

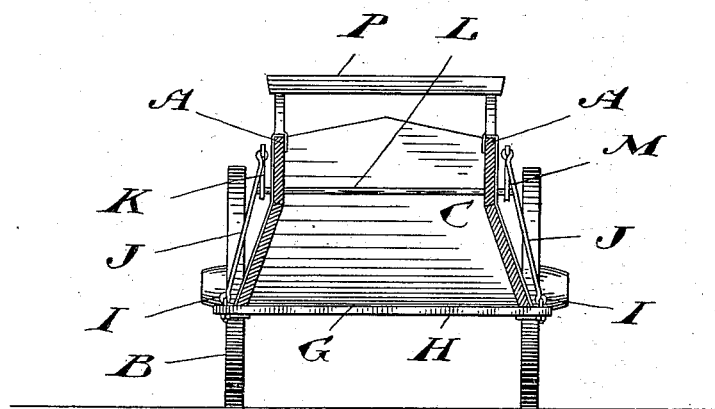
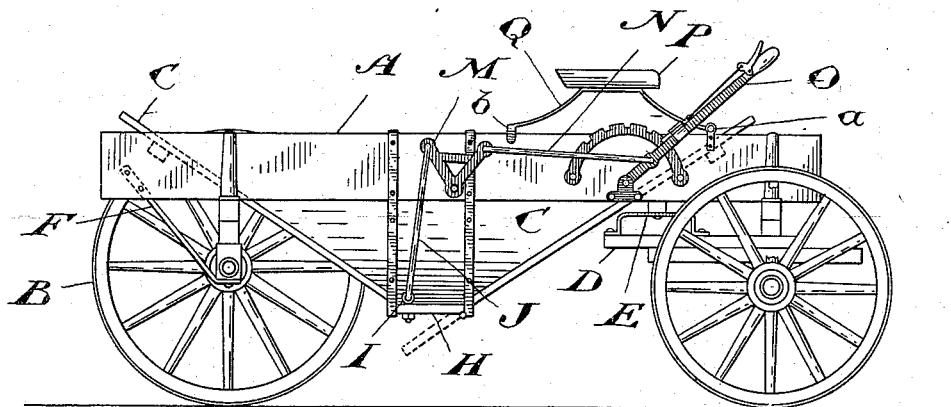
No. 648,483.

Patented May 1, 1900.

J. A. CARRUTHERS.
ROAD MAKING WAGON.

(Application filed Sept. 8, 1899.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN A. CARRUTHERS, OF GLENVALE, CANADA.

ROAD-MAKING WAGON.

SPECIFICATION forming part of Letters Patent No. 648,483, dated May 1, 1900.

Application filed September 8, 1899. Serial No. 729,853. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. CARRUTHERS, farmer, of the village of Glenvale, in the county of Frontenac and Province of Ontario, Canada, have invented certain new and useful Improvements in Road-Making Wagons, of which the following is a specification.

The object of my invention is to devise a simple and easily-operated wagon for use in distributing gravel and other material in road-making; and it consists, essentially, in such details of construction as are hereinafter more specifically described and then definitely claimed.

Figure 1 is a side view of my improved wagon. Fig. 2 is a cross-sectional elevation of the same.

In the drawings like letters of reference indicate corresponding parts in both figures.

A represents side-boards of the wagon, resting in the usual manner upon the running-gear B.

C is a hopper supported by these side-boards and extending down below the bottom of the same. This hopper, it will be seen, spreads out at the bottom to a much greater width than the upper part of the wagon formed by the side-boards A. As this hopper prevents the reach D of the running-gear from extending from the front to the back of the wagon, some means must be devised for connecting the parts of the running-gear. The reach is cut off short and connected by one or more braces E with a cross-bar connected to the side-boards A. The rear axle is similarly connected by braces F with the side-boards A. These side-boards are thus made to serve the purpose of the usual continuous reach D.

In the bottom of the hopper is formed an opening G, closed by a hinged board H. To each end of this board an eye I is connected. On one side of the wagon the eye is pivotally connected by a vertical rod J with the arm K, rigidly connected to one end of the shaft L, journaled in the side-boards A. To the other end of this shaft is connected a bell-crank lever M, one arm of which is pivotally connected with the other eye I by a vertical rod J. The other arm of the bell-crank le-

ver is connected by a pivoted connecting-rod N with a hand-lever O, pivoted on the side-board and provided with the usual notched quadrant. By operating the hand-lever O it is evident that the hinged board H may be adjusted to leave any desired amount of opening at the bottom of the hopper.

The seat P is connected to the springs Q, the forward ends of which are pivotally connected at a to the side-boards of the wagon, while their rear ends rest upon the upper edges of the said side-boards. Guards b are secured either to the ends of the springs or the side-boards to prevent the spring ends slipping off. The seat may thus be swung forward out of the way when the wagon is to be loaded and returned to its usual position when desired.

A wagon such as described is not only very simple and strong in construction, but is exceedingly useful in distributing gravel and other material for road-making purposes. The increased width of the bottom of the hopper and the spreading action of the board H enable the wagon to distribute the material over the full width of a track required for the passage of any ordinary wagon.

Certain changes might be made in the details of construction without departing from the spirit of my invention, the main points of which are set out in the accompanying claim.

What I claim as my invention is—

In a wagon, a hopper extending below the bottom of the side-boards and provided with a transverse discharge-opening, the sides of said hopper extending downwardly and outwardly so that the opening is wider at the discharge than the wagon-body, whereby the material is deflected beyond the tread of the wheels, in combination with a hinged board adapted to close the said opening, and means for swinging the said board, substantially as described.

Glenvale, Canada, August 12, 1899.

JOHN A. CARRUTHERS.

In presence of—

JOHN GEALE,
ROBERT C. GEORGE.