

No. 713,981.

Patented Nov. 18, 1902.

J. GUILD.
DUMPING WAGON.

(Application filed June 14, 1902.)

(No Model.)

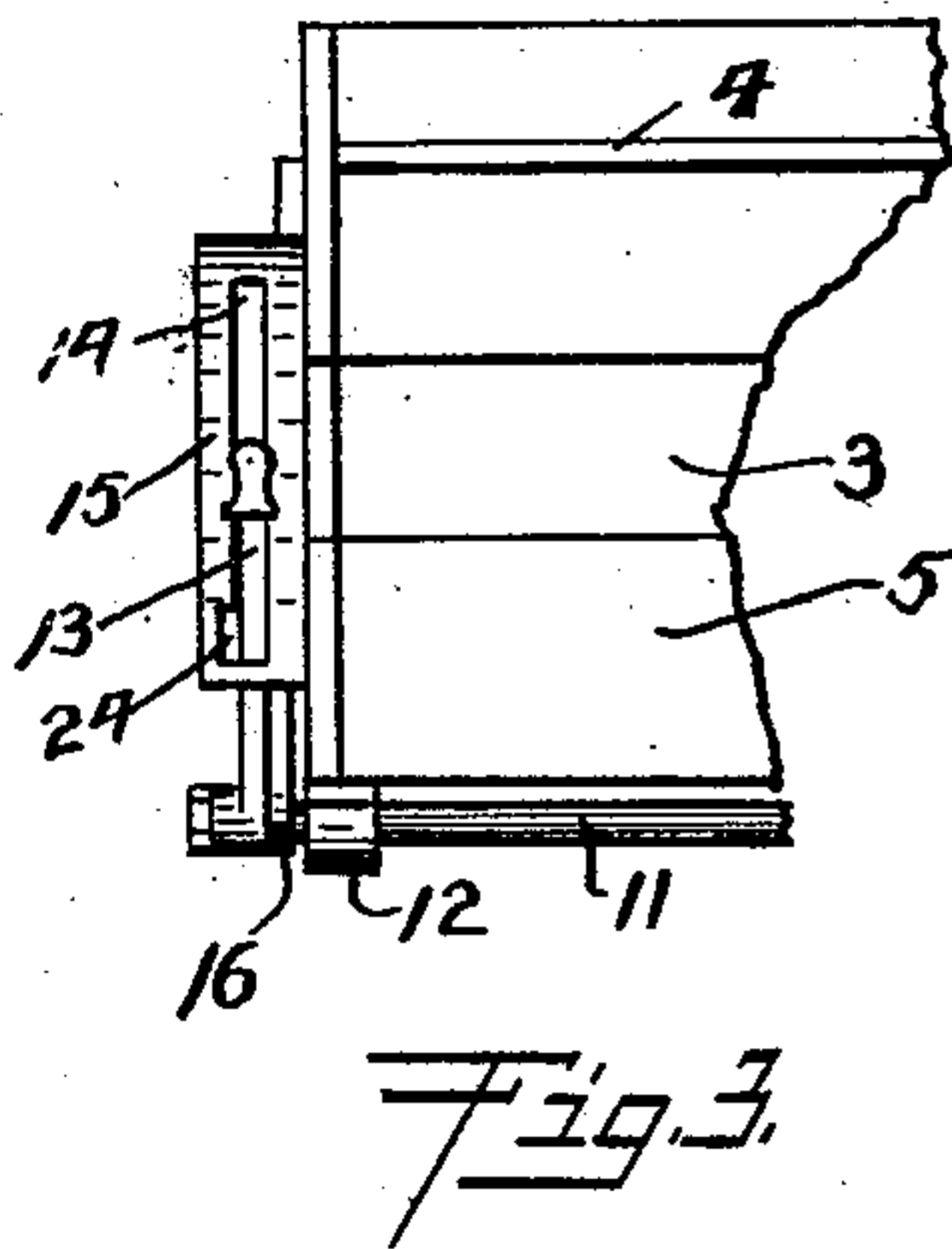
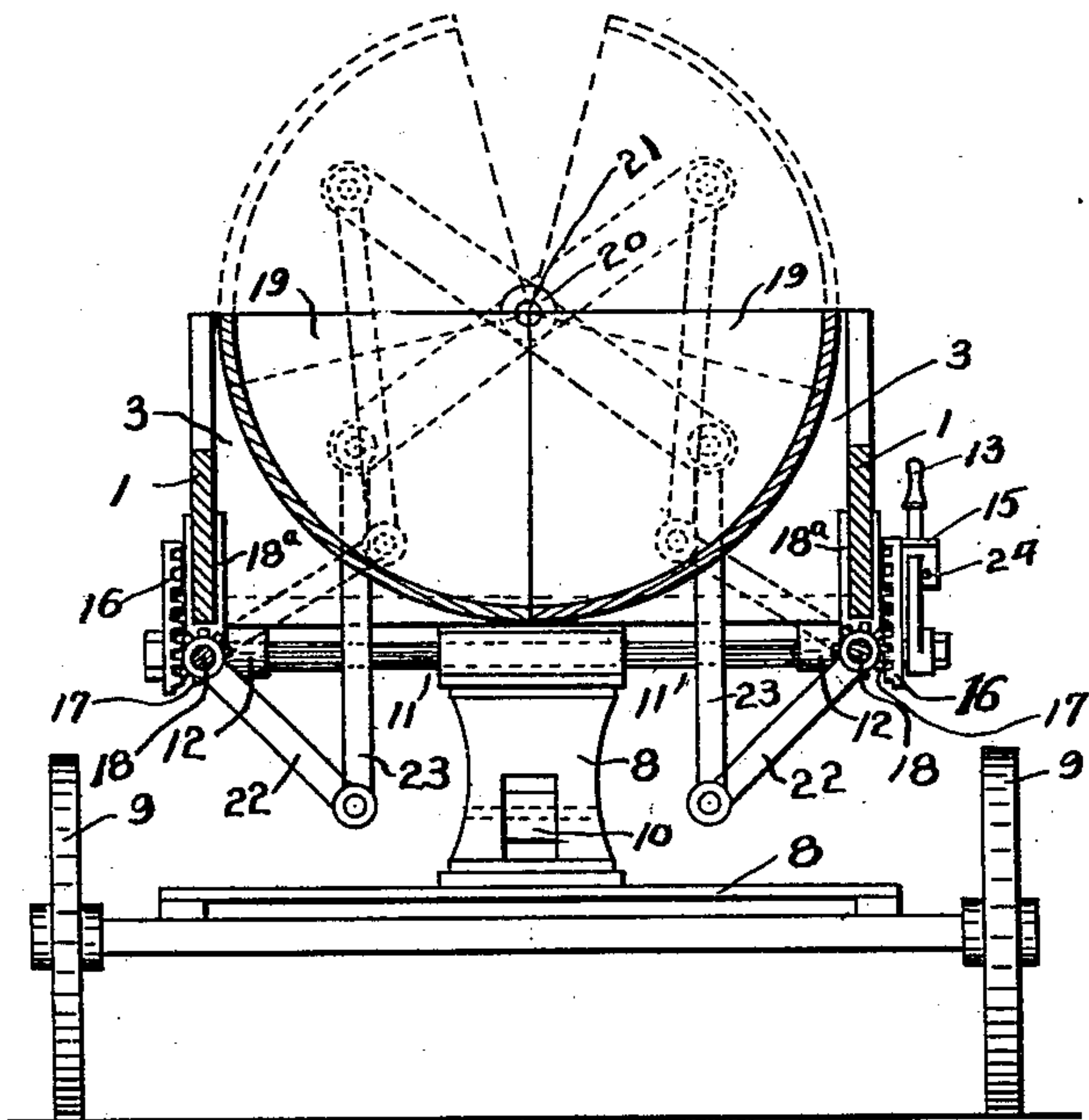
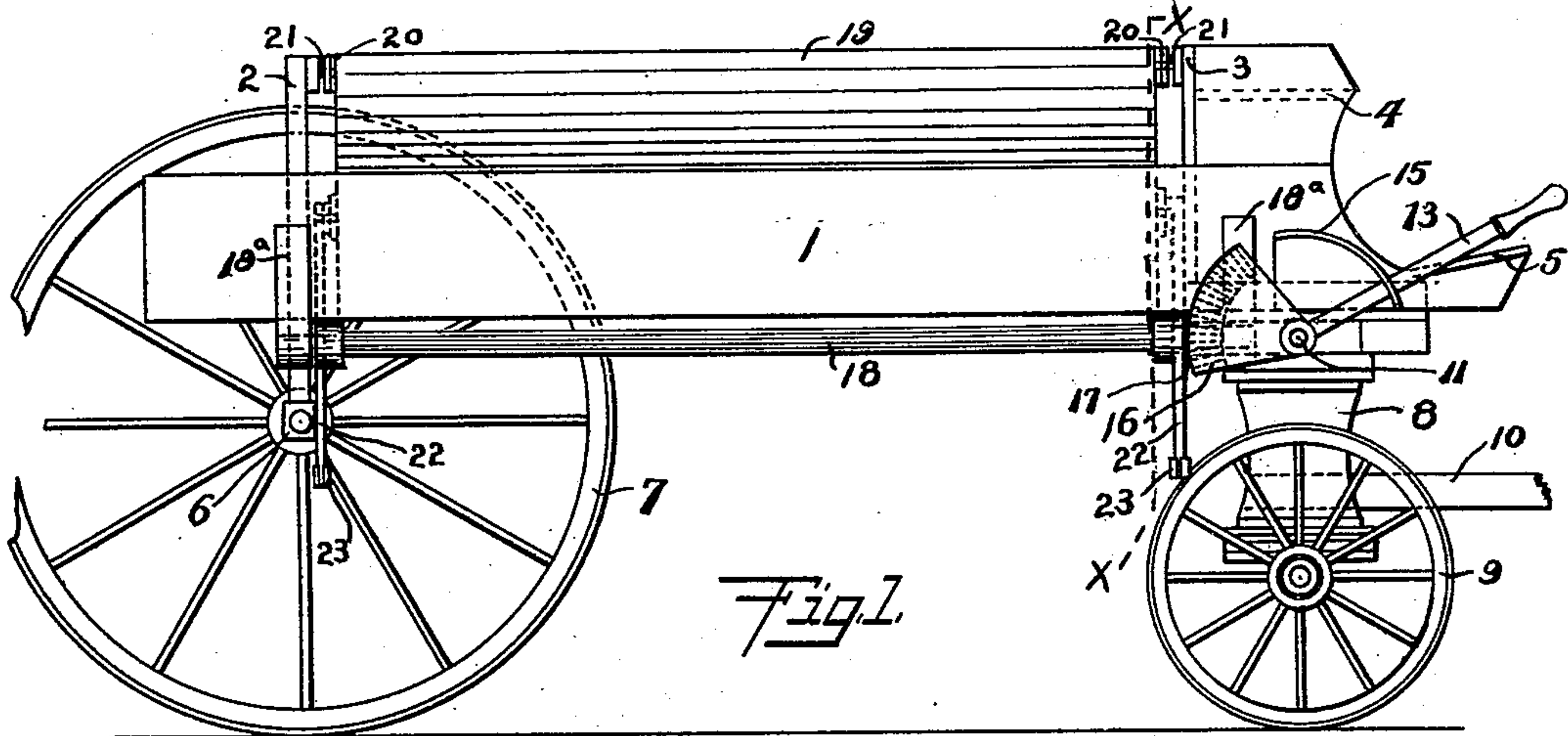


Fig. 2

Fig. 3

WITNESSES:

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JOHN GUILD, OF OMAHA, NEBRASKA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 713,981, dated November 18, 1902.

Application filed June 14, 1902. Serial No. 111,630. (No model.)

To all whom it may concern:

Be it known that I, JOHN GUILD, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, 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 dumping-wagons; and it is the object thereof to provide a wagon for hauling earth and like materials which shall be capable of quickly and effectually discharging its contents onto any spot over which it may be placed.

A further object of my invention is to provide a wagon of the above type of which the working parts shall be few, simple, and easily accessible and which can be cheaply constructed.

My invention lies in the novel form of carrying-body employed, in the means for hanging and rotating the same, and in certain other new and useful combinations and arrangements of parts, as will be fully described and claimed hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of a wagon embodying my invention. Fig. 2 is a transverse section of the same on the plane of the line *xx* of Fig. 1. Fig. 3 is a detail front elevation of the dumping-lever and locking-plate therefor.

In the drawings, 1 1 represent the side pieces of a rectangular frame, comprising said side pieces, the back piece 2, and the front piece 3, to which are secured the seat 4 and the foot-rest 5. The back piece 2 extends below the side pieces 1 1 and is attached to the rear axle 6, on which are the wheels 7. Secured to the front piece 3 by a king-bolt is the truck 8, on which are the front wheels 9 and to which is fastened the tongue 10.

Below the front piece 3 of the rectangular frame is a shaft 11, which is journaled in suitable bearings 12 and which extends slightly beyond the sides of the frame. At one end of the said shaft and rigidly secured thereto is a lever 13, which extends upward and forward, passing through a slot 14 in the locking-plate 15, secured to the frame.

On the shaft 11, just outside the side pieces

1 1, are the segments 16 16, which have on the inner sides thereof teeth engaging with the bevel-pinions 17 17. The said bevel-pinions are secured to shafts 18 18, journaled in bearings 18^a on the side pieces 1 1 and extending below and parallel with said side pieces.

Inside the before-mentioned rectangular frame is the carrying-body, which consists of two similar portions, resembling in shape the external surface of a quarter-segment of a cylinder. These segments 19 19 are hung by means of the plates 20 to the pins 21 at the center and near the top of the front and rear pieces 2 and 3 of the rectangular frame. Near the ends of the shafts 18 18 are arms 22, which extend inwardly from said shafts and are connected at their extremities to the connecting-rods 23, reaching up to and pivoted on the ends of the segments 19 19.

At the lower and front end of the slot 14 in the locking-plate 15 is a notch 24, which normally engages and holds the lever 13. When it is desired to discharge the contents of the wagon, the lever 13 is disengaged from the notch 24 and pulled backward, thus rotating the shaft 11, which carries therewith the segments 16 16. The teeth of the segments 16 engage the pinions 17 17 and rotate the shafts 18 18. The shafts 18 18 being turned, the arms 22 thereon are pushed upward, and communicating their motion through the connecting-rods 23 the segments 19 19 are raised and turned on the pins 21 to the position indicated in dotted lines in Fig. 2.

After the contents of the carrying-body have been discharged, as described, the lever 13 is again pushed down and into the notch 24 at the lower end of the slot in the locking-plate, thus lowering the body-segments to their normal position and locking them in said position.

It is obvious by reference to the drawings that on account of the carrying-body segments rising upwardly in dumping the material carried in the body there will be no difficulty encountered in moving the wagon after dumping by reason of the dumped material interfering with the wheels or other parts of the wagon. It is also obvious that a wagon constructed as shown is comparatively simple and cheaply constructed.

Now, having described my invention, what

I claim, and desire to secure by Letters Patent of the United States, is—

1. In a dumping-wagon, a running-gear, an open-bottomed frame, a two-part carrying-body, a plate connecting each part of the carrying-body at each end thereof, a pivot-pin passed through each of said plates and into the ends of the open-bottomed frame whereby the carrying-body is pivotally supported within the open-bottomed frame, hangers depending from the sides of the open-bottomed frame, longitudinally-disposed rods supported within said hangers beneath said frame, a pinion disposed at one end of each of the said longitudinally-disposed rods, a transversely-disposed rod carrying a segmental gear at each end thereof, said segmental gears registering and meshing with the said pinions, linked arms connecting the said longitudinally-disposed shafts with each of the body-carrying parts at each end thereof, a locking-plate mounted upon the open-bottomed frame, said locking-plate having a slot therein, a lever secured at one of its ends to the transversely-disposed rod and arranged to slide within the slot of the locking-plate whereby an opening is provided in the bottom of the carrying-body equal to the normal opening in the top thereof, and means arranged to lock the carrying-body in its normally closed position.

2. In a dumping-wagon, a running-gear, an

open-bottomed frame, a semicylindrical carrying-body divided longitudinally into two movable segments, a plate connecting each semicylindrical part of the carrying-body at each end thereof, a pivot-pin passed through each plate and into the ends of the open-bottomed frame whereby the carrying-body is pivotally supported within the said frame, longitudinally-disposed rods beneath the frame, a pinion disposed at one end of each of the said rods, a transversely-disposed rod carrying a segmental gear at each end thereof, said segmental gears registering and meshing with the said pinions, linked arms connecting the said longitudinally-disposed rods with the segmental parts of the carrying-body, a locking-plate mounted upon the frame, said locking-plate having a slot therein, and a lever secured at one of its ends to the last-mentioned rod and arranged to slide within the slot of the locking-plate to produce an opening in the bottom of the carrying-body equal to the normal opening in the top thereof, said slot being notched to permit of a movement of the lever out of traveling engagement therein.

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

JOHN GUILD.

Witnesses:

J. M. GUILD;

A. G. SIMPSON.