

No. 714,482.

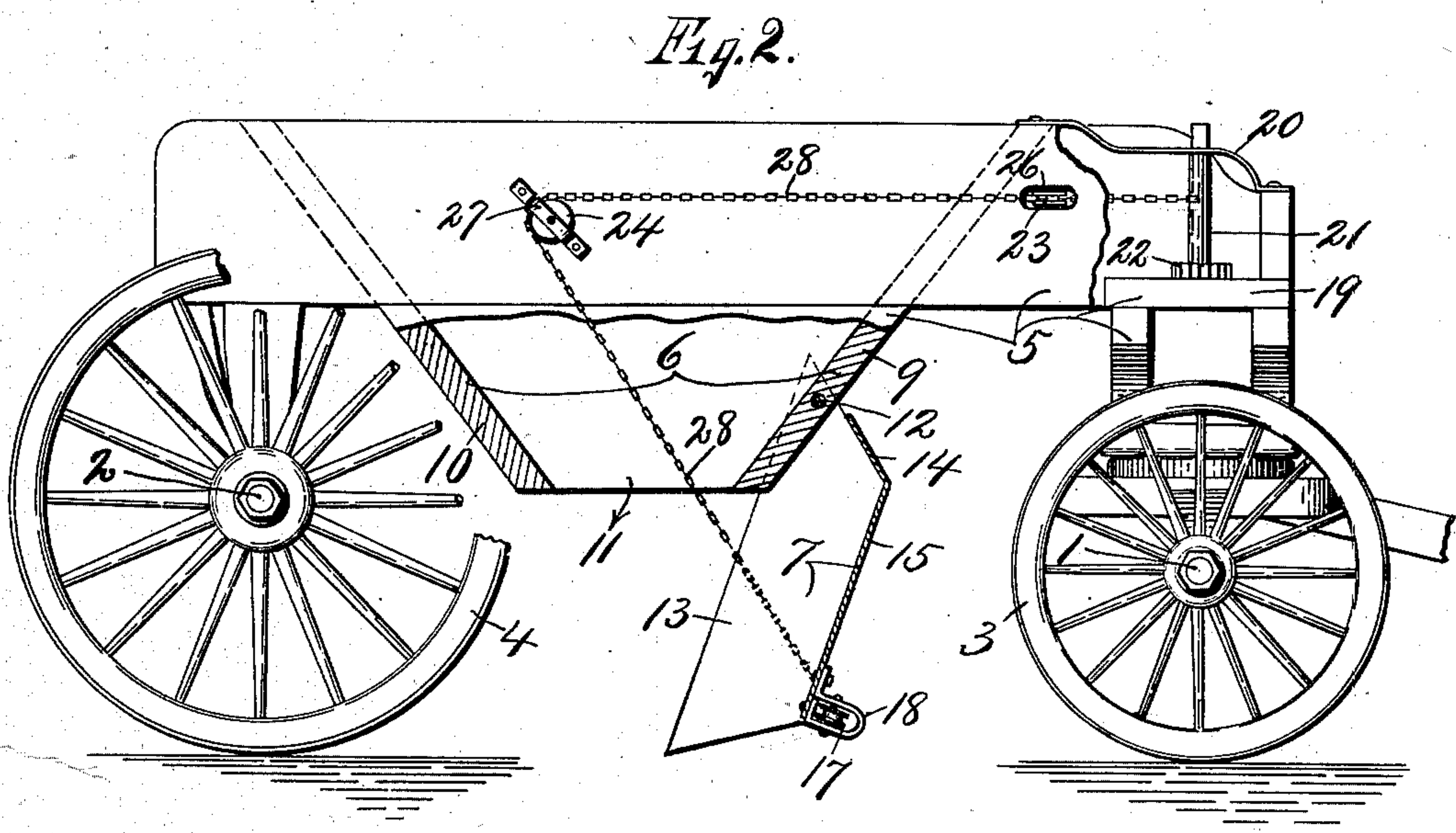
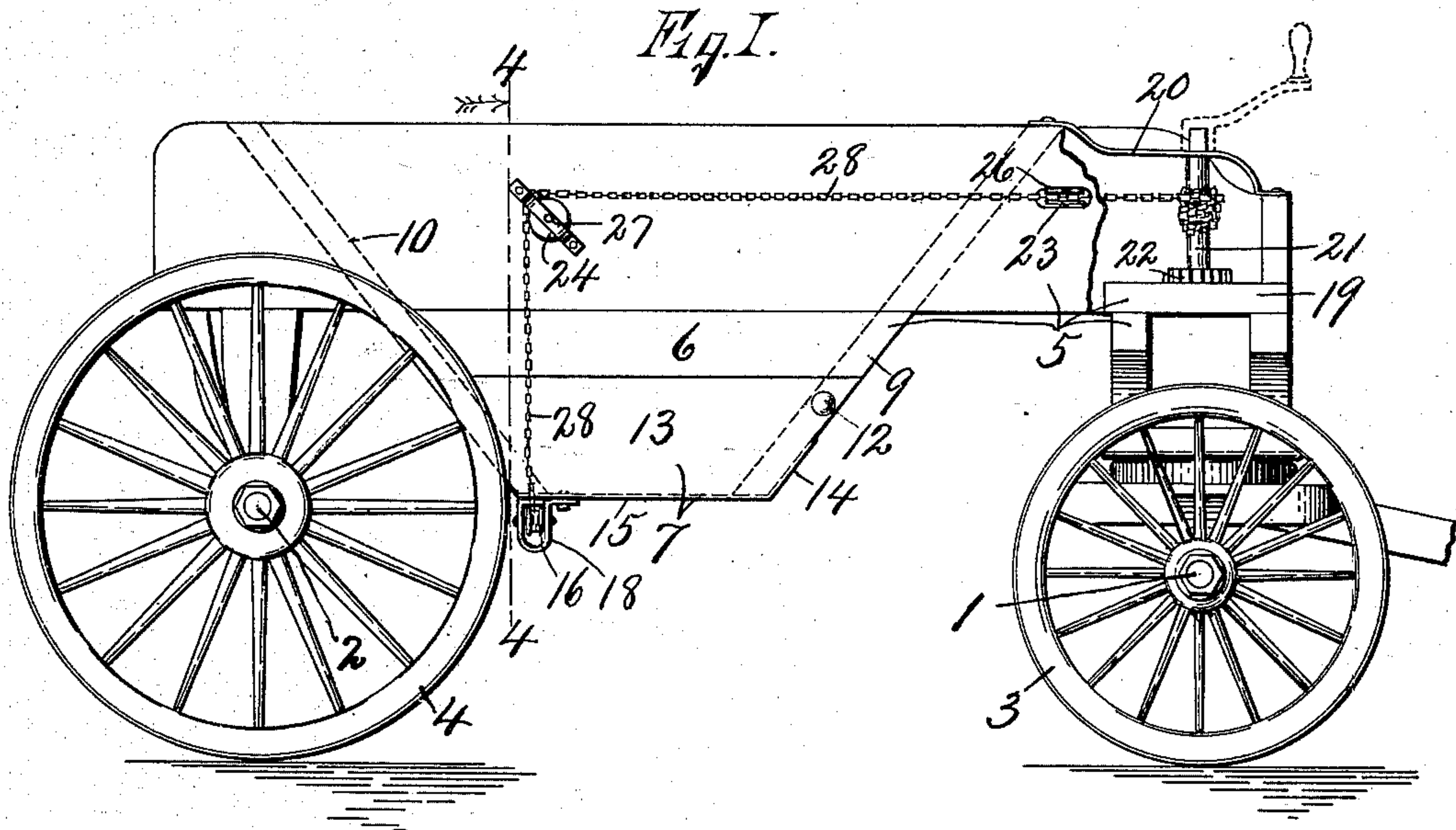
Patented Nov. 25, 1902.

J. W. HAYWOOD.
DUMP WAGON.

(Application filed May 5, 1902.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:

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W. C. Chase

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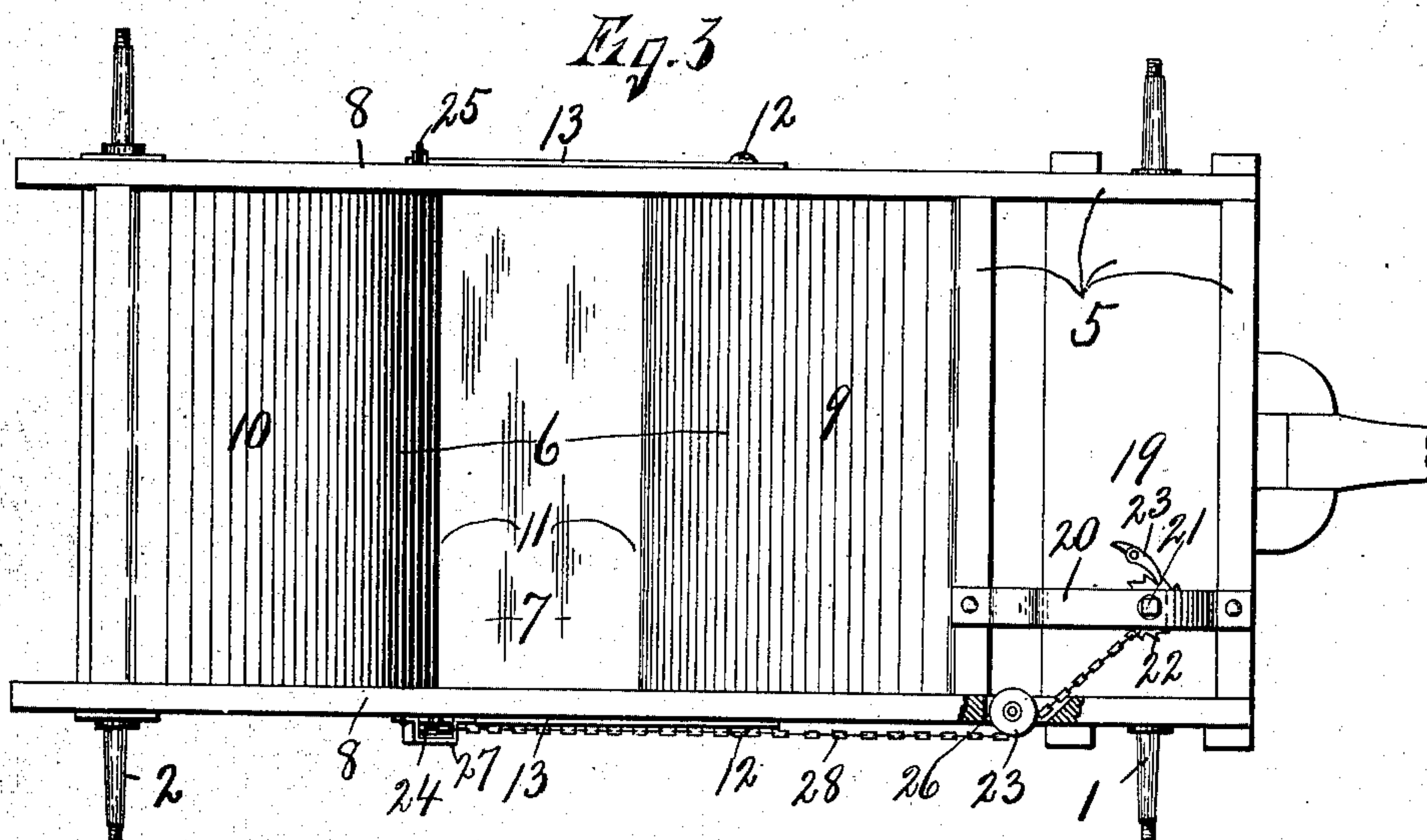
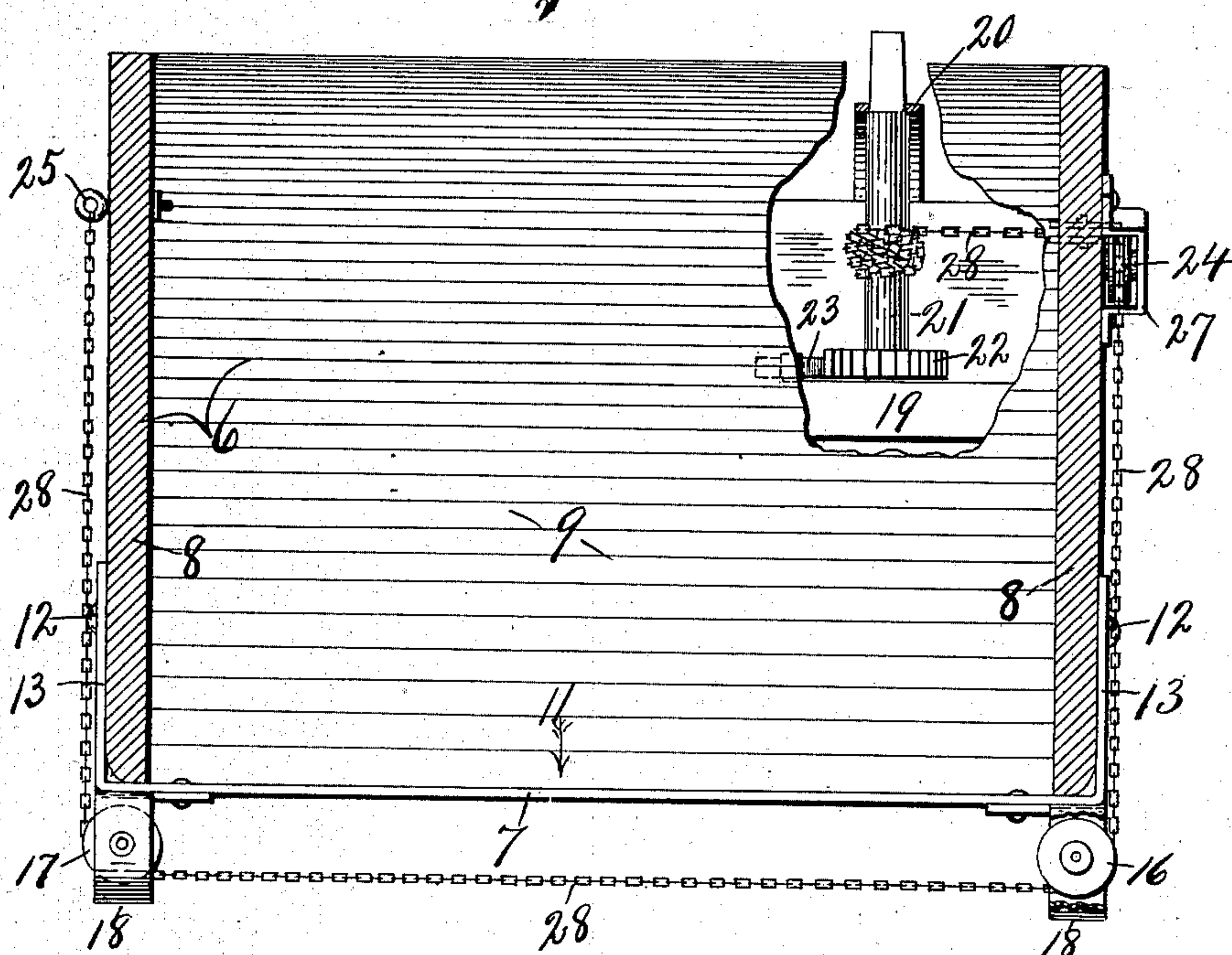


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN W. HAYWOOD, OF SYRACUSE, NEW YORK.

DUMP-WAGON.

SPECIFICATION forming part of Letters Patent No. 714,482, dated November 25, 1902.

Application filed May 5, 1902. Serial No. 105,992. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. HAYWOOD, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and
5 useful Improvements in Dump-Wagons, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to improvements in
10 dump-wagons adapted more particularly for the distribution of gravel, broken stone, and similar material for grading roads.

The object of this invention is to concentrate the discharge of the load between the
15 wheels, so that the rear wheels will not have to be drawn over the dump.

Another object is to hinge the closure for the discharge-opening in such manner that the same will be drawn up free from the
20 ground when open and discharge toward the rear end of the wagon, or rather at the rear of the open closure.

A further object is to control the operation of the door by a single cable.

25 A still further object is to provide the door with side walls normally extending upwardly above the bottom of the opening of the dump-box for preventing the sifting or leakage of the material in the dump-box at the sides and
30 front of the box-opening.

To this end the invention consists in the combination, construction, and arrangement of the parts of a dump-wagon, as hereinafter fully described, and pointed out in the claims.

35 In the drawings, Figures 1 and 2 are side elevations, partly broken away, of a dump-wagon, showing the various features of my invention, the closure for the discharge-opening being closed in Fig. 1 and open in Fig. 2.
40 Fig. 3 is a top plan of the wagon seen in Figs. 1 and 2, the wheels being removed. Fig. 4 is a sectional view taken on line 4 4, Fig. 1.

Similar reference characters indicate corresponding parts in all the views.

45 As seen in the drawings, this dump-wagon consists of front and rear axles 1 and 2, wheels 3 and 4, a frame 5, mounted on the axles and provided with a dump-box 6, having a movable closure 7.

50 The axles 1 and 2, wheels 3 and 4, and frame 5 may be of any desired form, size, or

construction adapted to support the box 6. This box consists of opposite side, front, and rear walls 8, 9, and 10, the side walls 8 forming a part of the frame 5 and are disposed in
55 substantially vertical planes, and the front and rear end walls 9 and 10 preferably incline upwardly from their lower edges in the form of a hopper, the lower edges being separated from each other for forming the discharge-
60 opening 11.

The door 7 is pivotally mounted at 12 upon the front wall 9 at a point above its lower edge and consists of side, front, and bottom walls 13, 14, and 15, the side walls being dis-
65 posed in vertical planes at the outer faces of the side walls 8 of the box and extend forwardly beyond the rear wall of the discharge-opening 11, their upper edges being normally disposed in a plane above the lower edges of
70 the side and end walls of the discharge-opening, and their rear ends preferably incline upwardly from the bottom wall 15 in substantially the same plane as the rear wall 10.

The front wall 14 is normally disposed in
75 substantially the same plane as and against the front face of the wall 9, being extended upwardly from the lower edge of the said front wall 9 a sufficient distance to prevent the leakage of any dirt or other matter from the
80 discharge-opening 11 while the material is being conveyed from one place to another.

The bottom wall 15 preferably extends from the lower front edge of the front wall 9 to the lower rear edge of the rear wall 10 in
85 order to positively close the discharge-opening 11, and the opposite sides of its free end are provided with suitable roller bearings or sheaves 16 and 17, which are mounted in brackets 18, secured to the lower face of said
90 bottom wall.

The front end of the frame is provided with a platform 19 and a brace or bracket 20, in which is revolubly mounted a drum 21, having a ratchet-wheel 22, engaged by a pawl or
95 detent 23. One of the side walls 8 is provided with sheaves or idlers 23 and 24, and the other side wall is provided with an eyelet or equivalent fastening means 25, the sheave or idler 23 being arranged in a substantial hori-
100 zontal plane in an opening 26 between the front wall 9 and drum 21, and the sheave or

idler 24 is disposed in a substantially vertical plane and is journaled in a bracket 27 secured to the outer face of the side wall 8.

The sheave 24 and eyelet 25 are secured to the opposite side walls directly opposite each other and directly over the sheaves 16 and 17.

Secured to the drum 21 is one end of a cable 28, its other end being passed around the outer and front face of the sheave 23, which projects slightly beyond the outer face of the side wall to which it is secured, and said cable is then passed over the upper and rear faces of the sheaves 16 and 17 beneath the free end of the bottom wall of the closure 7, and the cable is then turned upwardly and fastened to the eye 25.

It is evident from the foregoing description that the side and front walls of the closure 7 lap upon the outer faces of the side and front wall of the box 6 and form a chute for confining the material and conducting the same between the rear wheels during the discharge, so as not to interfere with the travel of the wheels when drawing away from the dump. It is further evident that by pivoting the closure 7 at a point above the front end of the bottom wall the closure is swung forwardly and upwardly away from the discharged material and at the same time elevated above the ground, thereby preventing the dragging of the free end of the closure upon the ground when the material is discharged. It is also evident that by the use of a single cable connected in the manner described I am enabled to draw the free end of the closure firmly into its closed position and that should one side of the bottom wall 15 engage the adjacent side of the walls of the box before the other side is closed the continued winding of the drum draws said other side firmly into engagement with the adjacent side wall of the box.

The operation of my invention will now be readily understood upon reference to the foregoing description and the accompanying drawings.

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

1. In a dump-wagon, the combination of a box having vertical side walls and downwardly-converging front and rear walls and a discharge-opening at the apex, a closure for the discharge-opening having side, bottom and front walls, the side and front walls extending upwardly above the lower edges of the side and front walls of the box, said clo-

sure being pivoted at its forward end to the front wall at a point above the lower edge of said front wall, a drum, and a cable having one end connected to the drum and its other end connected to the free end of the closure for the purpose set forth.

2. In a dump-wagon, the combination with a box having downwardly-converging front and rear walls and a discharge-opening at its apex, a closure for the opening pivoted to the front wall at a point above its lower edge, the opposite sides of the free end of the door being provided with sheaves, additional sheaves secured to one of the side walls of the box, a drum, and a cable having one end secured to the drum and its other end passed around said sheaves and secured to the other side wall of the box.

3. In a dump-wagon, the combination with a box having a discharge-opening in its bottom, a closure for said opening pivoted at its front end to the front wall of the box at a point above the discharge-opening, sheaves mounted on the lower faces of the free end of the bottom wall of the closure, an additional sheave mounted on the side wall of the box above the free end of the closure, an additional sheave mounted on the side wall of the box in front of the front wall, a drum, and a cable having one end secured to the drum and its other end passed over said sheaves and secured to the opposite side wall of the box at a point above the free end of the closure.

4. In a dump-wagon the combination of a box having vertical side walls and downwardly-converging front and rear walls and provided with a discharge-opening in its apex, a closure pivotally mounted at its forward end upon the box at a point above its discharge-opening and provided with side and front walls lapping upon the side and front walls of the box, said closure having a bottom wall provided with sheaves at the open end of the closure, additional sheaves mounted on one of the side walls of the box, a drum, and a cable having one end secured to the drum and its other end passed around said sheaves and secured to the opposite side wall of the box.

In witness whereof I have hereunto set my hand this 2d day of May, 1902.

JOHN W. HAYWOOD.

Witnesses:

HOWARD P. DENISON,
MILDRED M. NOTT.