

No. 824,253.

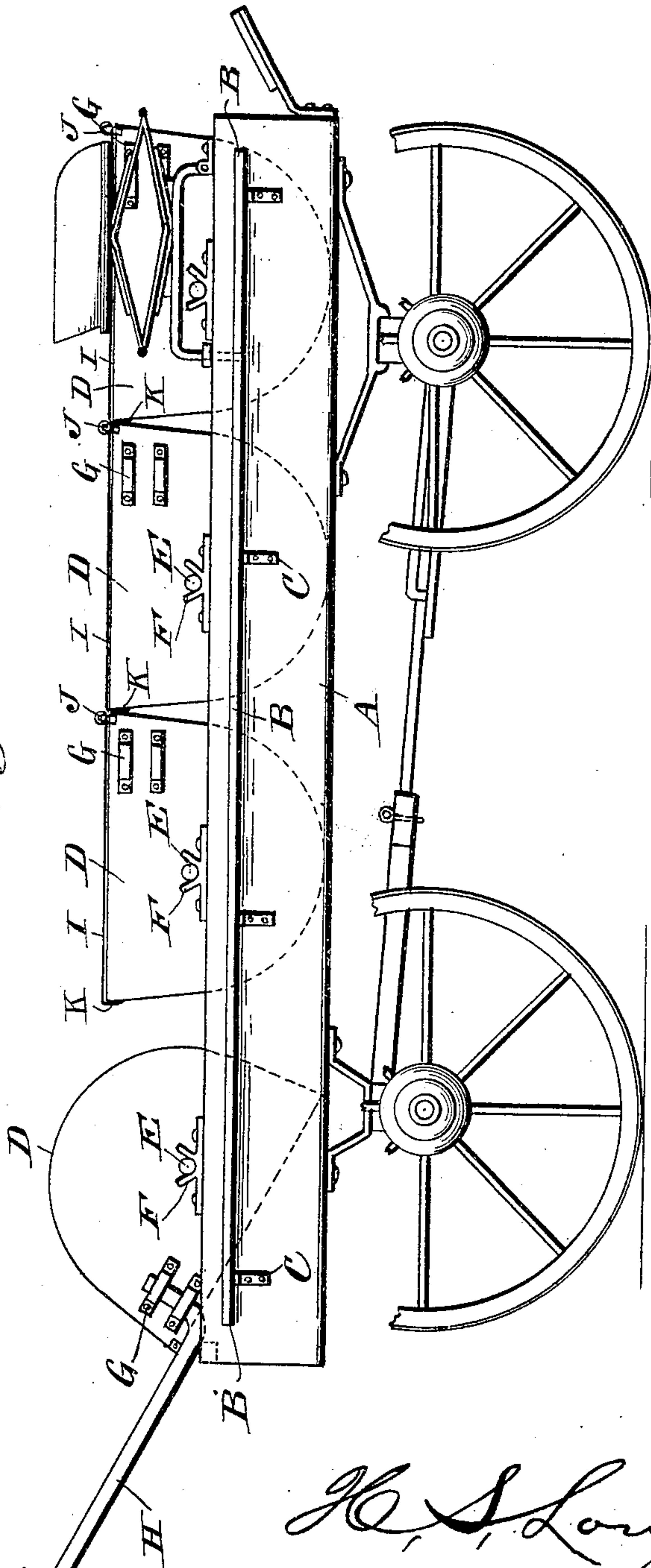
PATENTED JUNE 26, 1906.

H. S. LONG.  
DUMPING WAGON.

APPLICATION FILED MAR. 31, 1904.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses  
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2 SHEETS—SHEET 2.

Fig. 1.

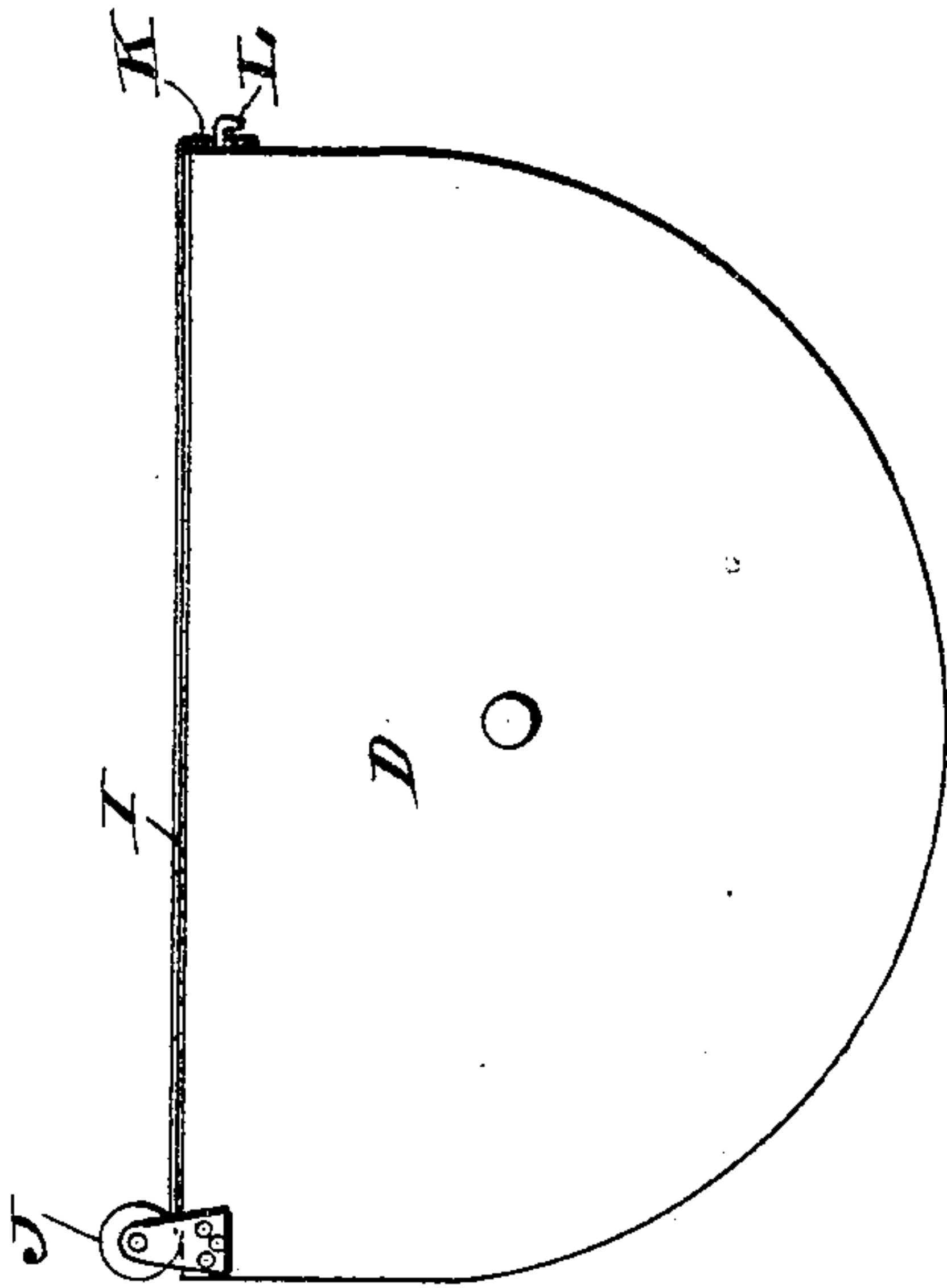
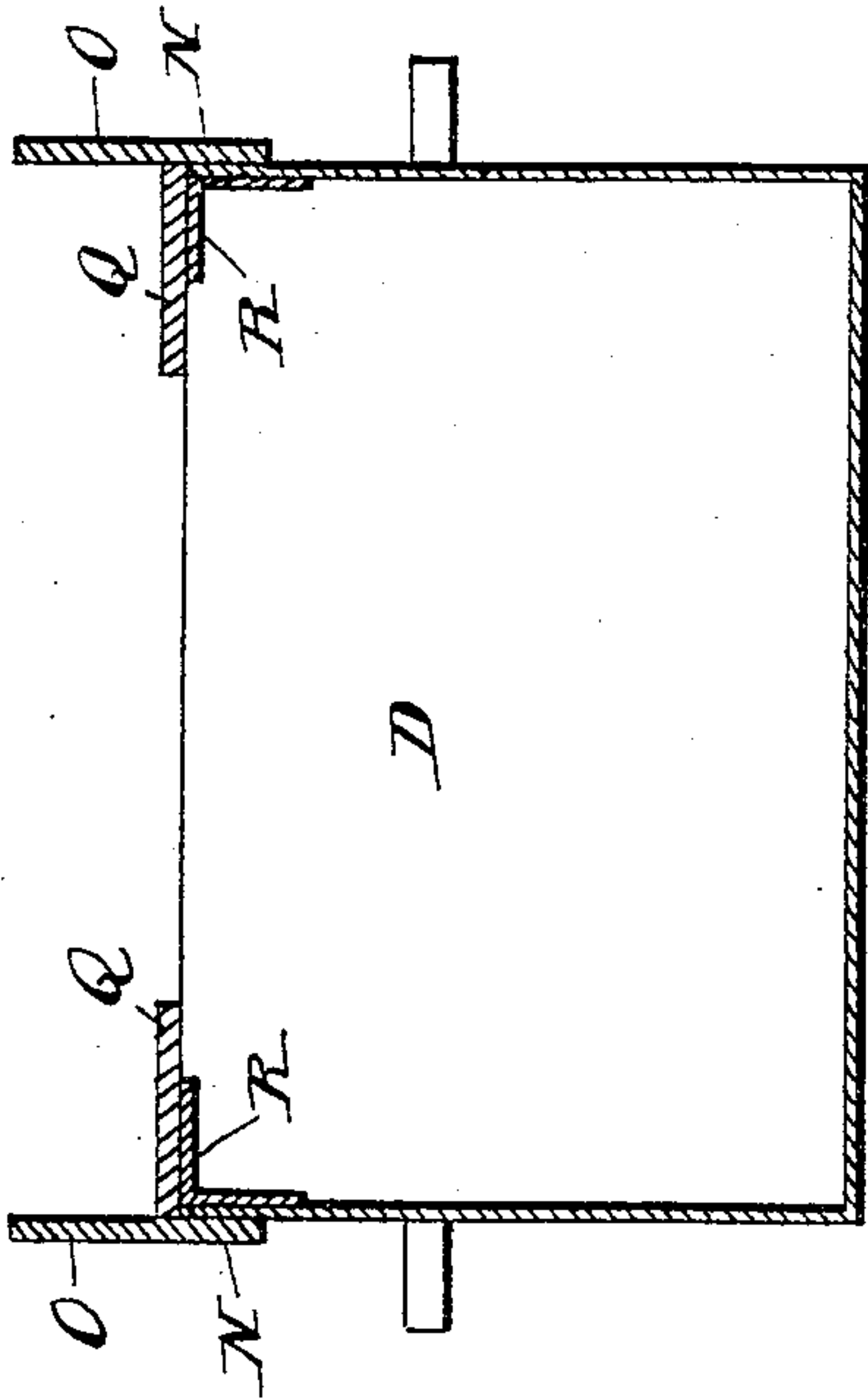


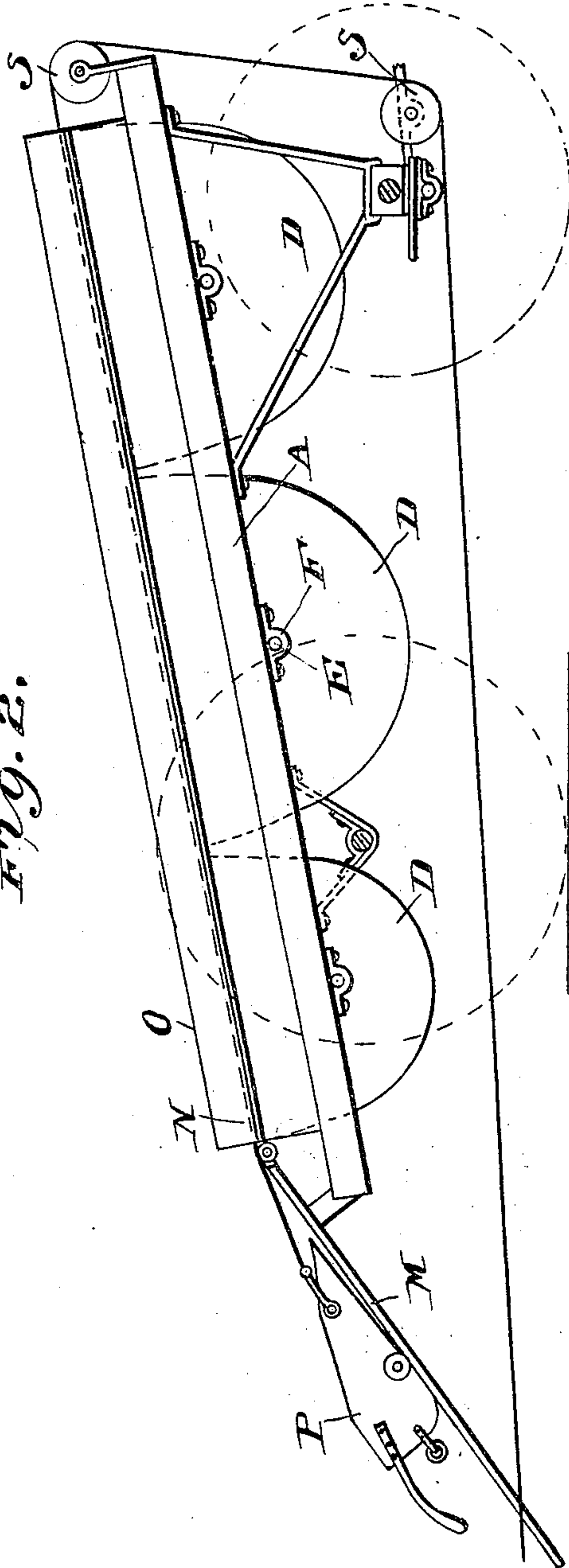
Fig. 3.



Witnesses

Joseph H. Blackwood  
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Fig. 2.



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# UNITED STATES PATENT OFFICE.

HERBERT S. LONG, OF MARION, OHIO.

## DUMPING-WAGON.

No. 824,253.

Specification of Letters Patent.

Patented June 26, 1906.

Application filed March 31, 1904. Serial No. 200,960.

*To all whom it may concern:*

Be it known that I, HERBERT S. LONG, a citizen of the United States, residing at Marion, in the county of Marion and State of Ohio, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification.

My invention relates to dumping-wagons of the compartment type, and has for its object the improvement of this class of invention, in that the wagon is so constructed that the contents of a single compartment or a portion thereof may be dumped at one place and the wagon then moved for further dumpings at other places.

To this end my invention consists of a wagon-frame having pivotally mounted thereon a number of semicylindrical tanks and so swung that after one of the tanks is partially emptied the tank may be retained in its partially-dumped position and the wagon moved to a remote position without spilling the contents of the partially-dumped compartment.

My wagon is also adapted for use as a garbage or city-waste wagon, and when so used the top of the tanks are covered by curtains of fabric—such as canvas, rubber, &c.—wound upon rollers at one end of the mouth of the tank and adapted to be drawn over the mouth of the tank and secured to the end of the tank opposite to said roller.

The construction and advantages of my invention will fully appear hereinafter, and by reference to the accompanying drawings, in which—

Figure 1 is a side view in elevation of one form of wagon, showing one of the compartments partially dumped; Fig. 2, a view of another form of wagon especially adapted for use in excavating, showing the manner of loading; Fig. 3, a cross-section of one of the compartments shown in Fig. 2 to show the construction of frames used for skids in loading, and Fig. 4 a detail view of a compartment adapted for use on garbage and other waste wagons.

Referring to the drawings, in which similar reference characters indicate corresponding parts throughout the several views, A represents a frame suitably mounted on the bolsters of a wagon running-gear, as shown in Fig. 1, the top of the frame being substantially horizontal, while in the form shown in Fig. 2 the frame slopes downward from the

front to the rear of the wagon for reasons that will be hereinafter explained. On each side of frame A, as shown in Fig. 1, is provided a running-board B, supported by brackets C, said running-board being to support a laborer while loading and unloading the wagon.

D represents semicylindrical tanks, made, preferably, of sheet metal and pivotally mounted on frame A by means of projecting pins E, that rest in axle-boxes F, the form shown in Fig. 1 being open boxes for ready removal of the compartments, while in the form shown in Fig. 2 the axle-boxes F are closed and may be, as shown in said figure, on the lower side of the frame. In Fig. 1 is shown a form of dumping-wagon in which the journals E are placed to the rear of the central line of the respective tanks. This form has the advantage of preventing premature dumping of the tanks, the bulk of the weight in each tank being toward the front, so that the tanks serve to mutually support each other.

G represents metal straps secured at one end of each compartment D and bent to form sockets for the reception of a lever H in dumping the compartment. In Fig. 1 the wagon is also shown to be adapted for use as a garbage or waste wagon, each of the compartments D being provided with a cover made of any suitable fabric I—such as canvas, rubber-covered cloth, &c.—said fabric being wound upon roller J at one end of the opening when the compartment-top is open and when closed its free end secured to the opposite end of the opening by means of hooks or buttons K on the compartment and buttonholes L in the fabric or other suitable structure. The rollers J may be spring-actuated, if desired, though this is not essential, as they may be operated in any well-known manner and are journaled in any suitable manner on compartments D, though for obvious reasons a casing to completely cover the roller would be preferable.

In the form shown in Fig. 2 the wagon is adapted particularly to the hauling of dirt, broken stone, &c., the manner of loading being shown which consists of a skid M at the rear of the vehicle and a frame N to rest on each side of the compartments D, having an upright O to rest on the outside of the compartments and to act as guides for the shovels P, a flat board Q extending partly across



the mouth of said compartments to form the runway for said shovels, and brackets R, secured to the bottom of said board Q to clamp the inner side of said compartments. As shown in Fig. 2, the manner of loading the wagon shown therein is by means of a cable attached to shovel P, passed around sheaves S, journaled at the front of the wagon and on its running-gear and actuated by any suitable power.

Having thus described my invention, what I claim is—

1. In a dumping-wagon, a frame suitably mounted on a wagon running-gear, and a multiplicity of semicylindrical tanks journaled on the sides of said frame, the journals on said tanks being toward the rear of the center of said tanks, substantially as shown and described.

2. In a dumping-wagon, a frame suitably mounted on a wagon running-gear, a multiplicity of tanks journaled on said frame, a roller journaled on each tank, a curtain of any suitable fabric secured to said roller and adapted to be rolled thereupon, and means to actuate said roller, substantially as shown and described.

3. In a dumping-wagon, a frame suitably mounted on a wagon running-gear and having its end at the front of the wagon higher than at the rear end, and a multiplicity of

tanks journaled on said frame, substantially as shown and described.

4. In a dumping-wagon, a frame suitably mounted on a wagon running-gear and having its end at the front of the wagon higher than at the rear end, and a multiplicity of semicylindrical tanks journaled on said frame, substantially as shown and described.

5. In a wagon-loading apparatus, a frame suitably mounted on a wagon running-gear and having its end at the front of the wagon higher than at the rear end, a multiplicity of tanks journaled on said frame, a frame adapted to be mounted at each side of said tanks having an upright, a flat runway and brackets to rest against the inside of the tank, a skid extending from the rear of the frame to the ground, sheaves suitably journaled on the wagon, a cable passing over the sheaves and adapted to be attached to a suitable load, and means to actuate said cable to draw said load up said skid and along the runway-boards aforesaid, substantially as shown and described.

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

HERBERT S. LONG.

Witnesses:

G. MOUSER,  
CORA B. VIRDEN.