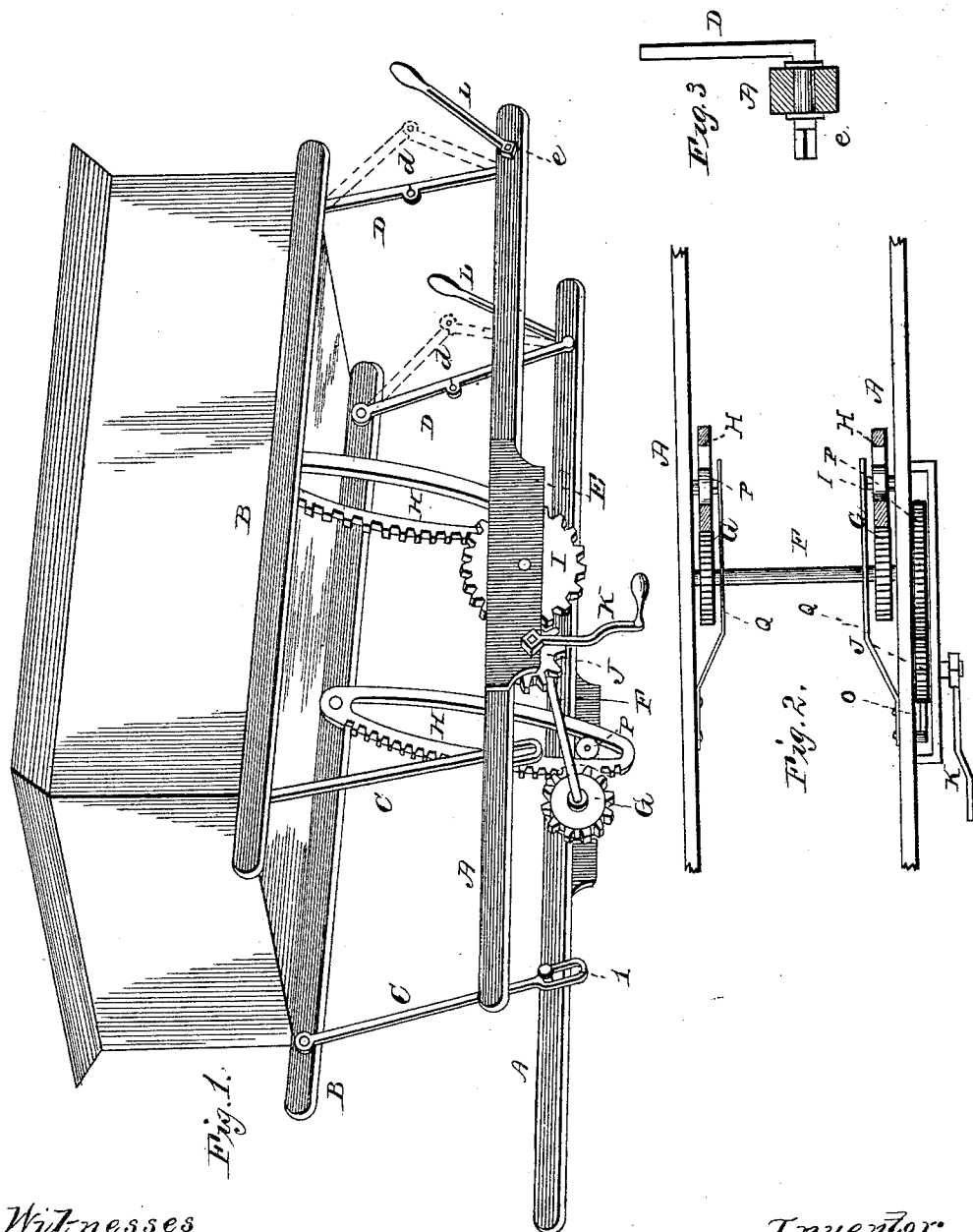


(No Model.)

P. SEIBERT.
DUMPING WAGON.

No. 458,919.

Patented Sept. 1, 1891.



Witnesses
M. A. Harris.
Wm. H. Brereton

Inventor
Philip Seibert
By Henry Wise Garnett
Attorney

UNITED STATES PATENT OFFICE.

PHILIP SEIBERT, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 458,919, dated September 1, 1891.

Application filed May 5, 1891. Serial No. 391,649. (No model.)

To all whom it may concern:

Be it known that I, PHILIP SEIBERT, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention is a dumping-wagon particularly adapted for the delivery of coal; and my said invention consists in certain details of construction and arrangement of the parts composing the same, as and for the purposes as will be hereinafter more fully described, pointed out in the accompanying drawings, and form the subject-matter of the annexed claims.

The object of this invention is to provide a wagon for the delivery of coal so arranged that by elevating the body of the wagon the load may be discharged directly into the vault or cellar, and in carrying out my invention I proceed as follows, reference being had to the accompanying drawings, forming a part hereof, wherein—

Figure 1 is a view in perspective of the truck and body beams or frame of a wagon having my mechanism for lifting the said body applied thereto, the body being shown in its elevated position, as when dumping. Fig. 2 is a plan view, the body-beams being removed; Fig. 3, a view in detail of the mode of securing the end bars to the beams.

The letter A indicates the truck-beams that are supported in the ordinary manner upon the running-gear of the wagon, and B the beams upon which rests the wagon-body, of ordinary construction. Connecting these beams A B at their front and rear extremities are rods C and D, the rear rods being hinged or jointed, as at *d*, and all the rods having a pivotal connection with the bars, as and for the purposes hereinafter explained.

Transversely across the truck-beams A, midway of their length, is mounted in a suitable frame E, bolted to said beams, a shaft F, to the extremities of which are keyed gear-wheels G, that intermesh with racks H, whose upper

ends are secured midway of the length of the body-beams B, and by which said beams and the wagon-body resting thereon are elevated, as in Fig. 1.

I indicates a gear-wheel of somewhat larger diameter than the gear-wheels G, which wheel I is also mounted on the shaft F and intermeshes with a smaller gear-wheel J, located forward of the wheel I and having the outer end of its shaft key-headed to receive an operating crank-handle K, by which motion is communicated to the gear-wheels and through them to the lifting-racks.

As before stated, the rods C and D, uniting the ends of the truck and body-beams, have a pivotal connection with said beams, so as to allow of the proper folding of said bars when the body is being lowered to its normal position. These bars tend to support the ends of the body of the wagon and prevent lateral play of the same, and midway of the length of the rear bars a hinge or joint, as at *d*, is formed, and the lower end of the said bars is key-headed and projects at right angles to said bar, as at *e*, to receive a wrench L, whereby upon moving the lower extremity of the bars D, through the medium of the wrench L, applied to the key-headed end *e* rearward, the said bars are bent upon themselves and caused to assume the position shown in dotted lines in Fig. 1, thus lowering the rear end of the body. Suitable pawls are provided that engage the gear-wheels or the racks to prevent the accidental lowering of the body when elevated, and the ordinary chute or trough is used in connection with this wagon to convey the contents of the body to its place of discharge; but as such chute forms no part of this invention it is thought unnecessary to show such. To permit of the elevation of the forward end of the body in proportion as the rear end of the body is lowered in dumping, the lower ends of the forward rods are slotted, as indicated by the reference-numeral 1, to receive the lower pivot-pins of said rods, and said rods are of such length that when the body is in its dumping position the lower end of the slot in said rods will be against the pivot-pin.

The letter O indicates a pawl that is bolted to the frame A and engages the gear-wheel J;

55

60

65

70

75

80

85

90

95

100

but such a pawl may be arranged at any other convenient point, so as to prevent the downfall of the body when elevated.

To hold the racks in engagement with the 5 gears G, anti-friction rollers, as at P, are provided, held by bolts that pass through the frame A, which rollers engage against the inner edge of said racks, so that while the racks are free to move vertically their lateral displacement 10 is prevented, the rollers being held on the bolts by the straps Q.

The bars C C and D D being, as before stated, pivoted at their extremities to the beams B and A, when the body is raised it is 15 caused to move rearward on a curved line, and when descending it swings forward, the beams B resting upon the beams A.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is as follows:

1. The combination, in a dumping-wagon,

with the shaft F, having gear-wheels G G and I and gear-wheel J, with crank-handle K, of the elliptical-shaped racks H H, pivoted at their upper ends to the sills of the wagon-body and engaging the gear-wheels G G, and anti-friction rollers P P, arranged to engage the back edge of the racks, as described and shown, for the purposes specified. 25

2. In a dumping-wagon, in combination 30 with the means described for elevating the wagon-body, the rods C C, having slots l, having pivotal connection with the forward ends of the beams A and B, and bars D-D, having joints d and crank end e, pivoted to the rear 35 ends of said beams, as described and shown, for the purposes specified.

PHILIP SEIBERT.

In presence of—

THOMAS S. WILTBANK,
JOHN S. DOVE, Jr.