

No. 771,256.

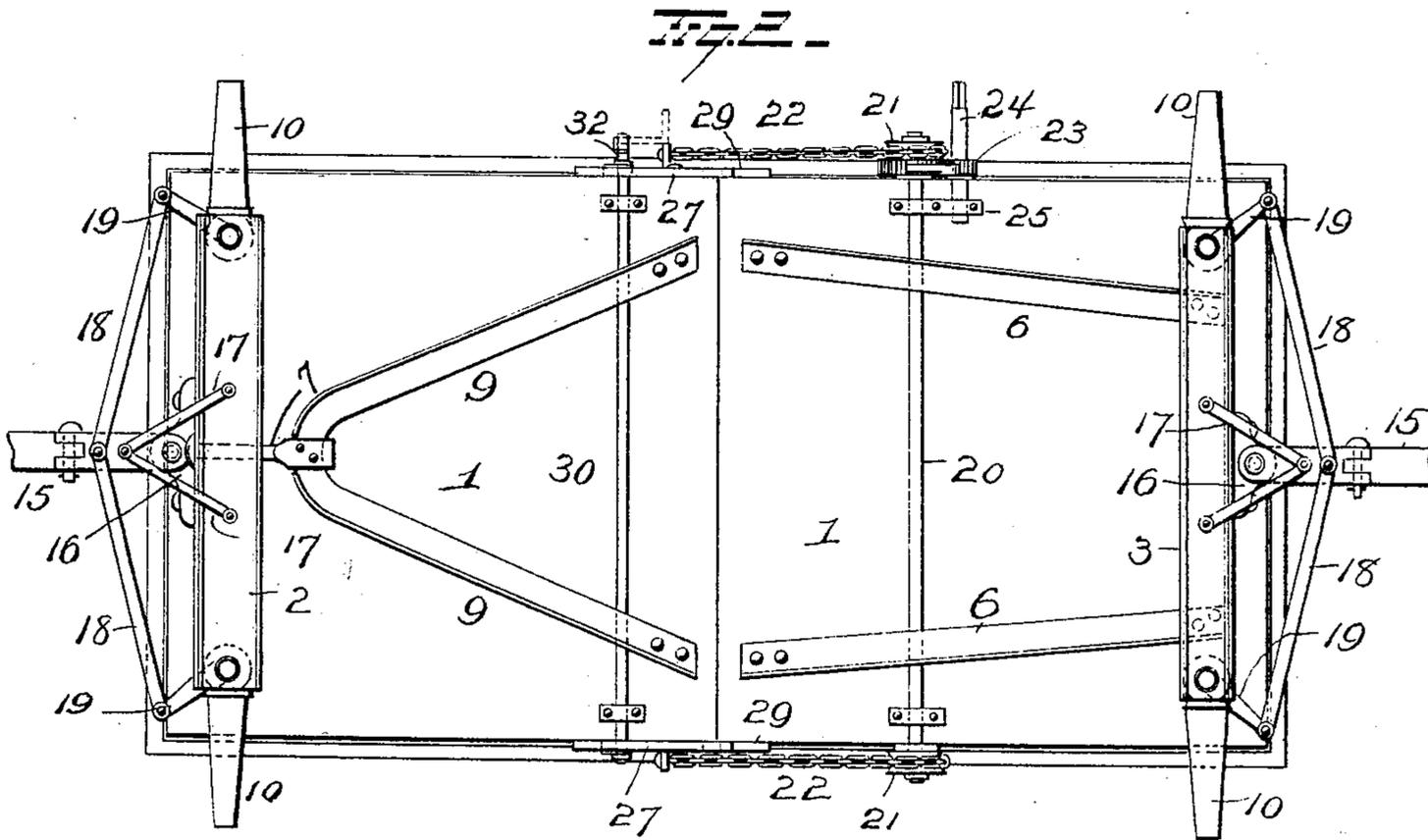
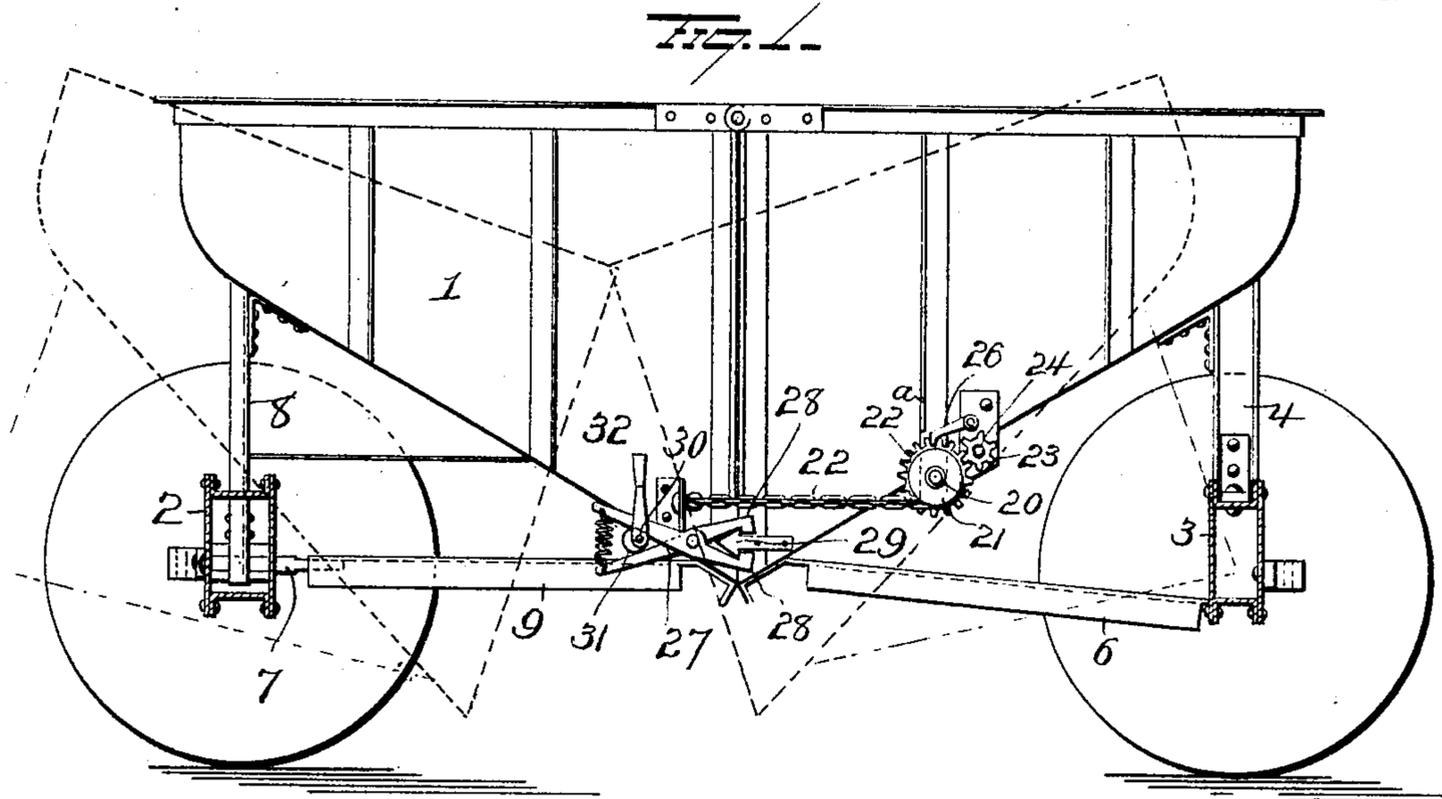
PATENTED OCT. 4, 1904.

S. C. LANCASTER.
DUMPING WAGON.

APPLICATION FILED JULY 11, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



WITNESSES
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2 SHEETS—SHEET 2.

FIG. 3.

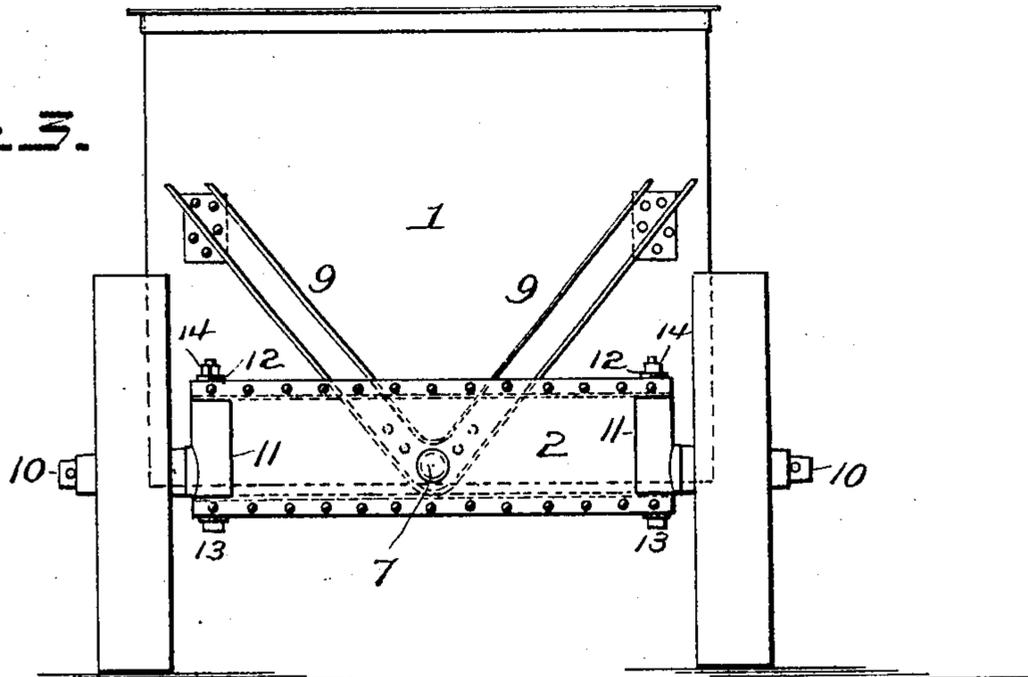


FIG. 4.

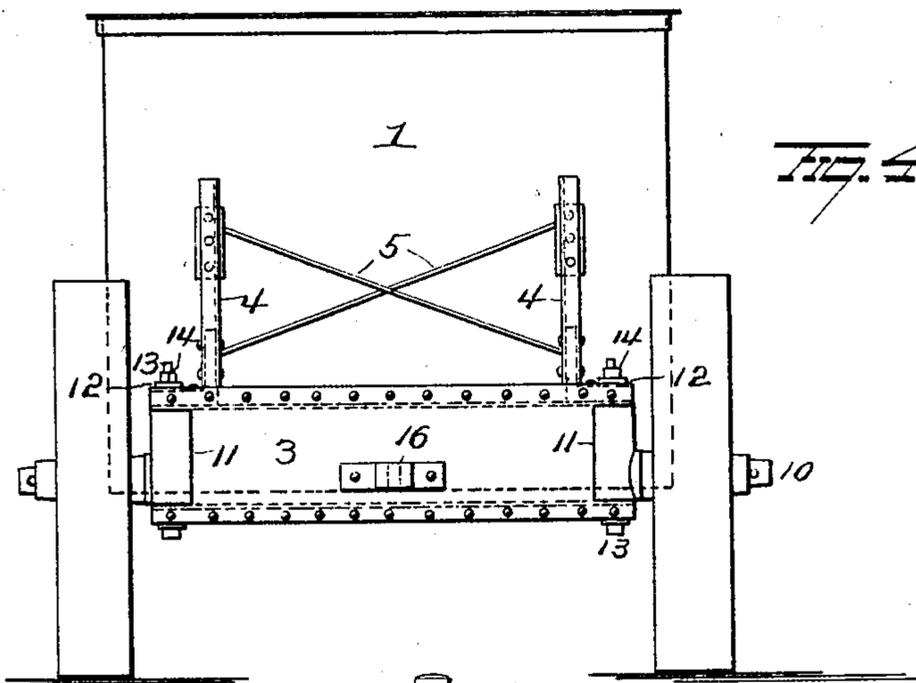
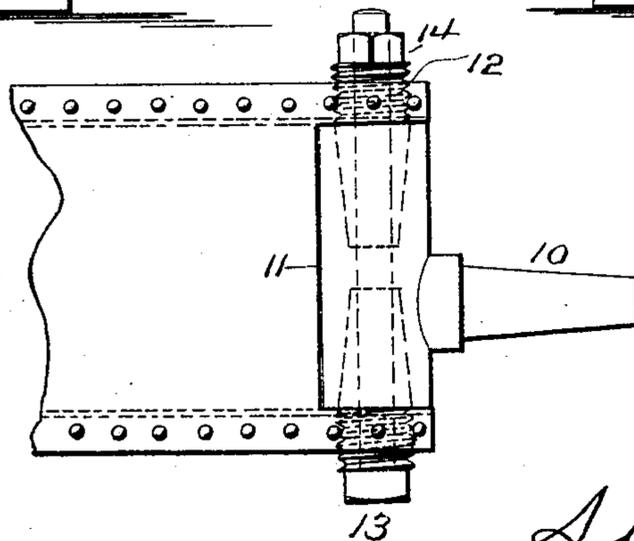


FIG. 5.



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UNITED STATES PATENT OFFICE.

SAMUEL CHRISTOPHER LANCASTER, OF JACKSON, TENNESSEE.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 771,256, dated October 4, 1904.

Application filed July 11, 1904. Serial No. 216,096. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL CHRISTOPHER LANCASTER, a resident of Jackson, in the county of Madison and State of Tennessee, 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 an improved dumping-wagon, the object of the invention being to provide a wagon of this character with improved shape of body-sections to insure dumping of material, wet or dry, when the sections are separated however slightly.

A further object is to provide improved means for locking the body-sections together and improved means for bringing the sections together or permitting their separation to any degree.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation, illustrating my improvements. Fig. 2 is a bottom plan view. Figs. 3 and 4 are views of the opposite ends of the wagon, and Fig. 5 is an enlarged view illustrating the axle-stub mounting.

1 1 represent the body-sections of the wagon, which are pivotally connected at their upper inner ends and are made with inclined bottoms, sloping downward to their meeting edge, giving to the body the general hopper shape shown, so that all material in the body is directed to the center and downward and must leave the body when the sections are separated even very slightly and not stick to the sections, as would be the case were the sections of a shape such as ordinarily used.

The axles 2 and 3 each comprise upper and lower channel-irons connected by side plates securely riveted thereto, and one of said axles (indicated by the numeral 3) is connected with a body-section 1 by vertical bars 4, having cross-braces 5, and is also connected by an approximately horizontal pair of bars 6 with the

body-section near the inner edge of its bottom. The other axle, 2, has a pivot-pin 7 projecting horizontally through the center of the axle and through the lower end of a vertical yoke 8, secured to the other body-section, and said pin 7 is secured at its inner end to a horizontal yoke 9, secured to the body-section bottom near its inner edge. This construction permits the axle to tilt in passing uneven places in the road without tilting the body.

At the ends of both axles 2 and 3 stubs 10 are provided and located at right angles to sleeves 11, which carry them. These sleeves 11 are disposed vertically between the upper and lower angle-irons of the axle and have conical bores at their ends to receive cone-shaped thimbles or journals 12, screw-threaded at their ends to permit them to be adjusted vertically in threaded openings in the channel-irons and take up wear, and bolts 13 are passed through said thimbles and sleeves and secured by nuts 14 to firmly hold the parts at any adjustment.

Tongues 15 are pivoted to brackets 16 on both axles 2 and 3 and connected by links 18 with arms 19 on the sleeves 11 to turn the stubs at will, and yokes 17 are secured to the axles and extend over the tongues and are each provided with eyes to aline with openings in the tongues when straight to receive pins to lock the tongues and wheels at either end. By this arrangement of parts it will be seen that the wheels at either end of the wagon can be employed as steering-wheels and the draft-animals or engine can be attached to either end and operate the wagon equally well. This is especially desirable where the wagon is in use on narrow roads, enabling it to be drawn back and forth without turning around by simply reversing the draft-animals or engine from end to end of the wagon.

Below the bottom of one body-section 1 a shaft 20 is mounted in suitable bearings and projects beyond the sides of the body, where it is provided with spools or drums 21, and chains 22 are secured to said drums, wound thereon and secured at their other ends to the other body-section, and a gear 22^a is provided on this shaft 20, at one side of the wagon, meshing with a pinion 23 on a short shaft 24,

supported in a suitable bearing 25, and made angular at its end to receive a suitable wrench or crank-arm to turn the same and open or close the body-sections, and a ratchet-dog 26 is adapted to engage gear 22^a to control the operation of the shaft and hold the same at any adjustment.

To lock the body-sections together, catches 27 are provided at both sides of one section, and comprise crossed arms pivoted together and having hooks 28 at one end to engage and hold arrow-head lugs 29 on the other body-section, and said arms are provided with springs between them which tend to force the hooks 28 together, and it will be observed that when the body-sections are brought together the arrow-heads of lugs 29 will enter between the hooks and be automatically locked. To permit opening of hooks, a rod 30 extends across beneath the body-section and has eccentrics 31 located between the arms 27, and a lever 32 is located on one end of this rod 30 to permit the same and eccentrics to be simultaneously turned to open or separate both pairs of arms and release the lugs 29 when it is desired to separate the wagon-body sections.

A great many slight changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not restrict myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. In a dumping-wagon, the combination with axles, of a body having general hopper shape and comprising two sections pivoted together at their inner meeting edges and supported at their outer ends by the respective axles.

2. In a dumping-wagon, the combination with axles, of a body having general hopper shape, comprising two sections pivoted together at their inner meeting edges and supported at their outer ends by the respective axles, and means for drawing said sections together or permitting their separation.

3. In a dumping-wagon, the combination with axles, of a body, comprising two half-sections pivoted together at their inner ends and supported at their outer ends by the respective axles and each section having an inclined bottom sloping downward to its inner end forming when the sections are together, a body of general hopper shape, having its lowest portion central between the axles, and means for drawing said sections together or permitting their separation to dump.

4. In a dumping-wagon, the combination of a hopper-shaped body, comprising two half-sections pivoted together at their upper ends, a shaft carried by one of said sections, spools or drums on said shaft, chains connecting said drums with the other body-section, and means for turning the shaft to wind or unwind the chains.

5. In a dumping-wagon, the combination with a body comprising two sections pivoted together at their upper meeting ends, of a catch on one section comprising crossed arms pivoted together and having hooks at one end to engage an arrow-head lug on the other section, a spring to hold said arms in locking position, an eccentric between said arms to separate the hooks, and means for operating said eccentric.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

SAMUEL CHRISTOPHER LANCASTER.

Witnesses:

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T. W. MUNELL.