

No. 728,705.

PATENTED MAY 19, 1903.

E. A. GODFREY.  
DUMPING WAGON.

APPLICATION FILED MAR. 31, 1903.

NO MODEL.

Fig. 1.

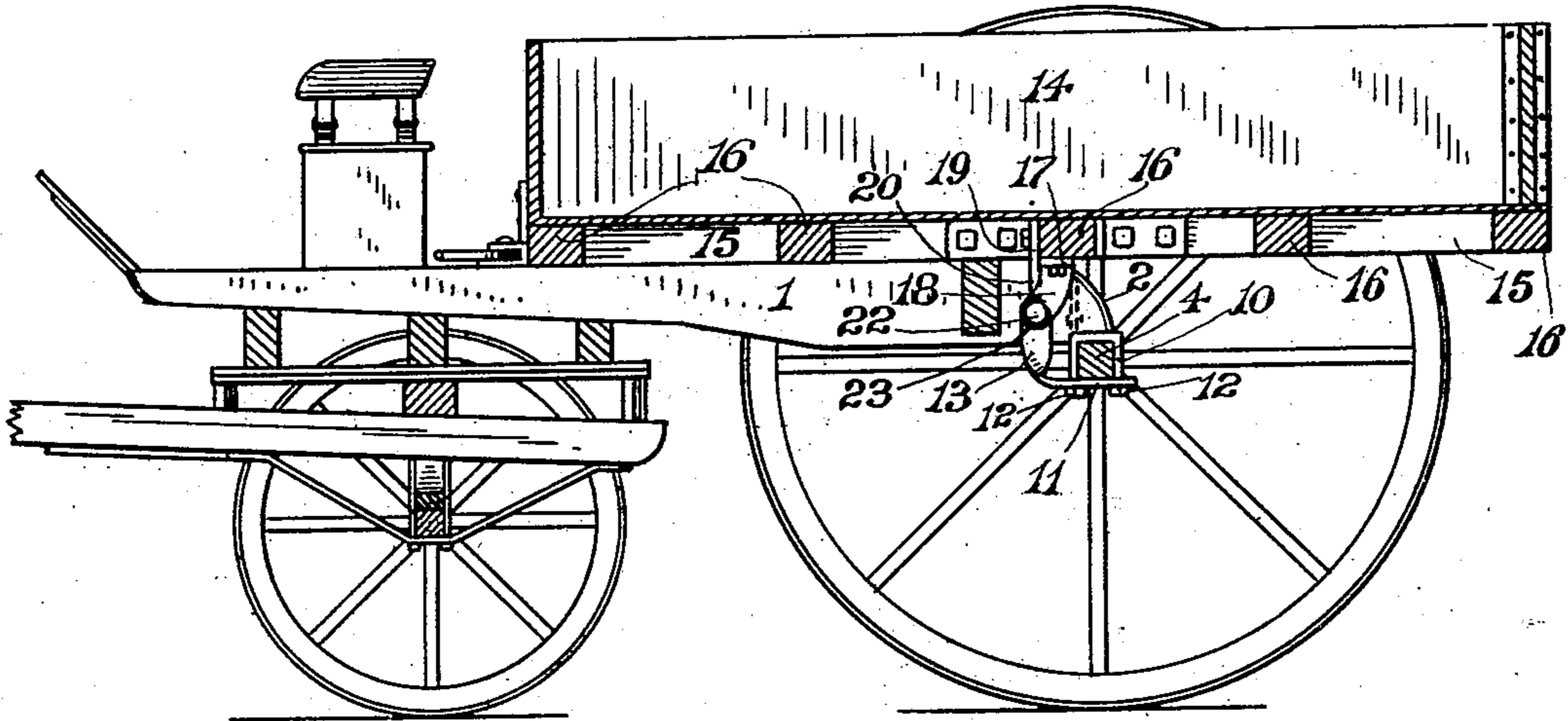


Fig. 2.

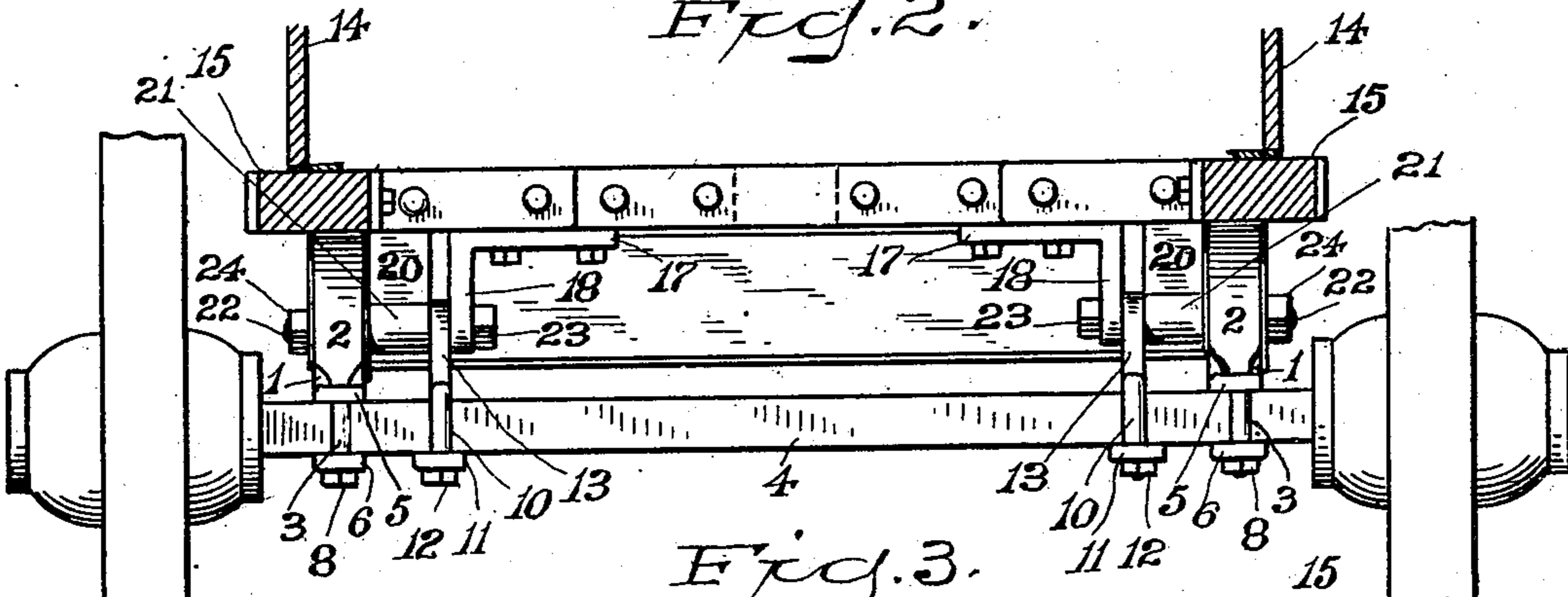


Fig. 3.

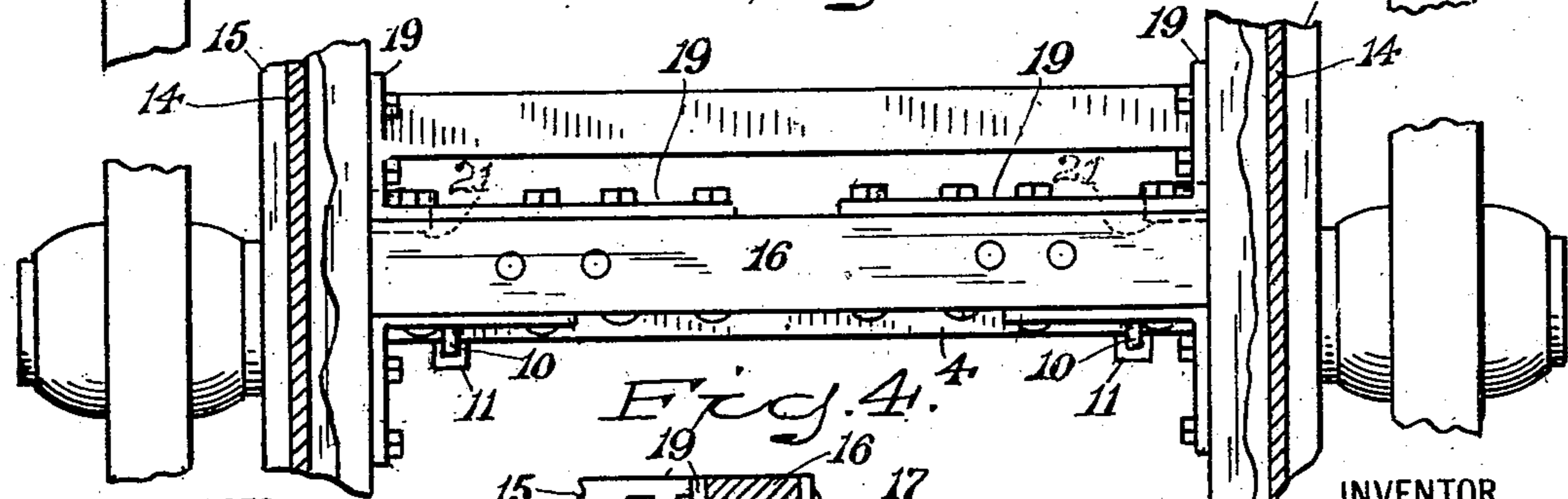
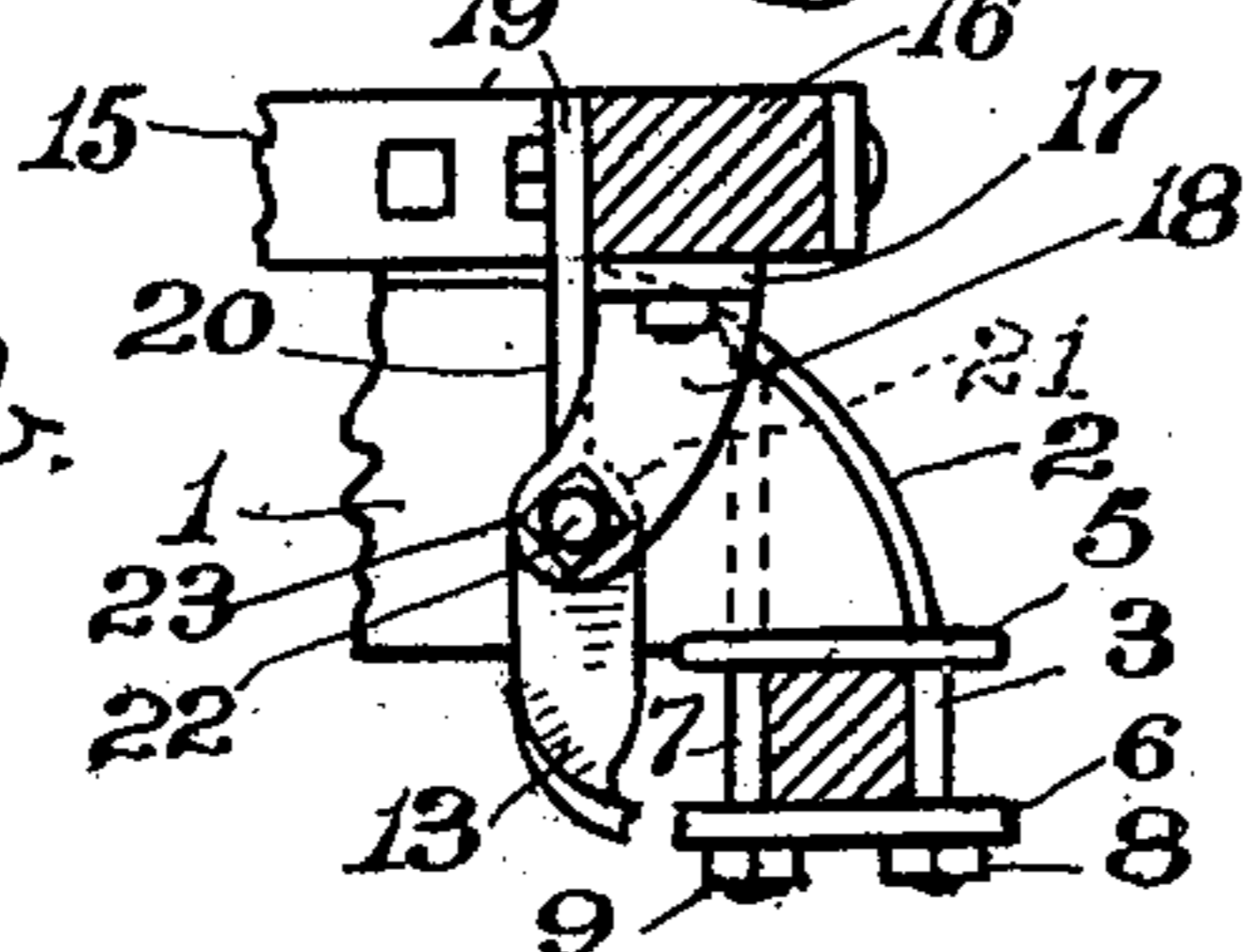


Fig. 4.



WITNESSES:

H. F. Lamb.  
W. J. Louden

INVENTOR

E. A. Godfrey

BY

*[Signature]*  
ATTORNEY

# UNITED STATES PATENT OFFICE.

EDWARD A. GODFREY, OF BRIDGEPORT, CONNECTICUT.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 728,705, dated May 19, 1903.

Application filed March 31, 1903. Serial No. 150,440. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD A. GODFREY, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, 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 certain improvements in dumping-wagons, and has for its object to provide a wagon of this description in which the dumping-body shall be exceedingly well balanced and free from undue vibration, shall be connected directly with the rear axle and entirely independent of any cross-piece of the reach, and shall in its normal position rest directly upon the upper surface of the reach in one horizontal plane throughout said reach.

With these ends in view my invention consists in certain details of construction and combination of parts, such as will be hereinafter fully set forth and then specifically be designated by the claims.

In the accompanying drawings, which form a part of this application, Figure 1 is a longitudinal sectional elevation of a dumping-wagon constructed in accordance with my improvement; Fig. 2, a rear elevation of the wagon with the sills in section and the bottom of the dumping-body broken away; Fig. 3, a plan view of the parts that are shown at Fig. 2; and Fig. 4, a detail elevation, partly in section and on an enlarged scale, showing more particularly the way in which the rear end of the reach is secured to the rear axle and also the way in which the dumping-body is pivoted.

Similar numbers of reference denote like parts in the several figures of the drawings.

Heretofore dumping-wagons have been constructed in various ways, and the dumping-body has been pivoted both in the front and in the rear of the rear axle, as well as in the same vertical plane therewith; but the main trouble has been that the dumping-body has either been pivoted in too high a plane, thereby rendering the cart clumsy and causing the parts to have undue vibration, so that

the shock of frequent dumping will be very detrimental to the wagon, or when the dumping-body has been pivoted in a lower horizontal plane, substantially on a level with the rear axle said body has had direct connection with some cross-bar or brace near the rear end of the reach, and the latter has been made so that its upper surface is not in one horizontal plane and the dumping-body had to be provided with some sort of a projecting part which would rest against the lower plane of the reach, while the main body of the wagon would rest against the upper surface of the reach at its highest plane when the dumping-body was in normal position. If a dumping-body does not rest uniformly against the reach in one horizontal plane, the slightest wear or undue vibration will be gradually augmented and the life of such a dumping-wagon will be comparatively short.

My improvement aims to obviate these disadvantages and to construct a dumping-wagon on improved lines and will be best understood from the following description.

My improvement has nothing whatever to do with the construction of the reach or with the front wheels, the front axle or the parts connected therewith, or to any device for detachably latching the body to the reach, but relates solely to the manner of pivoting the dumping-body and to the relative construction and arrangement of the reach and body, so that the latter in normal position will rest flat against the top surface of the reach in one horizontal plane, and I will therefore confine myself in this description to the parts of the wagon that are intimately related to my present invention.

1 is the reach, which extends on opposite sides of the wagon, the rear extremity of each portion of the reach being curved and shod with a metal band 2, which terminates in a bolt 3, that extends in the immediate rear of the hind axle 4 and passes through plates 5 6, respectively, above and below said axle, while a bolt 7 extends through the band 2 and reach and also through said plates immediately in front of the axle 4. 8 9 are nuts driven on the lower ends of these bolts, so as to draw the plates firmly against the rear axle, and thereby secure the reach to said axle. This manner of securing the reach to the rear axle

is old and has been commonly practiced heretofore and of course forms no part of my present invention. 10 represents clips around the rear axle inside said bolts, which clips extend 5 through plates 11 at the bottom of said axle and are firmly secured in position by means of nuts 12. 13 represents brackets integral with said plates 11 and projecting forwardly and upwardly in front of said axle, but having 10 no connection whatever with the reach or any part carried thereby.

14 is the dumping-body, provided at its bottom on opposite sides with the usual sills 15 and also with cross-pieces 16 between these 15 sills, the lower edges of said sills and cross-pieces being all in the same horizontal plane. Secured to the bottom of one of these cross-pieces 16, at opposite ends thereof, are plates 17, from which depend ears 18, and secured 20 to said cross-piece and also the sills are angle-irons 19, from which depend ears 20, which terminate in eyes 21. The ears 18 and 20 are passed through the reach and through said ears and brackets and are secured at their 25 extremities by nuts 23 24, and this arrangement constitutes the pivotal connections between the dumping-body and the rear axle.

Of course it is immaterial as to the manner in which the brackets are secured to the rear 30 axle, so long as they are perfectly rigid therewith, and I therefore do not wish to be limited in this respect. Also I do not wish to be limited to the specific manner shown and described of providing the ears, so long as they 35 are secured directly to the body of the dumping-cart and not to any portion of the reach.

It will thus be understood that the pivotal connections of the dumping-body are exceedingly strong and well braced and that there 40 is no connection whatever between these pivotal points and any cross-piece of the reach, and this makes an exceedingly durable construction in that the parts which constitute

the pivotal connections are close to the rear axle, and there can be no thrust or strain 45 against the reach or any portion thereof.

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

1. In a dumping-wagon, the combination of 50 the rear axle, the reach having its upper surface in the same horizontal plane and secured to said axle at opposite sides thereof, the dumping-body adapted normally to rest upon the upper surface of said reach in a single 55 horizontal plane, the brackets secured to said axle and extending upwardly immediately in front of said axle, the ears secured to the bottom of said body and depending therefrom on opposite sides of said brackets, and the 60 bolts passed through the extreme rear ends of the reach and also through said ears and brackets, substantially as set forth.

2. The combination of the rear axle, the reach whose extreme rear ends are secured to 65 said axle near opposite ends the entire upper surface of said reach being in one horizontal plane, the dumping-body provided on its under side with sills and cross-pieces whose bottom surfaces are all in the same horizontal 70 plane, the ears 18 secured to the bottom of one of these cross-pieces and depending therefrom, the ears 20 secured to said cross-piece and sills and depending therefrom and terminating in eyes, the brackets secured to said 75 axle and extending forward of the same and upward between said ears, and the bolts passed through the extreme ends of the reach and through said ears, brackets and eyes, substantially as set forth. 80

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

EDWARD A. GODFREY.

Witnesses:

F. W. SMITH, Jr.,

M. T. LONGDEN.