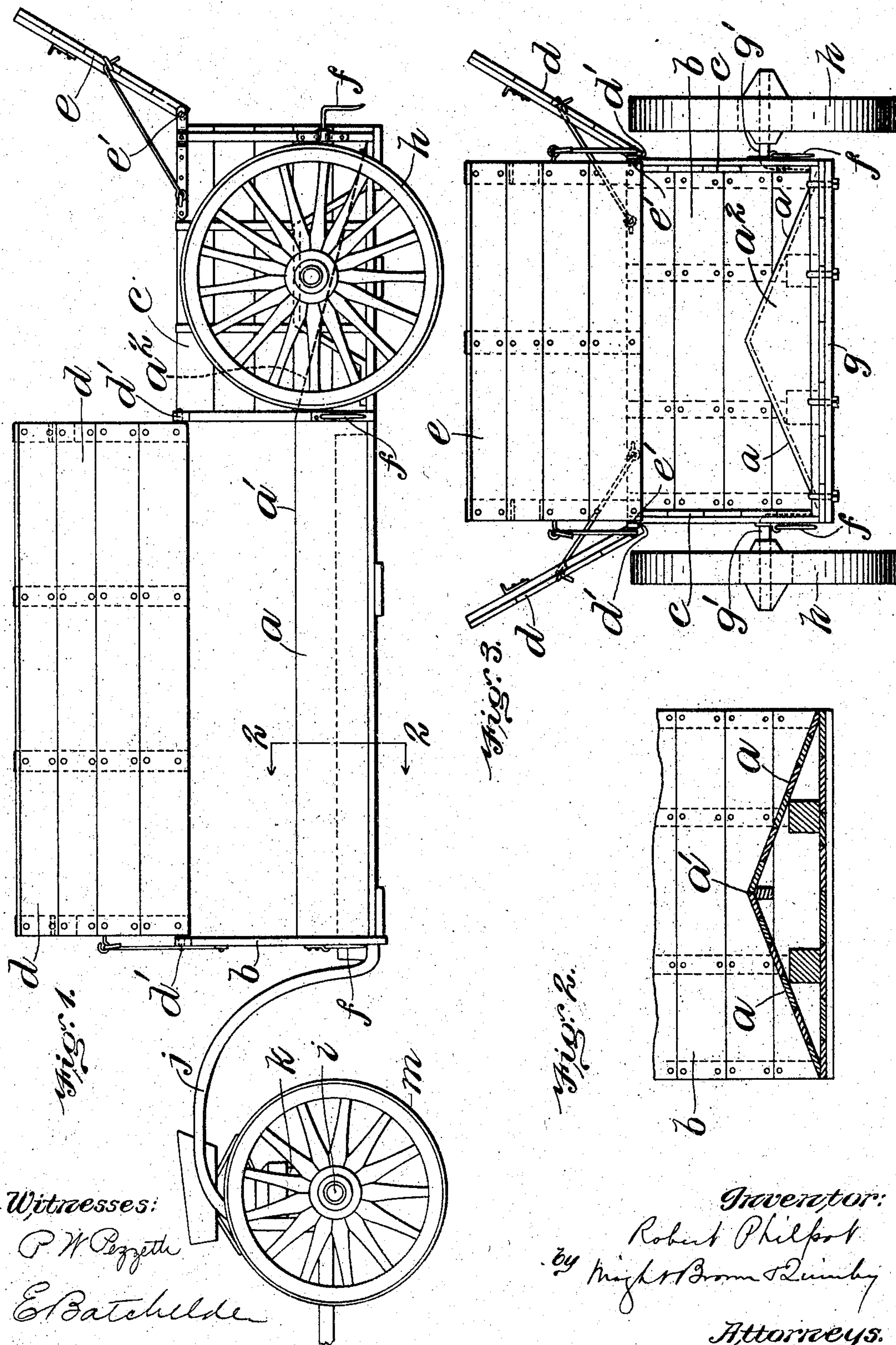


No. 796,243.

PATENTED AUG. 1, 1905.

R. PHILPOT.  
DUMPING WAGON.  
APPLICATION FILED MAR. 15, 1905.



Witnesses:

P. W. Bezzeth

E. Batchelder

Inventor:

Robert Philpot

by Knight, Brown & Quincy

Attorneys.



# UNITED STATES PATENT OFFICE.

ROBERT PHILPOT, OF MELROSE, MASSACHUSETTS.

## DUMPING-WAGON.

No. 796,243.

Specification of Letters Patent.

Patented Aug. 1, 1905.

Application filed March 15, 1905. Serial No. 250,145.

*To all whom it may concern:*

Be it known that I, ROBERT PHILPOT, of Melrose, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification.

This invention relates to wagons, particularly for the collection and transportation of ashes and other like material, and has for its object to provide a wagon having a low body adapted to be advantageously loaded and of such construction that the entire load can be dumped by gravitation.

The invention consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings, Figure 1 represents a side elevation of the dumping-wagon embodying my invention, the hinged side and end pieces being raised. Fig. 2 represents a section on line 2 2 of Fig. 1. Fig. 3 represents a rear end elevation, the hinged side and end pieces being raised.

The same letters of reference indicate the same parts in all the figures.

The body of my improved wagon has a bottom composed of two longitudinally-extending side portions *a a*, which slope downwardly from the longitudinal center to the longitudinal edges of the body, their upper edges forming a longitudinally-extending ridge *a'*.

*b* represents a fixed front end piece extending across and above the bottom and forming the front end wall of the load-containing space. The bottom has a rear portion *a''*, which slopes downwardly from the rear end of the ridge *a'* to the extreme rear end of the body.

*c c* represent fixed side pieces attached to the bottom and located at opposite sides of the inclined end portion *a''*, the forward ends of the fixed side pieces *c* coinciding with the rear ends of the portions *a a* of the bottom.

*d d* represent side pieces which are hinged at *d'* to the fixed front end piece *b* and the fixed side pieces *c*.

*e* represents a rear end piece which is hinged at *e'* to the fixed side pieces *c*. The hinged side pieces *d d* and *e* are adapted to swing outwardly and upwardly from the body, as indicated in Figs. 1 and 3. Suitable means, such as pivoted catches *f f*, are provided for locking the hinged side pieces in their closed position.

The rear axle *g* extends across the under side of the bottom and has offset arms *g'*, on which the rear wheels *h h* are mounted, the said offset arms being located at about the

center of the length of the fixed side pieces *c*, so that the rear wheels do not extend forward of the fixed side pieces and are therefore out of the path of the material which is dumped from the sides of the body.

The forward axle *i* has a suitable swinging connection with the body, so that it can be turned as usual to guide the wagon. I have here shown the body provided with an arched or offset frame *j*, projecting forward from the front end of the body, the bolster *k* being affixed to the said frame. The form of the frame is such that the forward wheels *m* are adapted to swing inwardly under the frame. The forward axle has a suitable pivotal connection by means of a king-bolt or otherwise with the bolster.

It will be seen that the body is supported so near the ground that it can be very advantageously loaded and that when the load is being dumped the scattering of the load is reduced to the minimum. The inclined portions *a a* of the bottom terminating in advance of the rear wheels provide for the discharge of the load from the sides of the body between the wheels. The rear incline provides for the discharge of the load from the rear end of the body.

The rear axle may be straight instead of offset and located at such height that it will be below the rear bottom portion *a''*.

I claim—

1. A dumping-wagon comprising a body having a bottom composed of two longitudinally-extending side portions sloping downwardly from the longitudinal center to the longitudinal edges of the bottom, and a rear portion sloping downwardly to the rear end of the bottom, fixed side pieces at the sides of the said rear portion, a fixed front end piece at the forward end of the bottom, movable side pieces hinged at their upper edges to the fixed front and side pieces, and a movable rear end piece extending across the rear end portion and hinged at its upper edge to the fixed side pieces, a rear axle extending under the said rear end portion, rear wheels on said axle coinciding with the fixed side pieces, and a forward axle having suitable wheels pivotally connected with the forward portion of the body.

2. A dumping-wagon comprising a body having a bottom composed of two longitudinally-extending side portions sloping downwardly from the longitudinal center to the longitudinal edges of the bottom, and a rear

portion sloping downwardly to the rear end of the bottom, fixed side pieces at the sides of the said rear portion, a fixed front end piece at the forward end of the bottom, movable side pieces hinged at their upper edges to the fixed front and side pieces, and a movable rear end piece extending across the rear end portion and hinged at its upper edge to the fixed side pieces, a rear axle extending under the said rear end portion, rear wheels on said axle coinciding with the fixed side

pieces, an offset frame attached to the forward end of the bottom, and a forward axle pivoted to said frame and having wheels adapted to swing under the frame.

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

ROBERT PHILPOT.

Witnesses:

E. BATCHELDER,  
C. F. BROWN.