No. 810,684.

PATENTED JAN. 23, 1906.

G. R. STARNES.

DUMPING WAGON.

APPLICATION FILED FEB. 10, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

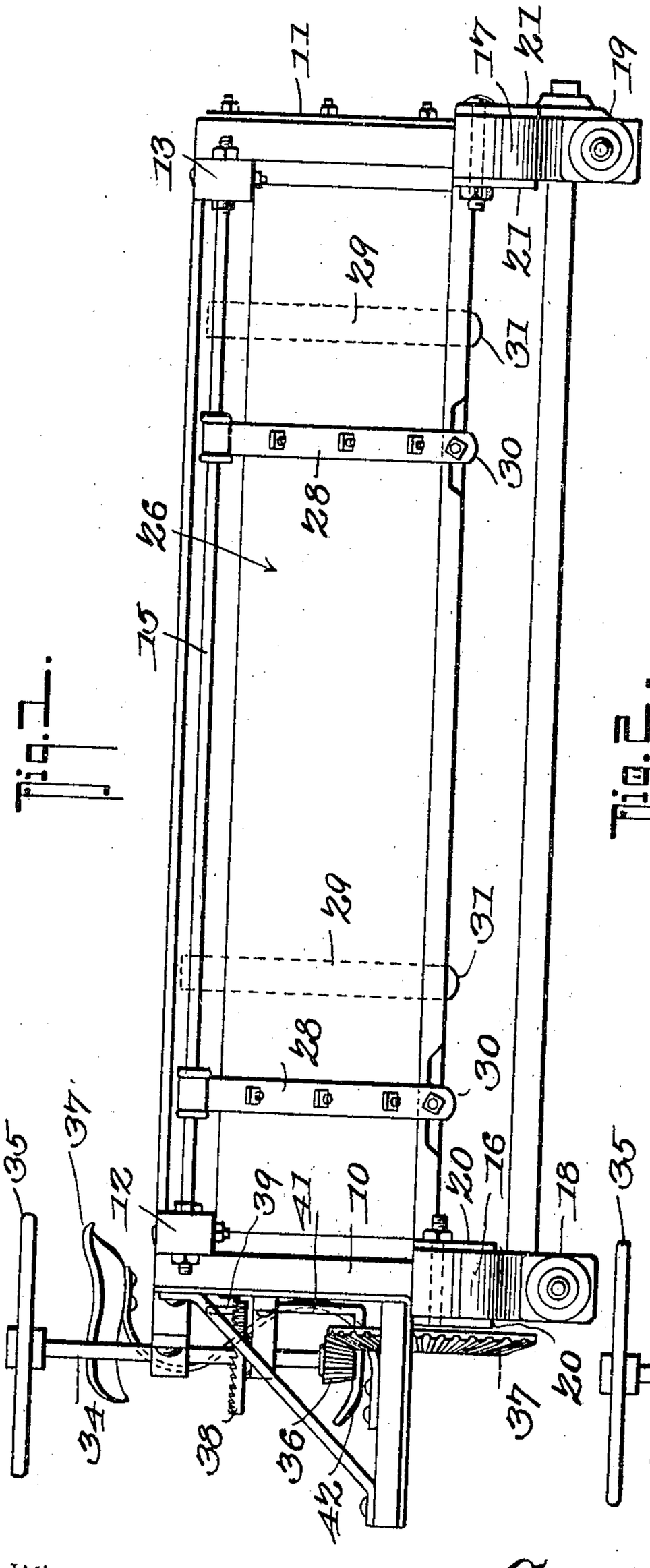
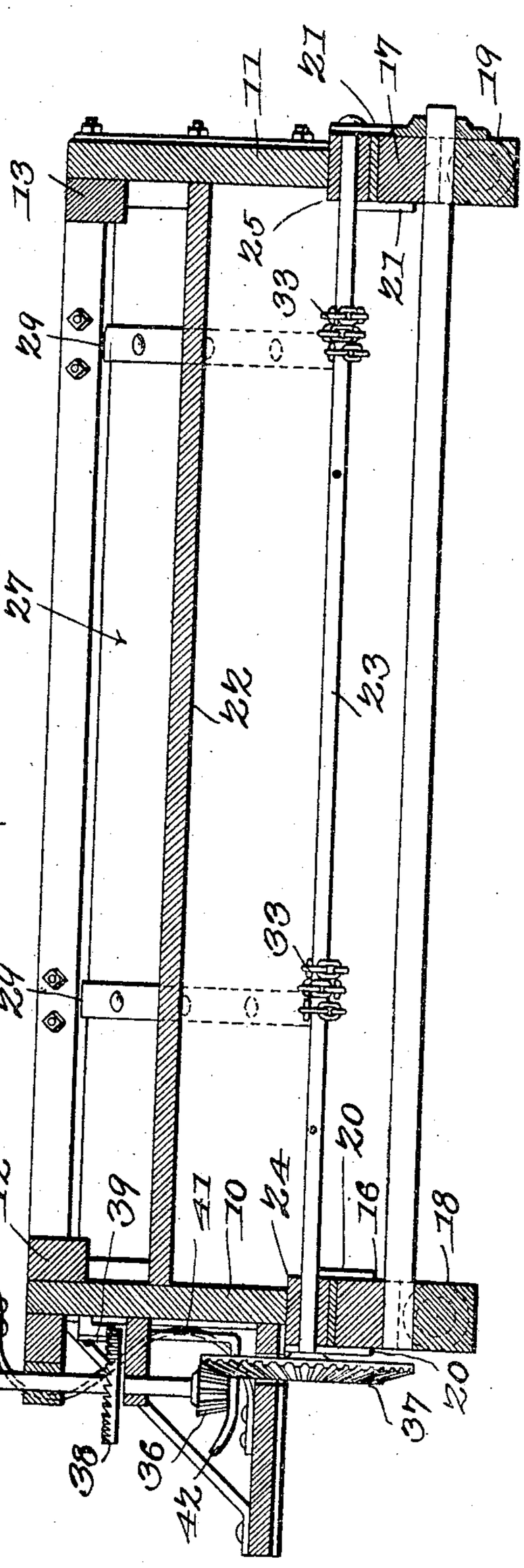



Fig. 2.




Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

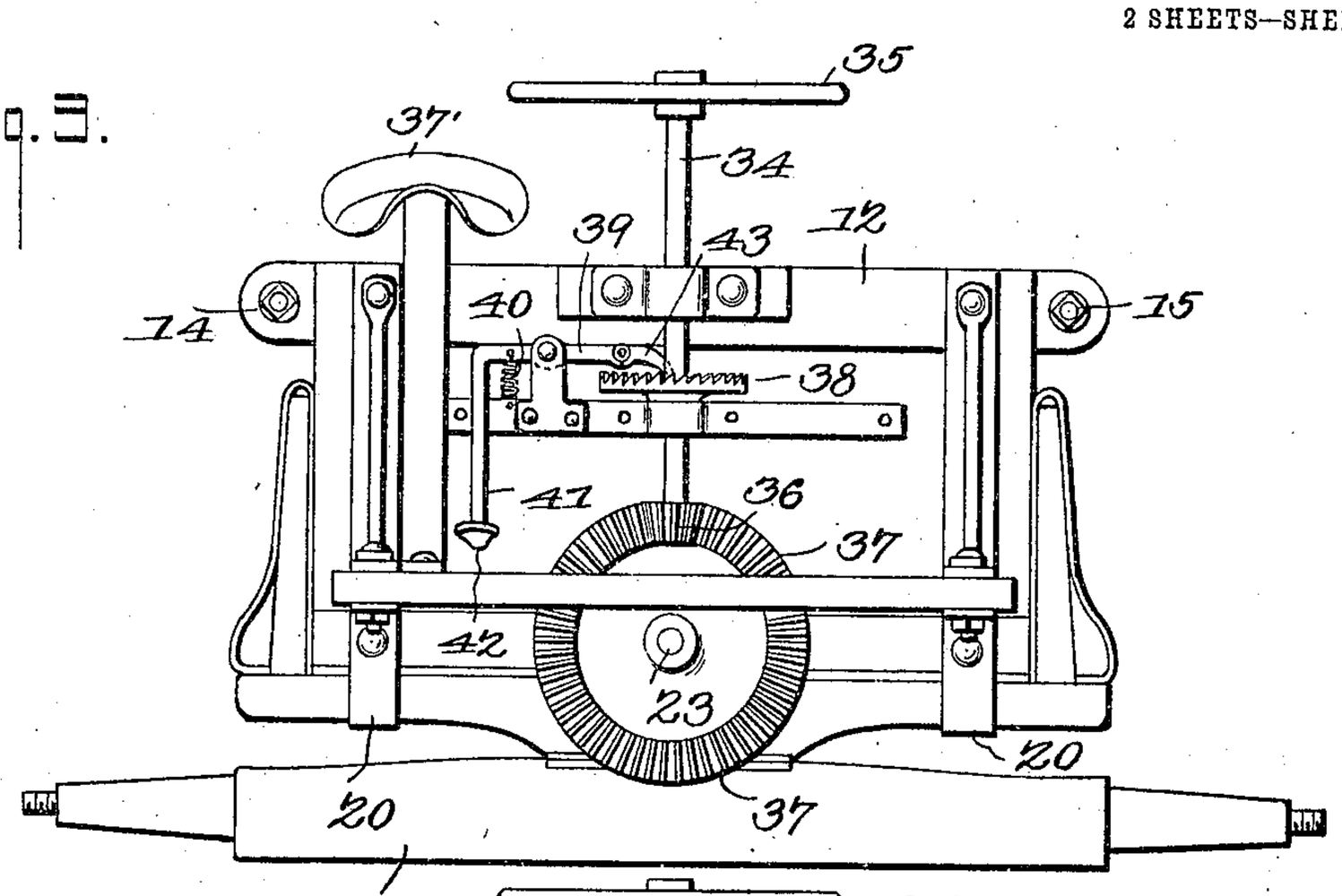
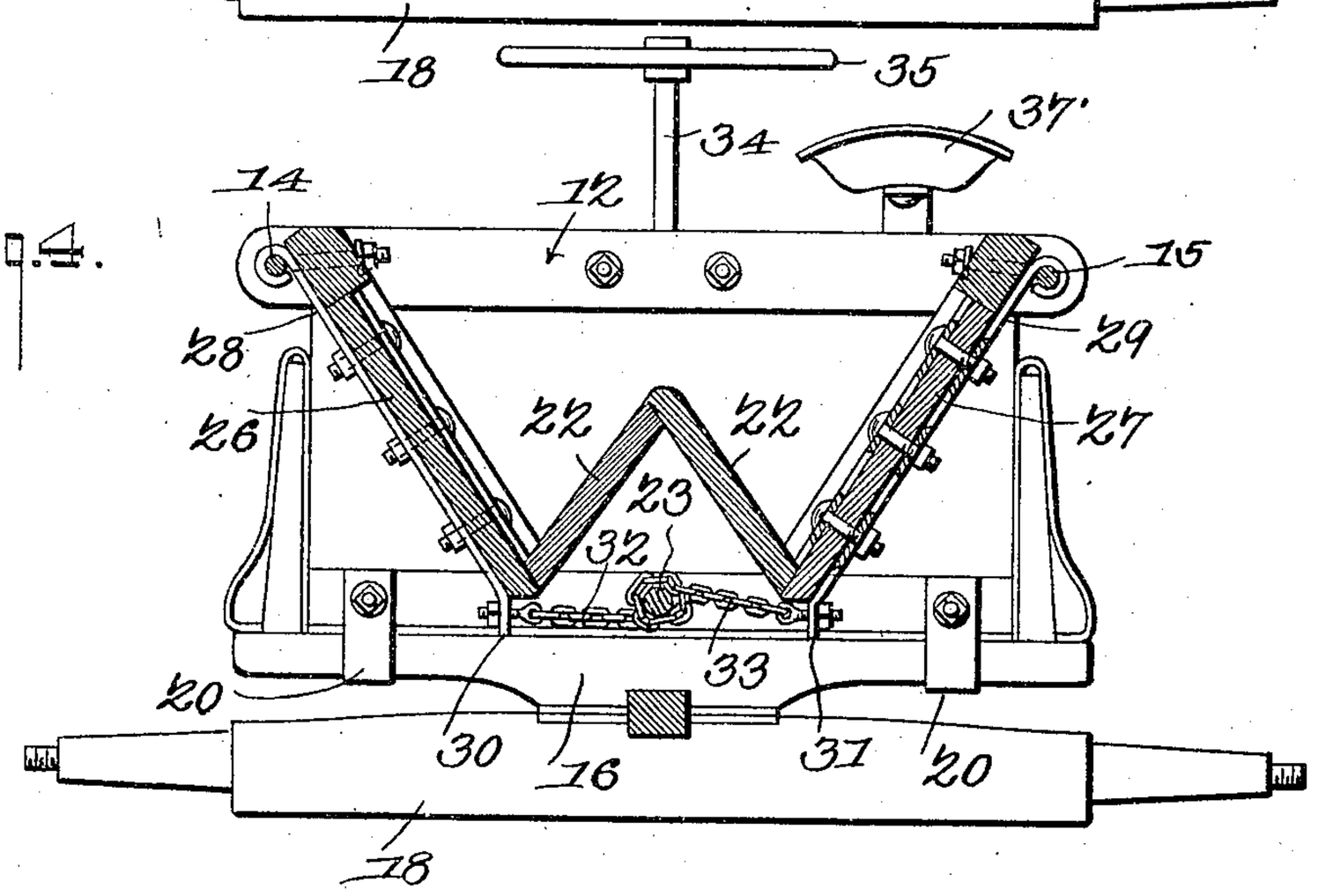



Fig. 4.

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# UNITED STATES PATENT OFFICE.

GREEN RAY STARNES, OF CHARLOTTE, NORTH CAROLINA.

## DUMPING-WAGON.

No. 810,684. Specification of Letters Patent. Patented Jan. 23, 1906.

Application filed February 10, 1905. Serial No. 245,124.

*To all whom it may concern:*

Be it known that I, GREEN RAY STARNES, a citizen of the United States, residing at Charlotte, in the county of Mecklenburg and State of North Carolina, have invented a new and useful Dumping-Wagon Box, of which the following is a specification.

This invention relates to dumping-wagons, and has for its object to simplify the construction and increase the efficiency of devices of this character and produce a receptacle which may be mounted upon any of the various vehicle running-gears in common use and operated entirely by the driver from his seat.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings thus employed, Figure 1 is a side elevation of the improved device mounted upon the forward and rear axles of a vehicle. Fig. 2 is a longitudinal section of the same. Fig. 3 is a front elevation. Fig. 4 is a transverse section.

The improved device comprises the end boards or members 10 11, having transverse members 12 13 at their upper ends, which are connected by longitudinally-disposed tie-rods 14 15. The lower edges of the end boards rest upon the bolsters 16 17 of the axles 18 19 and are held in position upon said bolsters by clips 20 21, as shown. The members 10 11 are also connected at their lower ends by a cone-shaped central portion 22 and by an operating-shaft 23, mounted for rotation upon the lower portions of said members, as at 24 25, and extending beneath the cone-shaped portion. The sides of the receptacle are formed of plates 26 27, mounted to swing from the rods 14 15, as by strap-hinges 28 29, the lower ends of which extend below the side plates, as at 30 31, to receive the outer ends of chains 32 33, the inner ends of said chains being connected to the shaft 23, so that when the latter is rotated the side members may be moved to open or closed positions, as hereinafter more fully explained. Mounted for rotation upon the forward end member 10 is a shaft 34, having at one end an operating hand-wheel 35 and a bevel-pinion 36 at the other end for engagement with a bevel-gear 37 on the shaft 23 and by which means the shaft may be rotated by the driver from his seat 37′. The shaft 34 is also provided with a ratchet-wheel 38, with which a pawl 39 engages yieldably, as by a spring 40, the pawl having an extension 41 at one end and terminating in a treadle 42, preferably within convenient reach of the driver, so that he can release the pawl by pressing the treadle with one foot from his seat. The pawl has a jointed end at 43 to fold back when it is required to release the ratchet entirely. By this simple means it is obvious the load may be dumped by the driver from his seat by merely pressing with one foot upon the treadle 42 to release the pawl 39 43, after which the side members 26 27 may be returned to their former closed position by rotating the hand-wheel 35, the pawl automatically engaging with the ratchet-wheel and holding the side members in closed position.

The apparatus is simple in construction, can be readily applied to any of the numerous forms of vehicle running-gears manufactured, and can be of any required size or of any suitable material.

Having thus described the invention, what is claimed is—

1. In a device of the class described, end members removably supported upon the axle-bolsters of a vehicle running-gear and connected by a central conical section, spaced tie-rods extending between said end members, a shaft mounted for rotation in said end members and extending beneath said conical portion, spaced strap members pivotally connected to said tie-rods and provided with chains leading from opposite sides around said shaft, side members connected to said strap members for closing against said conical portion, and means for rotating said shaft and locking the same in any required position.

2. In a device of the class described, end members removably supported upon the axle-

bolsters of a vehicle running-gear and connected by a central conical section, a driver's seat carried by the forward end member, spaced tie-rods extending between said end members, side members mounted to swing from said tie-rods for closing against said conical portion, a shaft mounted for rotation in said end members and extending beneath said conical portion, and provided with a bevel-gear, chains for coupling said shaft and side members, a shaft mounted for rotation upon said forward end member and having a hand-wheel upon one end and a bevel-pinion upon the other end for engaging said bevel-gear, a ratchet-wheel upon said vertical shaft, and a pawl engaging said ratchet-wheel and provided with a terminal foot-piece.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GREEN RAY STARNES.

Witnesses:

J. B. POWELL,

WM. MOORE.