brace and provided with a guide
120 receiving the main standard, substantially as described.

10. In a dumping-wagon, the combination with a running-gear, and a body, of a main standard pivotally connected with the body, an inclined guide mounted on the running-
125 gear, a slidable brace connected with the inclined guide and with the body, an oscillatory brace pivotally connected with the slidable brace and with the running-gear, and a link connected with the slidable brace and provided with a guide receiving the main
130 standard, substantially as described.

11. In a dumping-wagon, the combination

with a running-gear, and a body, of front and rear inclined guides, main standards pivotally connected with the body near the center thereof, supplemental standards connected with
5 the rear portion of the body and slidably connected with the rear inclined guides, means for raising and lowering the standards, a slidable brace connected with the front inclined guide and pivotally connected to the body at
10 the upper ends of the main standards, oscillatory braces connecting the slidable braces

with the running-gear, and links connected with the oscillatory braces and provided with guides receiving the main standards, substantially as described.

15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

EARL P. LEGORE.

Witnesses:

GEO. E. GRIFFIN,
JEAN J. BILLARD.