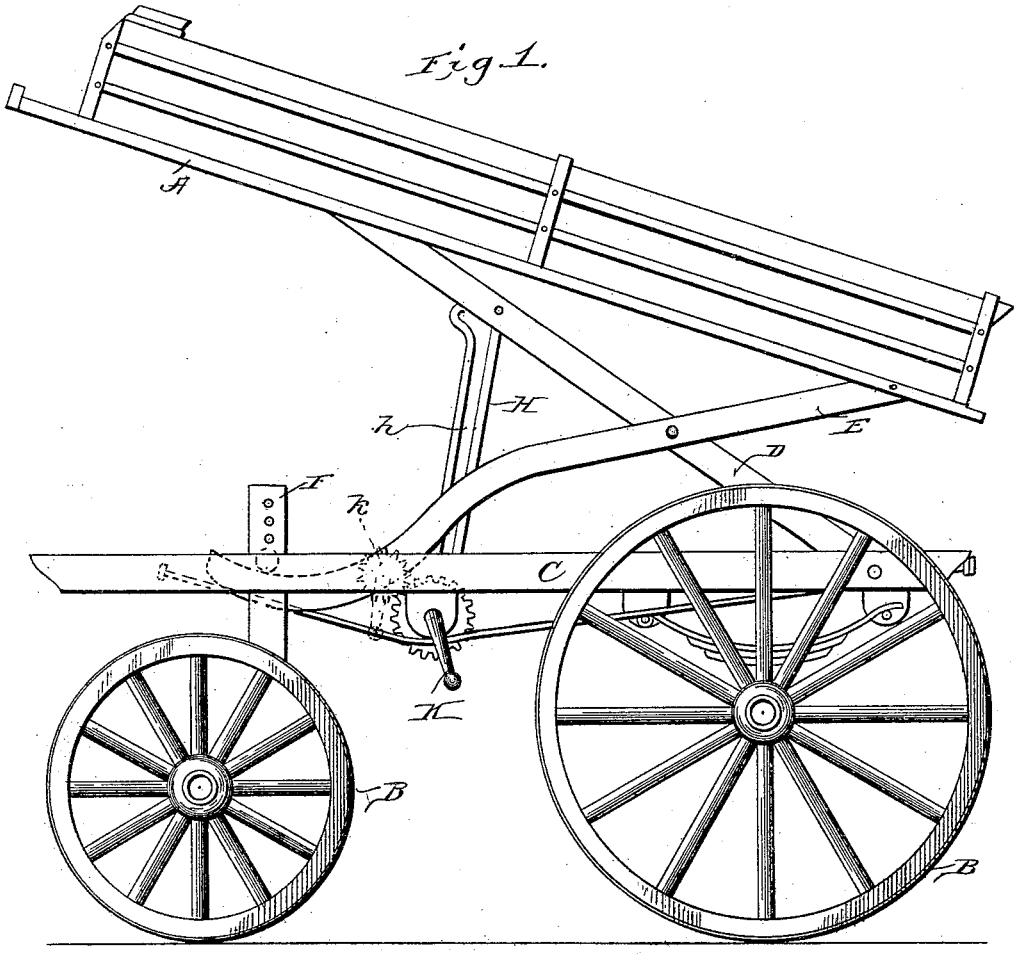
(No Model.) 2 Sheets—Sheet 1.

O. R. BECKER.

DUMPING WAGON.

No. 493,350. Patented Mar. 14, 1893.

Fig. 1.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

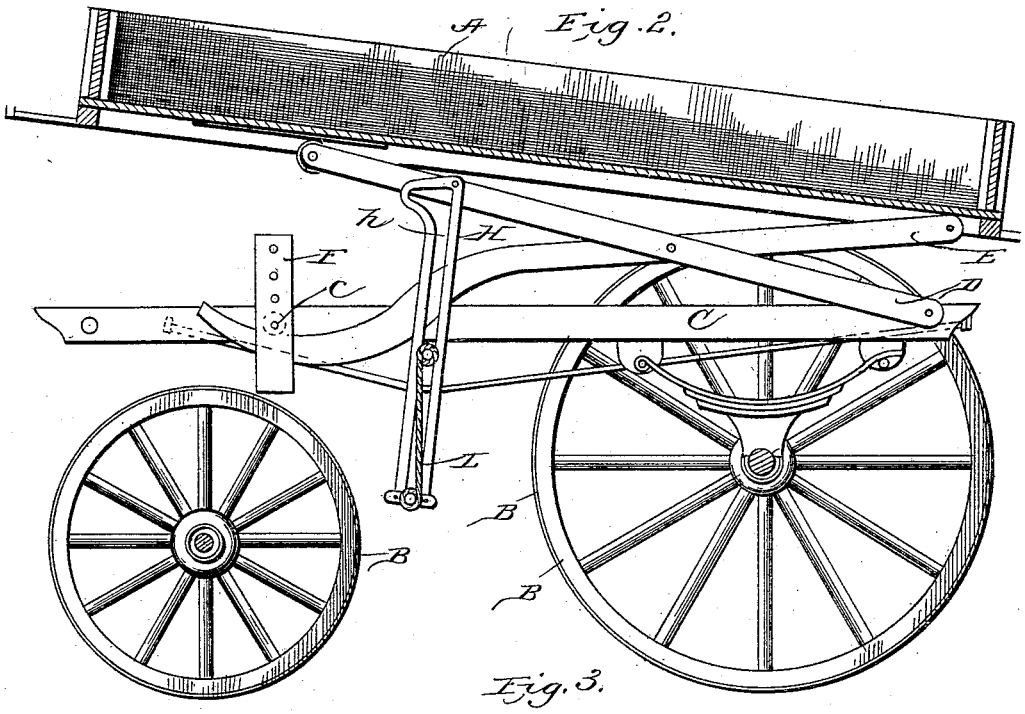
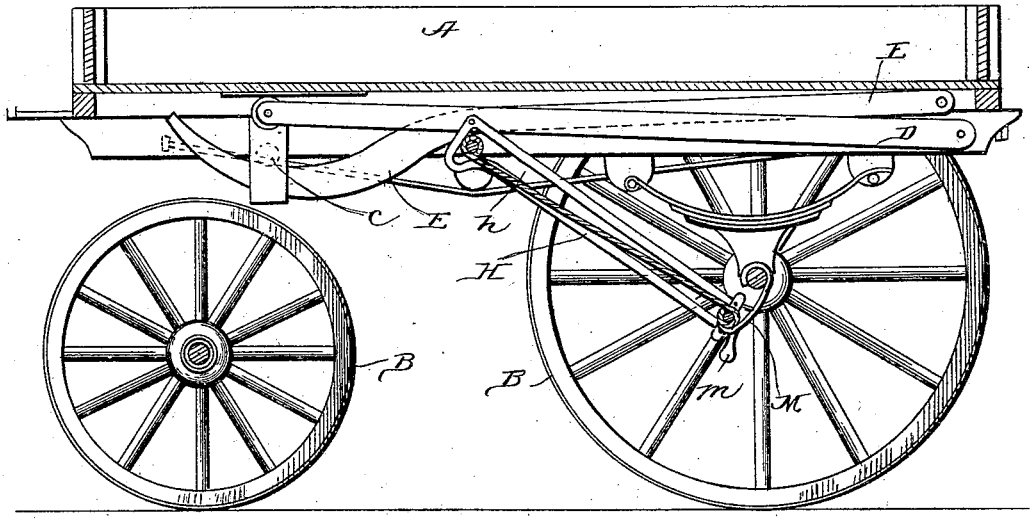


Fig. 3.



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UNITED STATES PATENT OFFICE.

OSCAR R. BECKER, OF READING, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 493,350, dated March 14, 1893.

Application filed September 3, 1892. Serial No. 445,000. (No model.)

To all whom it may concern:

Be it known that I, OSCAR R. BECKER, of Reading, in the county of Berks 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 same, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon.

This invention relates to improvements in dumping wagons of that class in which the body is raised bodily from the rung gear, and inclined at a proper angle to discharge the contents, whereby all the advantages of a low body for convenience in loading, and a high body for convenience in discharging, are secured.

The object of the invention is to provide an improved mechanism for elevating and inclining the body, which shall be simple, fold compactly and be easily operated by manual power, with the minimum danger of becoming broken or disorganized through rough usage.

With these objects in view, the invention consists in certain novel details of construction and combination and arrangements of parts, all as will be now described and pointed out particularly in the appended claims.

Referring to the accompanying drawings: Figure 1 is a side elevation of a wagon constructed in accordance with my present invention having the body elevated. Fig. 2 is a longitudinal section with the body partially raised. Fig. 3 is a similar view with the body down.

Similar letters of reference in the several figures indicate the same parts.

The letter A indicates the body of the wagon, preferably of the usual rectangular form, and B the wheels, united with or forming part of any ordinary or preferred style of running gear, the latter being capable of so many well known variations, that I have not deemed it necessary to show any particular style herein, sufficeth to say that it supports side pieces C C constituting the base upon which the body and elevating mechanism are carried. To the rear end of the frame C C are pivotally connected levers D, D, preferably one on each side, and each having at its forward end, anti-friction rollers adapted to bear on the under side of the body forward of its center of gravity. To the rear end of the body are similarly connected supplemental levers E E, preferably one on each side, which supplemental levers are pivotally connected to the levers D at an intermediate point, and at the opposite ends, are confined in guides F secured to the frame C C, and are adapted to travel against anti-friction rollers *c* adjustably mounted in said guides. Now it is obvious, that if the levers be elevated, they will carry the body on their upper ends, and as a convenient means for securing this elevation of the levers, I suspend from the forward ends of levers D an elevating frame, consisting of side pieces H pivotally connected to the levers and having guide slots *h* for the passage of a power shaft I journaled in bearings on the frame C C and adapted to be turned by a crank handle K or gearing as indicated in dotted lines at *k*, Fig. 1.

Flexible connections, such as ropes, or chains L connect the power shaft and lower part of the elevating frame, in such manner that by the turning of the shaft they are wound thereon and the elevating frame levers and body carried thereby lifted, as shown clearly in Fig. 2.

At a point near the forward ends, the supplemental levers are given a downward curve, while the extreme ends, which work against the anti-friction rollers, are curved upward, so as to give a correct and regular movement of the rear end of the body, and it will be noted, that this curvature may be varied as desired and, further, in order to permit of the ready regulation of the inclination assumed by the body, the roller against which the lever E works, is made adjustable in its guides so as to confine or hold the forward end of the lever at different levels. When the body is lowered, the two levers fold closely at the lower edges of the body, and the elevating frame is swung up against the rear axle, where it is held by a hook or catch M pivoted to the axle and having a handle *m* by which it may be released readily before the body is elevated.

To facilitate folding with the structure shown, the guide slots in the elevator frame through which the shaft passes are enlarged at the upper ends as shown, although it is obvious that said frame may be otherwise guided

and folded without departing from the invention, shown, however, that shown will be found simple, strong and capable of lifting very heavy weights with comparatively little effort on the part of the operator.

A wagon constructed in accordance with my present invention presents a compact appearance and by constructing the levers of relatively thin, but wide iron, great strength may be secured with the minimum weight.

Having thus described my invention, what I claim as new is—

1. In a dumping wagon, the combination with the supporting frame movable body and the crossed levers pivotally connected together and co-operating with opposite ends of the frame and body respectively, of the elevator frame depending from and pivotally connected to the said levers, the power shaft journaled in the supporting frame below the levers and connections between the power shaft and lower end of the elevator frame; substantially as described.

2. In a dumping wagon, the combination with the supporting frame and movable body, of the crossed levers pivotally connected together and both pivotally connected to the body and frame respectively at the rear ends, and sliding connections between their forward ends and the forward ends of the frame and body respectively, with means for elevating the upper ends of the levers; substantially as described.

3. In a dumping wagon, the combination with the supporting frame and movable body, of the crossed levers pivotally connected together and pivotally connected to the body and frame respectively, at one end, and an adjustable bearing for the opposite end of one of said levers, and a sliding bearing for the other lever with means for elevating the upper ends of the levers, substantially as described.

4. In a dumping wagon, the combination with the supporting frame and movable body, of the levers for elevating the body, the power shaft, the elevator frame having the guide slots for the power shaft enlarged at the upper ends to permit the frame to fold, and the connections between the power shaft and elevator frame; substantially as described.

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