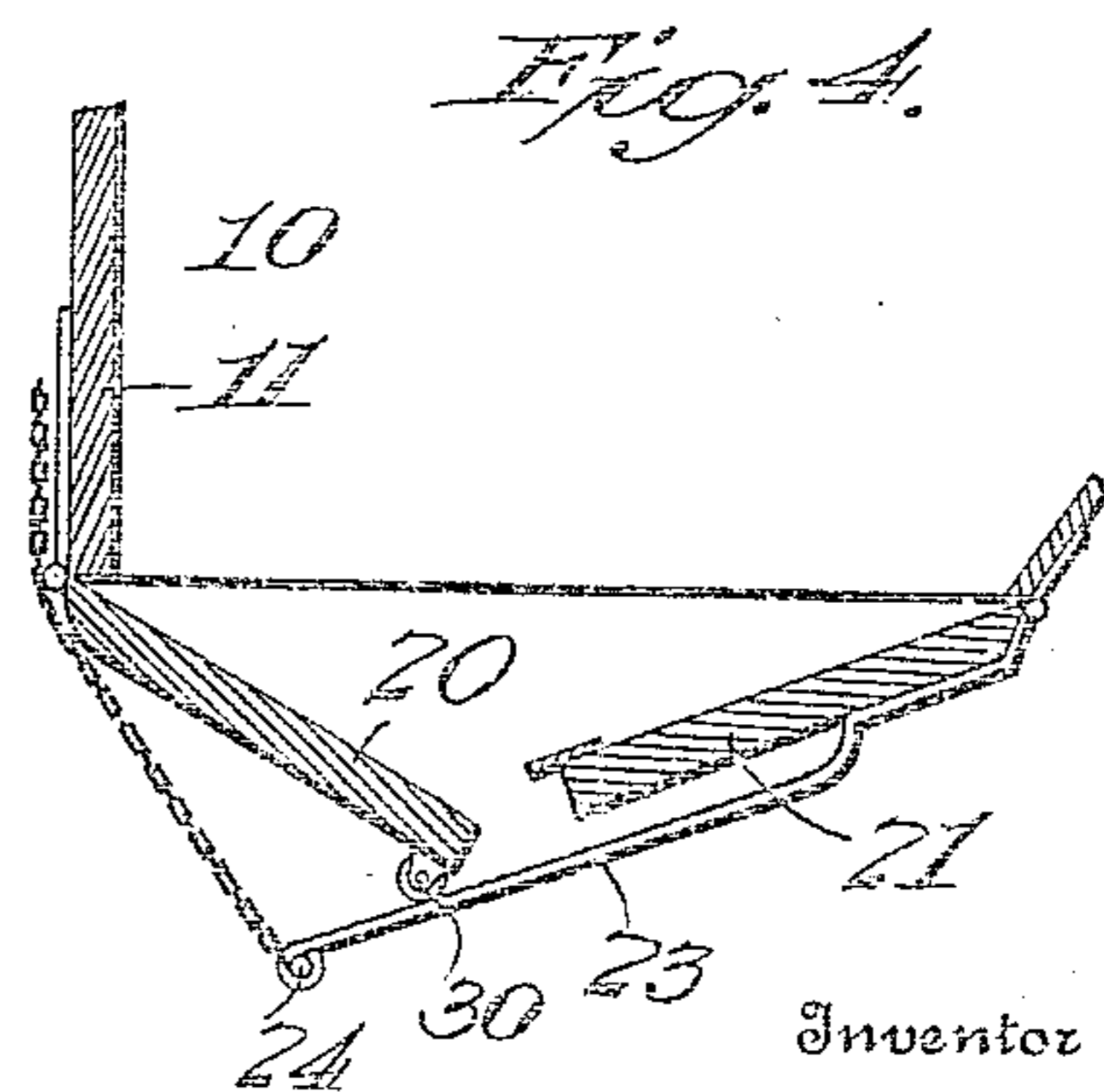
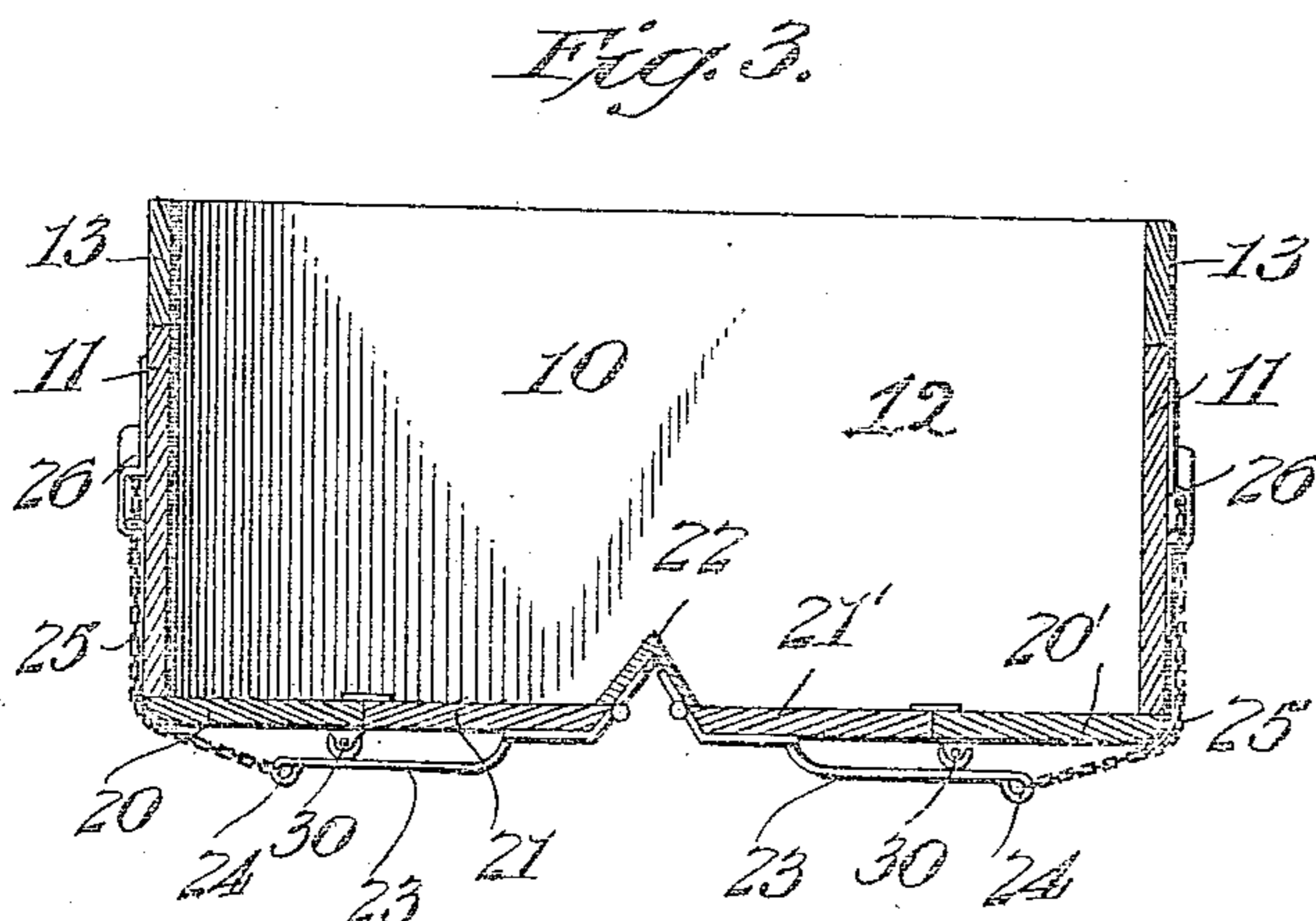
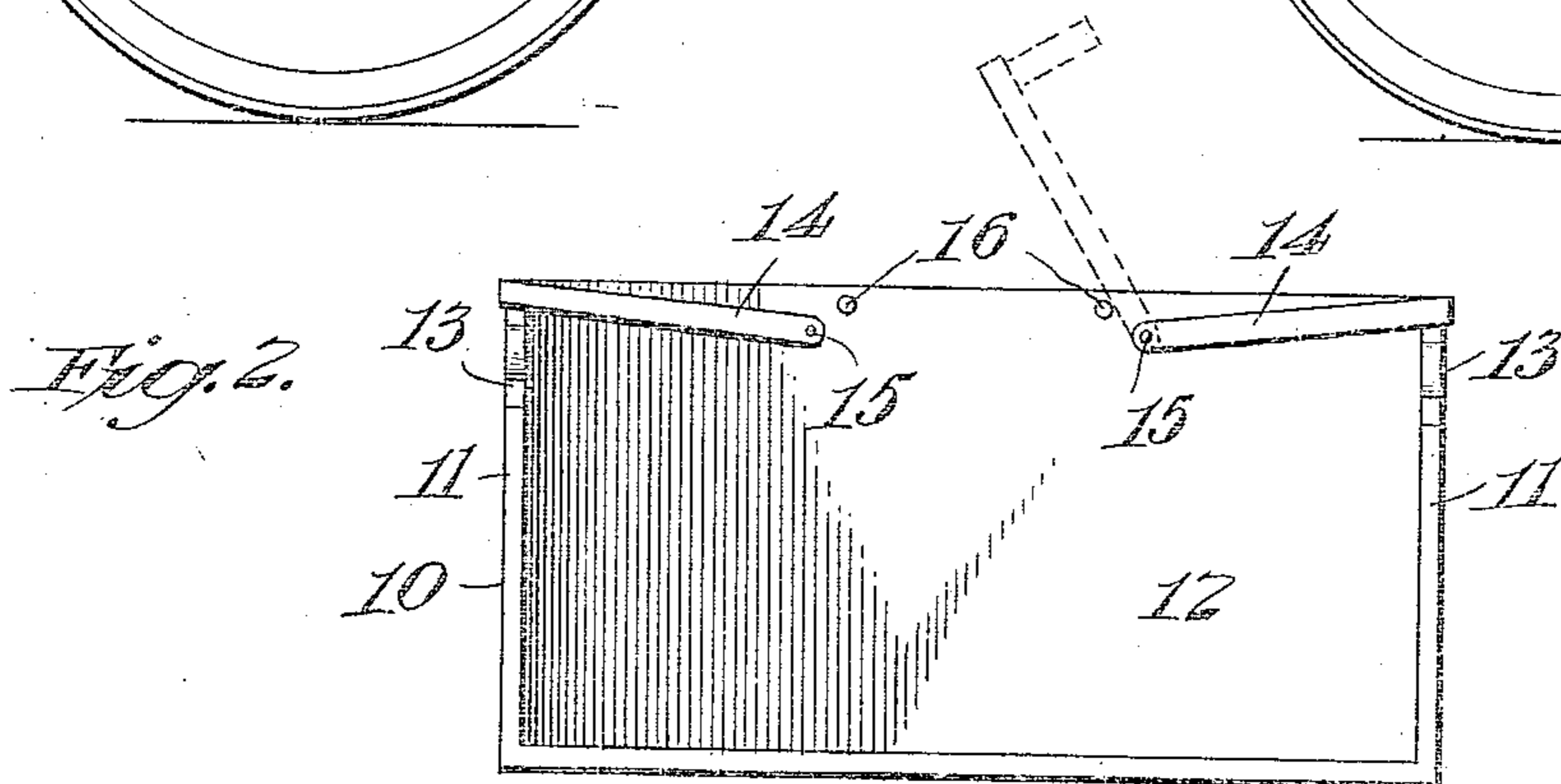
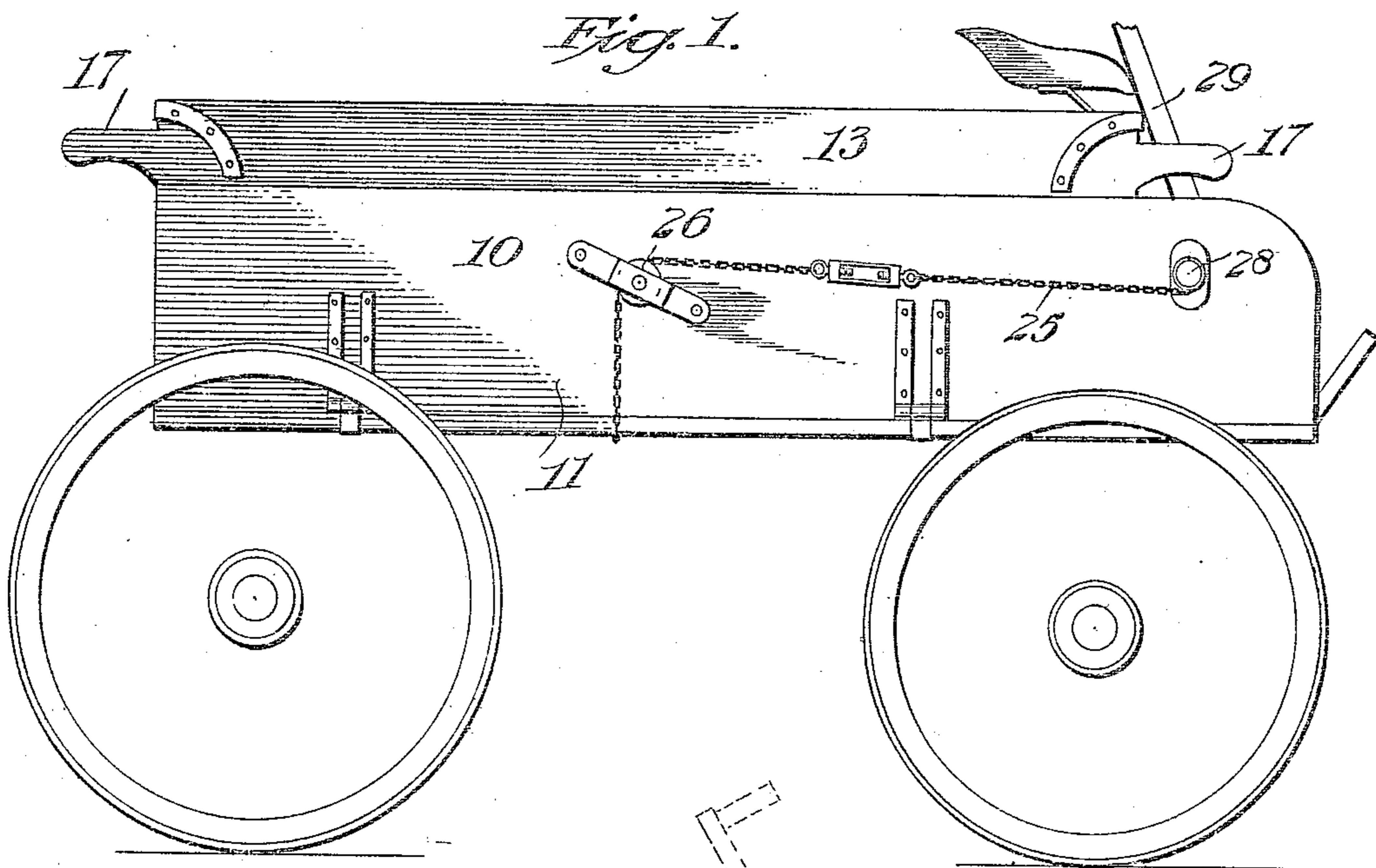


C. M. HAESKE.  
DUMP WAGON.  
APPLICATION FILED MAY 12, 1909.

953,783.

Patented Apr. 5, 1910.



Witnesses  
*H. M. ...*  
*...*

By

Inventor  
*Charles M. Haeske*  
*Geo. B. ...*  
Attorney

# UNITED STATES PATENT OFFICE.

CHARLES M. HAESKE, OF SOUTH BEND, INDIANA.

DUMP-WAGON.

953,783.

Specification of Letters Patent.

Patented Apr. 5, 1910.

Application filed May 12, 1909. Serial No. 495,558.

*To all whom it may concern:*

Be it known that I, CHARLES M. HAESKE, citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Dump-Wagons, of which the following is a specification.

This invention relates to certain new and useful improvements in dump wagons.

10 The invention has for its object the provision of improved means for supporting auxiliary sides in position, said sides being adapted to be placed in a position that will not interfere with the loading of the wagon box.

A further object is to provide an improved sectional dumping bottom for the wagon box, and means timing the closing of said bottom in such manner that one section is 20 placed in position in advance of the other.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings:—Figure 25 1 is a side elevation illustrating my improved wagon. Fig. 2 is a rear end view thereof. Fig. 3 is a transverse sectional view with the bottom closed. Fig. 4 is an enlarged detail sectional view illustrating the method 30 of closing the bottom sections.

Referring to the drawing, 10 designates a wagon of any preferred shape, the body of which is provided with the usual side boards 11 and end boards 12. In order to increase 35 the capacity of the box or body, I employ auxiliary side boards 13, and in order to avoid the extra height in loading these side boards are hinged to the ends of the body by means of bars 14, pivotally supported at 15 40 and rigidly secured to said auxiliary side boards. By this arrangement the auxiliary side boards 13 can be raised high out of the way in loading until the body is full, when they can be lowered and the extra load put 45 on over them. A pin 16 adjacent each bar 14 is arranged to limit the throw of the latter at a point slightly past the pivot, whereby the side boards 13 will be supported in their elevated positions. Each of said auxiliary side boards is provided with reduced 50 portions or handles 17 at its ends.

The bottom of the wagon is preferably formed in four drop sections, arranged to close in pairs. The sections 20, 20' being 55 pivoted to the sides 11, and the sections 21, 21' pivoted to a central bar 22. Each sec-

tion 21, 21' has bolted to it a short bar or finger 23 which terminates in a hook end 24 adapted to engage the end of the lifting chain 25. Said chains are preferably led 60 over pulleys 26 to a drum or shaft 28 which may be operated in any suitable manner. I have illustrated a hand lever 29 for this purpose. The free end of each section 20, 20' is preferably provided with an antifriction 65 roller 30.

In operation, as the chain 25 is drawn up, the finger 23 contacts with the roller 30 on the free end of the section 20 or 20', as the case may be, lifting said section, but 70 owing to the arrangement of the parts, the section 20 or 20' will rise later than the section 21 or 21', and hence close under the inner edge of the latter, as will be readily understood upon reference to Fig. 4. 75

It is quite obvious from the foregoing, that any degree of delayed contact between finger 23 and section 20 may be provided for by varying the angle of said finger with relation to its supporting section. 80

I claim as my invention:—

1. As an improvement in wagons, a body provided with a sectional bottom, the sections of which are arranged in pairs, a finger carried by one section of each pair and 85 extending beyond the adjacent free edge of the other section, chains engaging the free ends of said fingers for moving said sections to their closed positions, the other sections provided upon their under faces adjacent 90 their free edges with rollers for engagement with the free ends of said fingers.

2. As an improvement in wagons, a body provided with a sectional bottom, the sections of which are arranged in pairs, a finger 95 carried by one section of each pair and extending beyond the adjacent free edge of the other section, chains engaging the free ends of said fingers for moving said sections to their closed positions, the other sections 100 provided upon their under faces adjacent their free edges with rollers for engagement with the free ends of said fingers, and a central bar to which the inner sections are pivoted, the outer sections closable under the 105 under edges of the inner sections.

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

CHARLES M. HAESKE.

Witnesses:

A. E. DUSHANE,  
J. DUSHANE.