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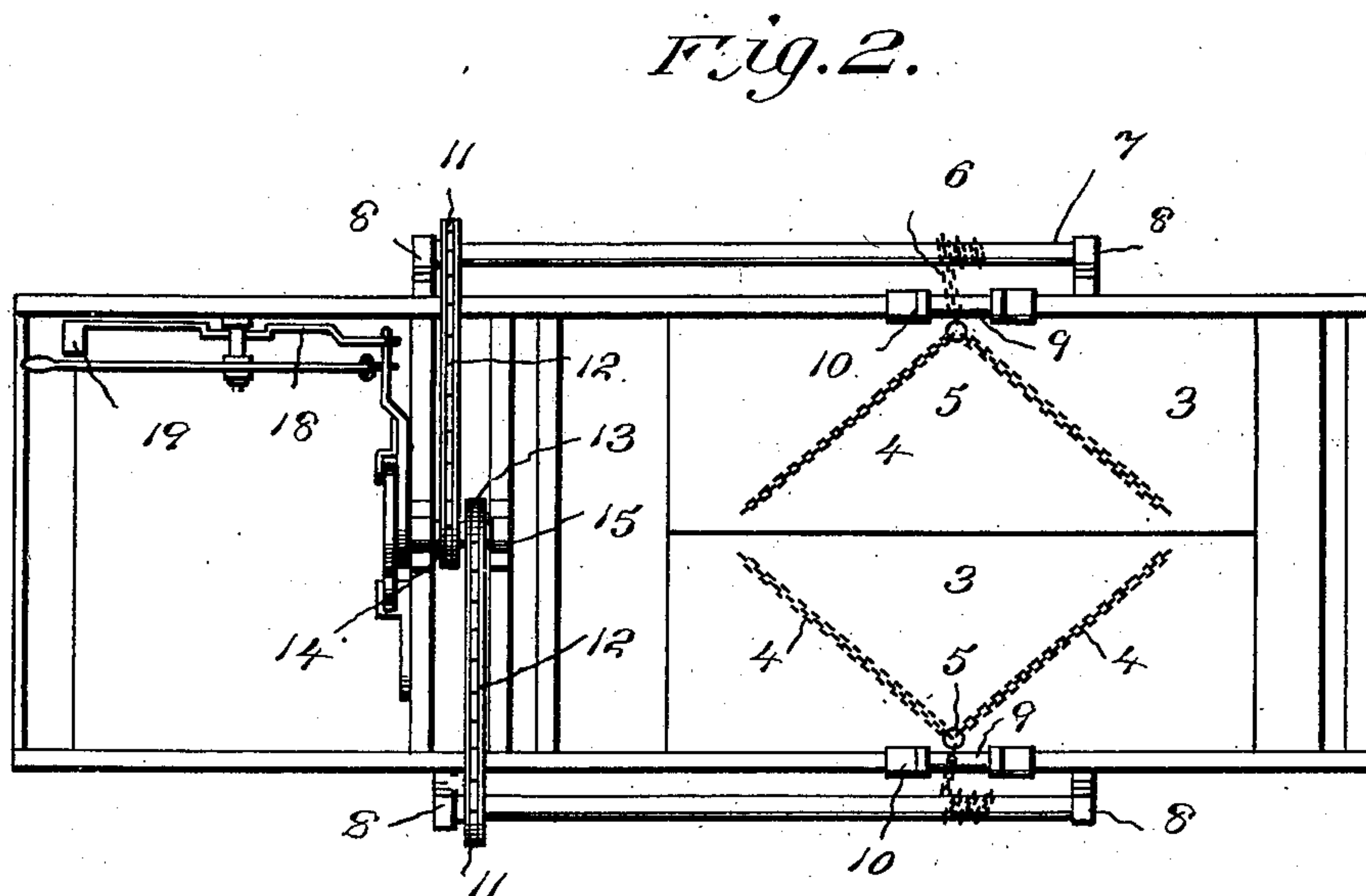
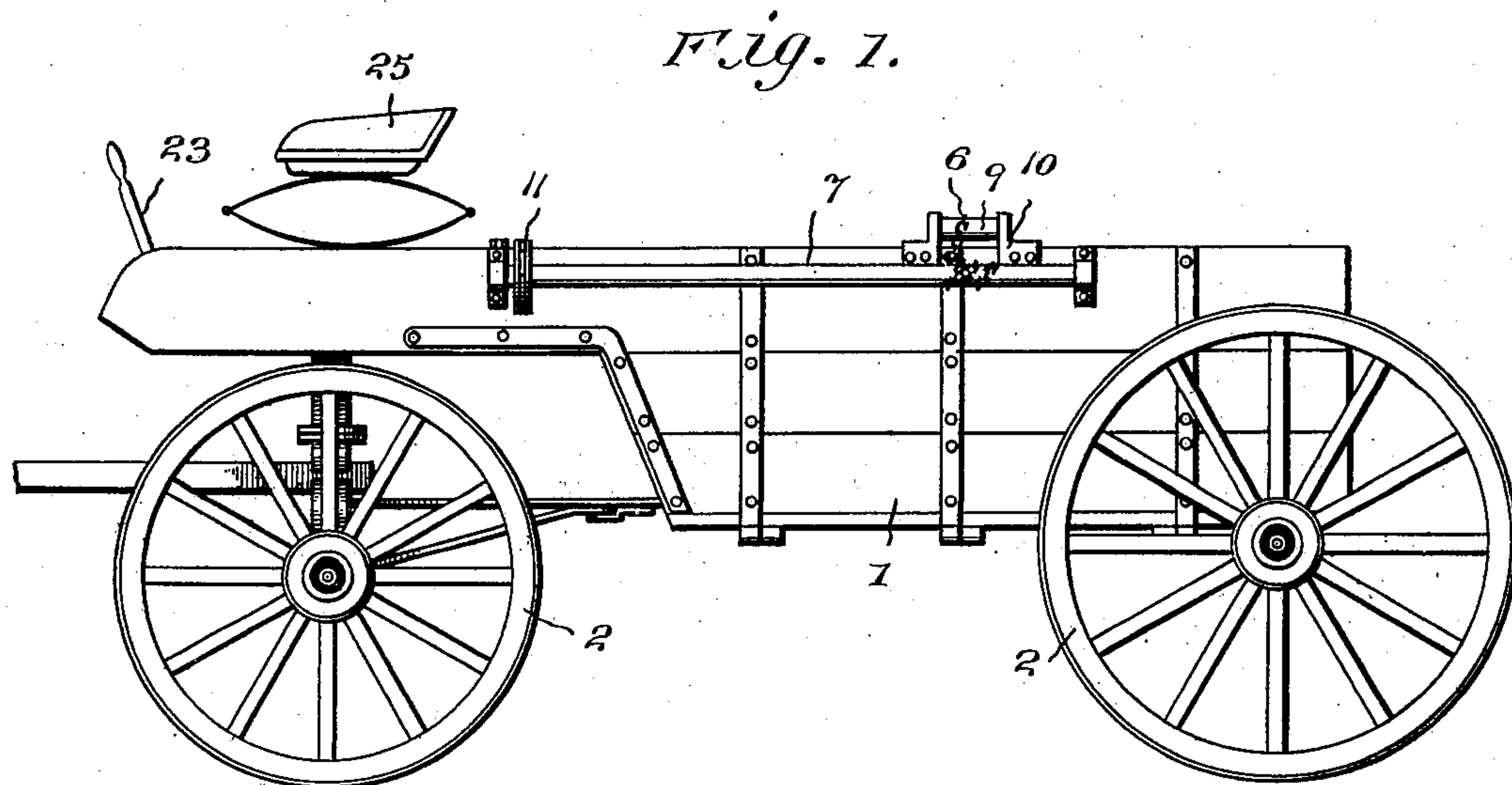
PATENTED JAN. 19, 1904.

E. D. BRANCH.
DUMPING WAGON.

APPLICATION FILED OCT. 21, 1903.

NO MODEL.

2 SHEETS—SHEET 1



Witnesses

J. W. C. Riley.
Harbert D. Lawson.

Eliza D. Branch. ^{Inventor}

By *Victor J. Evans*

Attorney

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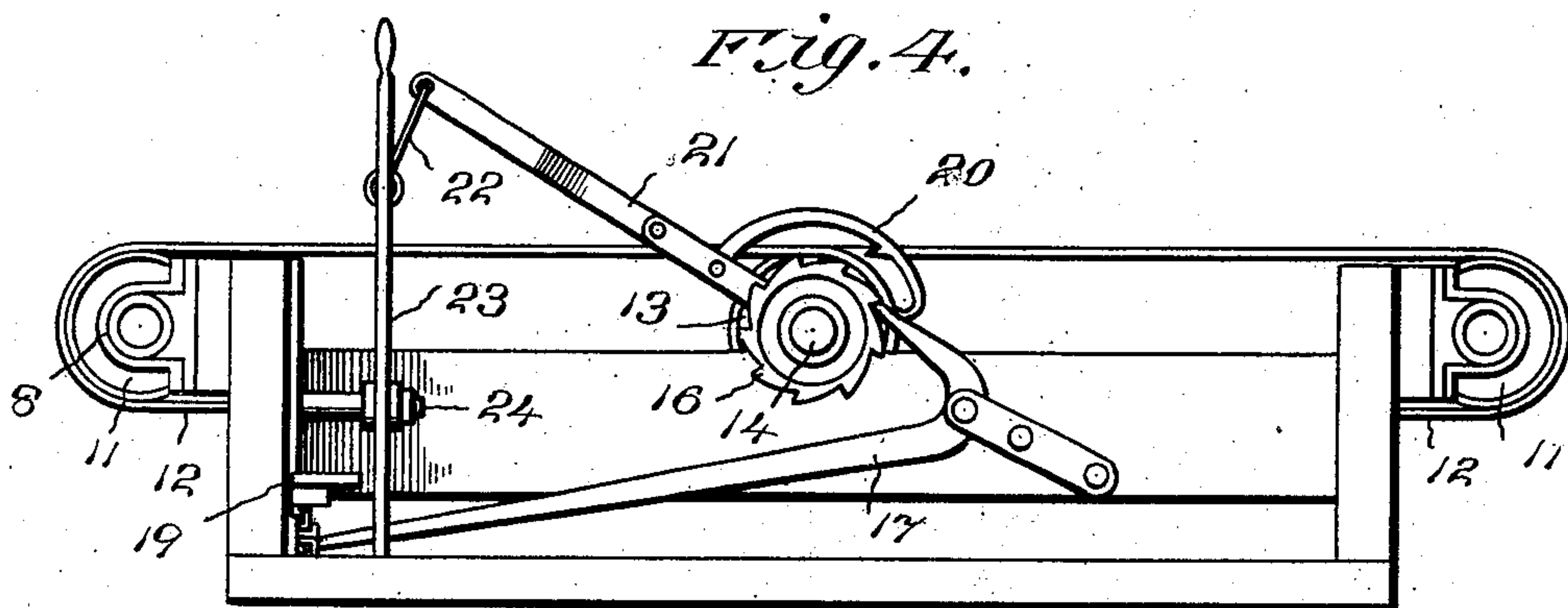
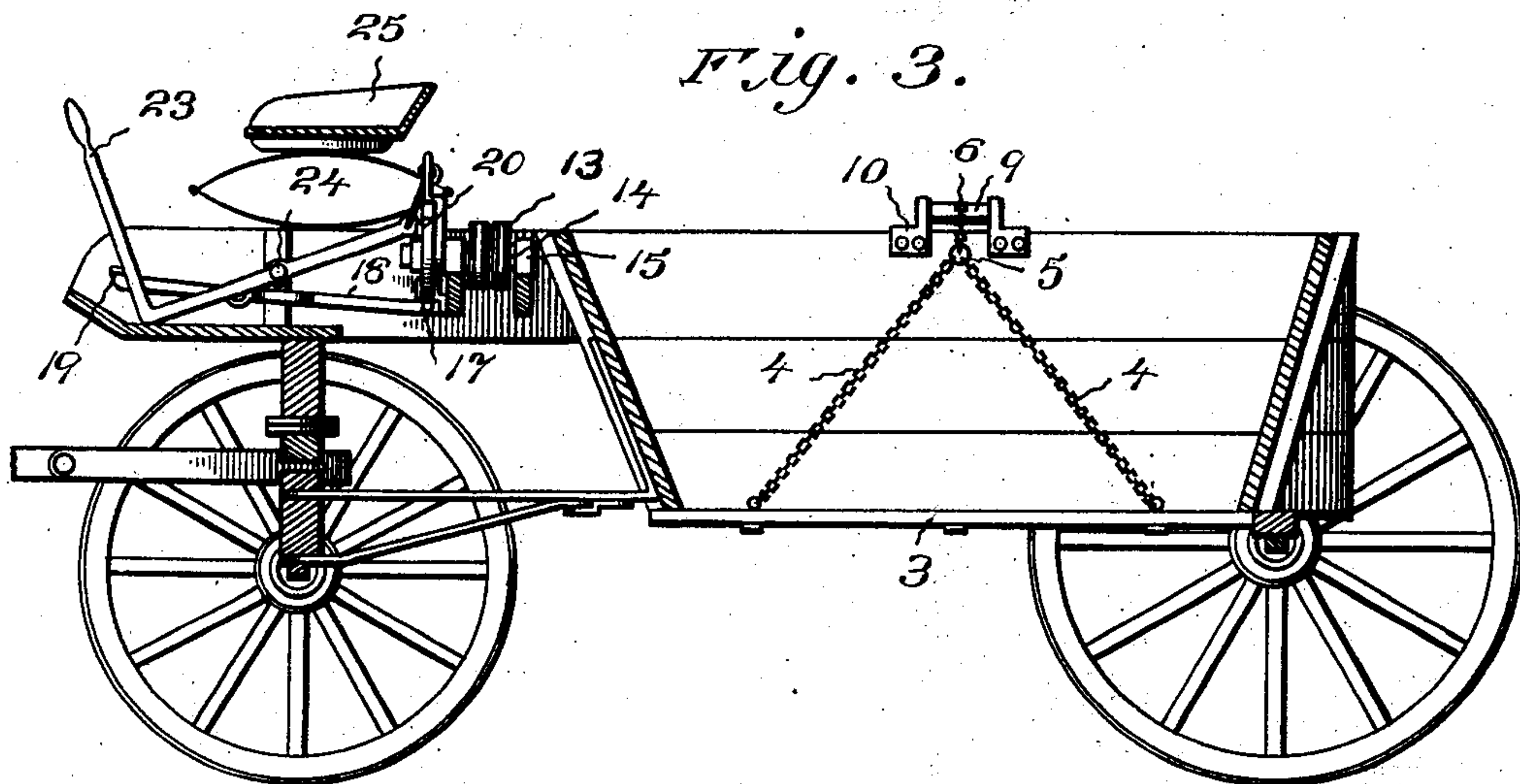
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Witnesses
J. W. Riley,
Hubert D. Lawson.

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UNITED STATES PATENT OFFICE.

ELZA D. BRANCH, OF CHARDON, OHIO.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 750,084, dated January 19, 1904.

Application filed October 21, 1903. Serial No. 177,935. (No model.)

To all whom it may concern:

Be it known that I, ELZA D. BRANCH, a citizen of United States, residing at Chardon, in the county of Geauga and State of Ohio, have
5 invented new and useful Improvements in Dumping-Wagons, of which the following is a specification.

My invention relates to new and useful improvements in dumping-wagons; and its object is to provide a simple and inexpensive
10 mechanism by means of which the bottom of the wagon can be moved into open or closed position.

A further object is to employ mechanism
15 which is readily accessible and by means of which the contents of the wagon can be easily dumped.

Another object is to provide means for returning the bottom of the wagon to its closed
20 or normal position.

With the above and other objects in view the invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in
25 the accompanying drawings, showing the preferred form of my invention, and in which—

Figure 1 is a side elevation of a wagon constructed in accordance with my invention. Fig. 2 is a plan view thereof with the seat
30 removed. Fig. 3 is a longitudinal section through the wagon, and Fig. 4 is an enlarged front elevation with the seat removed and showing the mechanism for opening and closing the bottom of the wagon.

Referring to the figures by numerals of reference, 1 is a wagon-body mounted in any preferred manner upon traction-wheels 2, and hinged to the lower edges of the sides of the wagon-body are bottom sections 3, the inner
40 edges of which are adapted to contact when said sections are closed. These sections are supported in closed position by means of chains 4, which are connected by rings 5 or other suitable devices to winding-chains 6,
45 fastened to shafts 7. These shafts are journaled in brackets 8, extending from the sides of the wagon, near their upper edges, and the chains 6, before referred to, extend over these upper edges of the sides of the wagon-body
50 and are supported by rollers 9, journaled in

brackets 10. Each shaft 7 has a sprocket 11 near its front end, and upon these sprockets are arranged chains 12, which extend over sprockets 13, secured to a shaft 14. This shaft is journaled in brackets 15, centrally arranged upon the front of the wagon, and the shaft also has a ratchet-wheel 16 thereon. A
55 hooked lever 17 normally engages the ratchet-wheel 16 and prevents the same from rotating in one direction, and the other end of this lever
60 extends downward and engages a lever 18, extending along the inner face of one side of the wagon and pivoted thereto. A foot-plate 19 is formed at the outer end of this lever 18, so as to cause the same to be readily
65 detached. The hooked lever 17 extends under and serves to support a pawl 20, which is adapted to engage the ratchet-wheel 16. This pawl is pivotally connected to a lever 21, which
70 is fulcrumed on the shaft 14 and is connected by means of a link 22 with a lever 23, which is fulcrumed upon a pin 24, extending inwardly from one of the side walls of the wagon-body.

It will be understood that the lever 17 by
75 engaging the ratchet-wheel 16 serves to prevent the shafts 7 from unwinding the chains 6 thereon, and therefore the bottom sections of the wagon-body are held normally in raised or closed position. When it is desired to
80 dump the contents of the wagon, the foot-plate 19 is depressed by the driver, and the rear end of lever 18 is thus raised and throws the hooked end of the lever 17 out of engagement with the ratchet-wheel 16. Said ratchet-
85 wheel is thus free to revolve, and shafts 7 can rotate and unwind the chains 6, so as to cause the bottom sections 3 to drop into open position. After the contents of the wagon
90 have been dumped in this manner the bottom sections are returned to their raised positions and locked by reciprocating the lever 23. The lever 21 is then moved backward and forward, so as to bring the pawl 20 into engagement with the ratchet-wheel and rotate the
95 same. Return movement of the ratchet-wheel is prevented by the hooked lever 17. As the ratchet-wheel 16 rotates the chains 12 rotate the shafts 7 in opposite directions and wind the chains 6 thereon, thereby drawing the bot-
100

tom sections 3 upward. The seat 25 of the wagon is preferably arranged above the levers employed for dumping and closing the wagon, and the ends of said levers are at points 5 within convenient reach of the operator.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus described the invention, what is claimed as new is—

1. In a dumping-wagon, the combination with a wagon-body having a bottom section hinged to one side thereof; of a shaft journaled upon one side of a wagon-body, a flexible strip secured to the shaft and bottom section and adapted to be wound upon the shaft, an operating-shaft, means for transmitting rotary motion therefrom to the shaft on the side of the wagon, a ratchet-wheel upon the operating-shaft, a locking-lever normally engaging the same, and an operating-lever adapted to engage and rotate the ratchet-wheel.

2. In a dumping-wagon the combination with a wagon-body having bottom sections hinged to the sides thereof, and shafts journaled upon the sides of the wagon-body; of flexible strips secured at opposite ends to the shafts and bottom sections, an operating-shaft, means for transmitting rotary motion therefrom to the side shafts, a ratchet-wheel upon the operating-shaft, a hooked lever normally engaging the ratchet-wheel, a pawl adapted to engage the ratchet-wheel, a lever for operating the pawl, and a foot-operated lever for disengaging the hooked lever from the ratchet-wheel.

3. In a dumping-wagon, the combination with a wagon-body having bottom sections

hinged to the sides thereof; of an operating-shaft journaled upon the wagon-body, a ratchet-wheel secured thereto, a lever fulcrumed upon the shaft, a pawl pivoted to the lever and adapted to engage the ratchet-wheel, an operating-lever connected to the first-mentioned lever, a hooked lever normally engaging the ratchet-wheel, a foot-operated lever fulcrumed upon the wagon-body and engaging the hooked lever, shafts journaled upon the sides of the wagon-body, means for transmitting rotary motion from the operating-shaft to the side shafts, rollers journaled upon the sides of the wagon-body, and a flexible strip secured at opposite ends to the side shafts and bottom sections and bearing on the rollers.

4. In a dumping-wagon, the combination with a wagon-body having bottom sections hinged to the sides thereof; of an operating-shaft journaled upon the wagon-body, sprockets upon said shaft, a ratchet-wheel secured to the shaft, a lever fulcrumed upon the shaft, a pawl pivoted to the lever and adapted to engage the ratchet-wheel, an operating-lever fulcrumed upon the wagon-body and connected to the first-mentioned lever, a hooked lever normally engaging the ratchet-wheel and adapted to hold the pawl out of engagement with said ratchet-wheel, a foot-operated lever fulcrumed to the wagon-body and engaging the hooked lever, shafts journaled upon the sides of the wagon-body, sprockets thereon, chains mounted on the sprockets on the operating and side shafts, rollers journaled upon the wagon-body, and flexible strips secured at their ends to the side shafts and bottom sections and mounted on the rollers.

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

ELZA D. BRANCH.

Witnesses:

W. H. OSBORNE,
A. R. JONES.