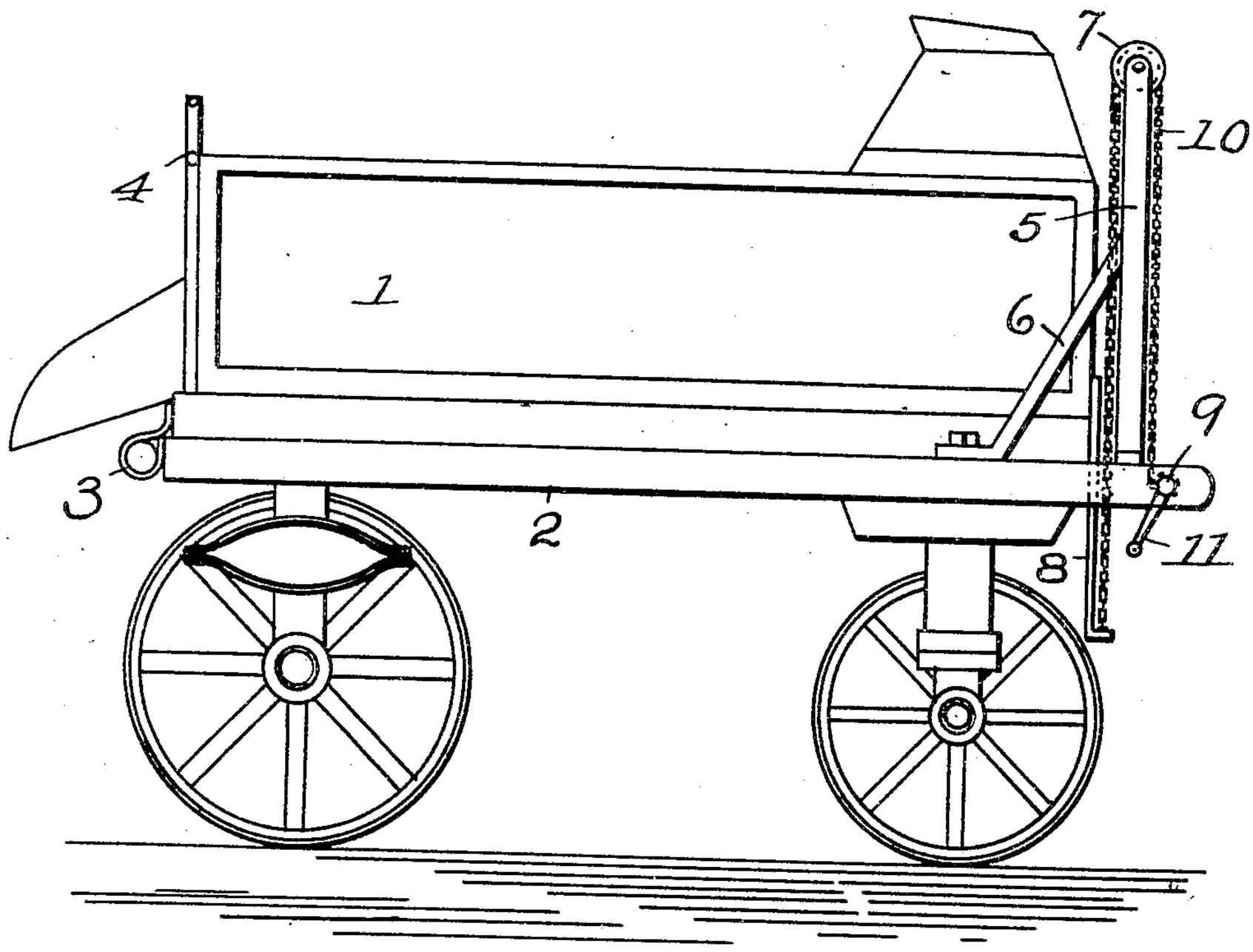
No. 778,487. PATENTED DEC. 27, 1904.

H. J. HECK.

DUMPING WAGON.

APPLICATION FILED JUNE 29, 1904.



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No. 778,487. Patented December 27, 1904.

UNITED STATES PATENT OFFICE.

HOWARD J. HECK, OF READING, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 778,487, dated December 27, 1904.

Application filed June 29, 1904. Serial No. 214,602.

To all whom it may concern:

Be it known that I, HOWARD J. HECK, a citizen of the United States, residing at Reading, in the county of Berks and State of Pennsylvania, have invented new and useful Improvements in Dumping-Wagons, of which the following is a specification.

This invention relates to improvements in dumping-wagons; and the object of the invention is to provide a wagon that will be light in weight, simple in construction, and easily operated.

The device is intended more particularly for use as a coal-wagon where it is not necessary to have a great elevation in order to deliver the contents, but where it is merely desired to dump the coal from the wagon into a coal-hole near the curb or into bags to be carried away. Ordinarily a common wagon is used when this is to be the mode of delivering coal, and in this case it is necessary to shovel the coal from the wagon. In my present device I overcome all this, and my wagon may be made either with or without a snout in the rear end-gate, the whole end-gate being made to swing open, if desired, and the entire contents of the wagon-body delivered onto the sidewalk.

The invention is more fully described in the following specification and clearly illustrated in the accompanying drawing, which shows a side elevation of a wagon embodying my invention.

The numeral 1 indicates the body of the wagon, and 2 indicates the framework thereof, mounted on an ordinary set of wheels. To the rear end of the framework and at both sides thereof I provide hinges 3, which pivotally connect the rear end of the body to the framework 2.

The end-gate 4 is pivotally mounted at its top and is adapted to swing outward when it is not desired to use the snout.

To the front of the framework and on each side thereof I arrange an upright standard 5, supported by a suitable brace 6, and on top of each of these standards is mounted a pulley 7. To the front of the wagon-body 1 and near the outer ends thereof I secure depending hooks or members 8 in approximate vertical alinement with the pulleys 7, and said hooks or members 8 stand within and extend for a considerable distance below the framework 2 and act as a guide to prevent the body from swinging sidewise when the same is elevated and also guide the body back into its proper position when lowered. By the use of these depending members 8 very light standards or uprights may be used and smaller braces, as the hoisting strain is in a straight line, and yet the body will not be permitted to swing after its lower edge has passed above the braces 6 and before it reaches its extreme dumping position.

Immediately in front of and at the base of the standards or uprights 5 and journaled on the framework 2 is a shaft 9, which extends the entire width of the wagon-body 1. To this shaft 9 are secured one end of flexible cords or chains 10, which are adapted to be wound thereon, and said chains or cords have their free ends secured to the lower end of the hooks or members 8. A hand-crank 11 or any other suitable device may be secured to the end of the shaft 9 for the purpose of rotating the same.

It will be easily seen that the operation is exceedingly simple. The crank 11 is turned, raising the front end of the body as the cord or chain winds around the shaft, the rear end swinging on its hinges 3 until the angle of the body is sufficient to dump the contents.

This wagon may be used with equal facility for spalls, sand, ashes, or any other substance.

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

1. A dumping-wagon comprising an open framework mounted on wheels, a body carried by the framework, hinges connecting one end of the body with the framework, standards carried by the framework remote from the hinges, and a pulley journaled near the upper end of each standard, a depending member secured to the body extending through and for some distance below the framework, a shaft mounted on the framework in proximity to the base of the standards, and a flexible member passing over the pulley, one end thereof being se-

cured to the shaft and the other to the extremity of the depending member, and means for rotating the shaft.

2. A dumping-wagon comprising an open framework mounted on wheels, a body carried thereby, one end of said body being hinged to the framework, a pair of standards secured to the forward end of the framework and at the outer corners thereof braces, one end of which is secured to the sides of the framework and the other to the standards, said braces serving to prevent lateral movement of the body when the same is resting on the framework, pulleys carried by the standards, and a shaft journaled across the framework and located at the base of the standards, a pair of depending members secured to the wagon-body adjacent the inner faces of the sides of the framework, said members standing within and extending for some distance below the framework, and a flexible member passing over each of the pulleys and with one end secured to the lower extremity of the depending member and the other to the shaft, said depending members being adapted to serve as guides to prevent the lateral swinging movement of the body when the same is being raised.

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

HOWARD J. HECK.

Witnesses:
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