

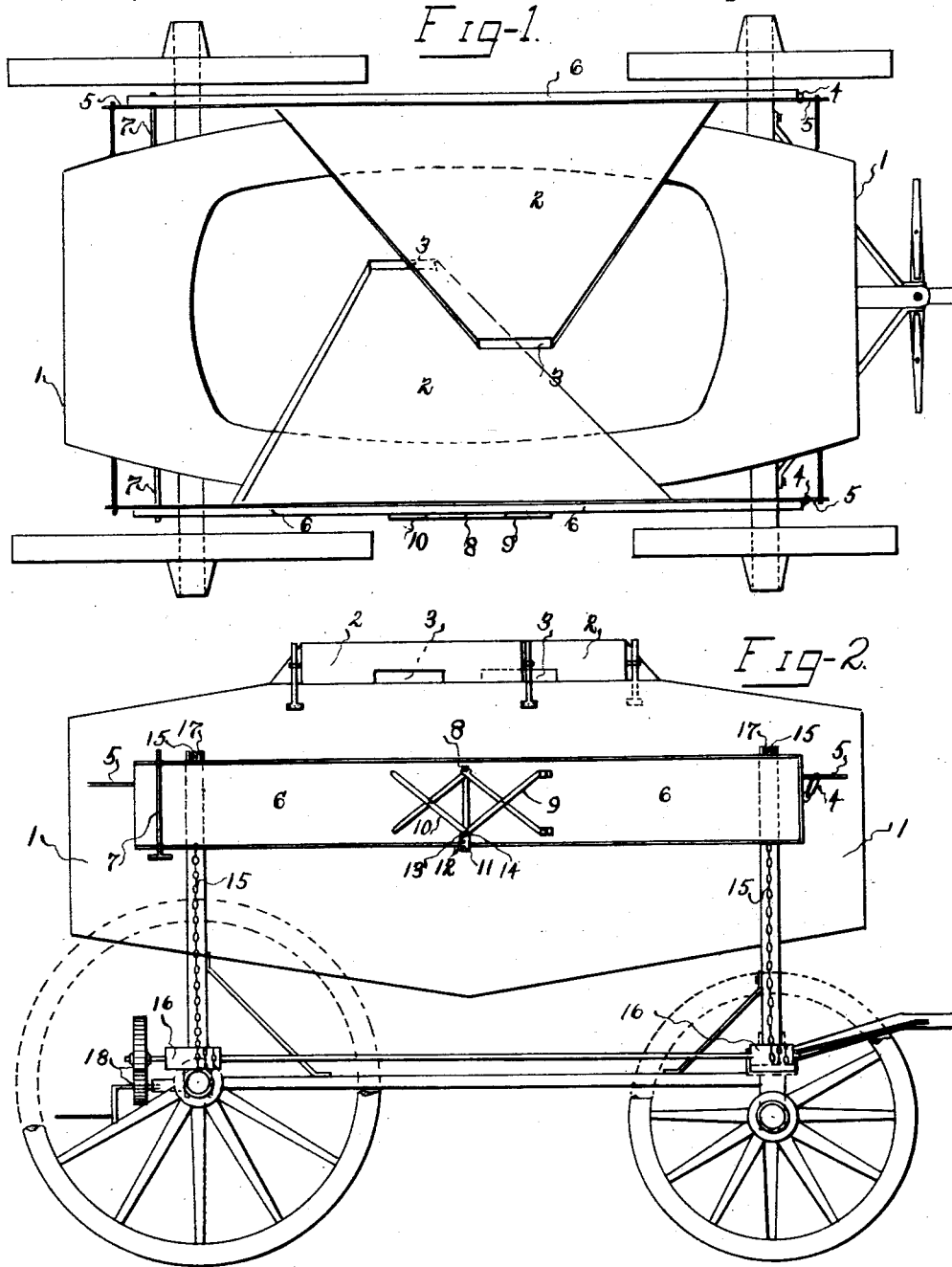
(No Model.)

2 Sheets—Sheet 1.

J. McBRIDE.  
DUMPING WAGON.

No. 525,506.

Patented Sept. 4, 1894.



WITNESSES:

*Daniel C. Wallender,*  
*Cyrus R. Morgan.*

INVENTOR

*John McBride*  
*By [Signature]*

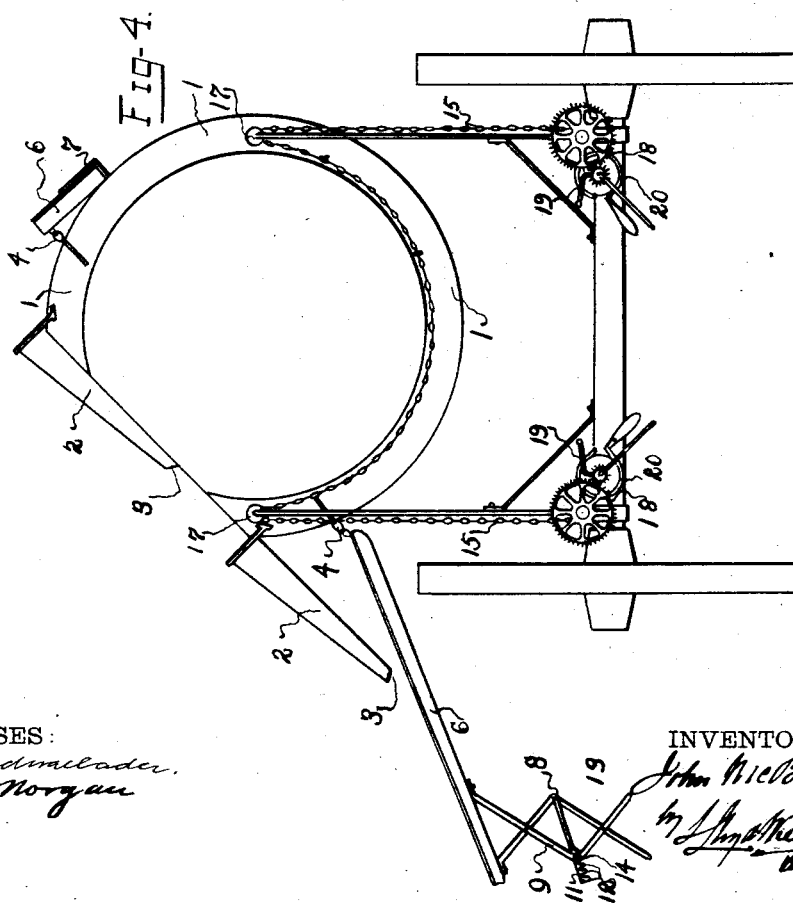
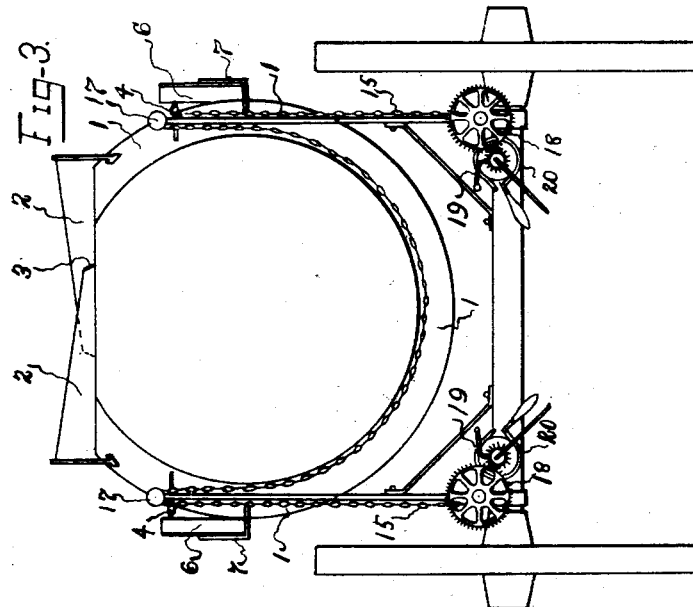
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2 Sheets—Sheet 2.

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WITNESSES:

*Lucy C. Cadwell*  
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INVENTOR

*John McBride*  
*by J. R. Morgan*

# UNITED STATES PATENT OFFICE

JOHN MCBRIDE, OF PHILADELPHIA, PENNSYLVANIA.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 525,506, dated September 4, 1894.

Application filed February 9, 1894. Serial No. 499,692. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN MCBRIDE, 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 Chute Carts and Wagons; and I do hereby declare the following to be a sufficiently full, clear, and exact description thereof as to enable others skilled in the art to make and use the said invention.

This invention relates to wagons for delivering coal of the class known as chute wagons, and has for its objects the better convenience of loading, diminished labor in dumping or unloading, and the avoidance of the inconvenience of turning the wagon across, and thus obstructing the roadway in order to discharge its contents.

To accomplish these ends this invention consists of an improved form of wagon body, or bed, a funnel or scoop applied to each side thereof, a sliding chute support, a telescoping chute connected therewith, and a mechanism for raising either, or both sides of the wagon, so that in emptying coal or other like commodity, it is poured from the top of the load as the wagon body is tilted.

I will now proceed to describe particularly the construction and operation of this invention, referring in so doing to the accompanying drawings, in which—

Figure 1 shows a plan; Fig. 2 a side elevation; Fig. 3 a rear elevation, as in use on the road; Fig. 4 a rear elevation as engaged in discharging.

1 represents the wagon body. This is preferably made of metal, but may be of wood and metal, and is made deeper than usual, and larger in width, and depth at the center; the top being somewhat contracted on the sides and at the ends of the wagon body; close to the top on each side is hinged a funnel 2, of such breadth as to receive all that may be tilted over the upper edge of the side of the wagon and having a discharging neck 3.

Secured on the side of the wagon body 1, below the funnel 2, is a horizontal guiding rail 5, from which the upper end of a telescopic chute 6, is suspended by a swivel 4; when traveling the swivel 4 and upper end of

the chute 6, slides to the front of the wagon, and lies in parallel position with the wagon body, the rear or lower end resting in a hook 7, attached to the wagon body.

When unloading the funnel 2, is turned over the side of the wagon, as shown in Fig. 4, the chute 6 is placed in position with the upper end under the funnel neck 3, the several sections of the chute are extended to reach the intended receptacle, and supported intermediately by a folding trestle 8, made of levers or links 9, and 10, pivotally secured together, and susceptible of adjustment in height by a link 11, having teeth 12, on the edge, which engage in a pin 13, in one of the pivots 14, of the links 9, and 10. The trestle 8 is hinged to the under side of the chute 6, so as to fold against it for transportation.

To each side of the wagon body there are attached hoisting chains 15, which wind upon a windlass 16, after passing over pulleys 17; the windlass 16 is provided with the usual power multiplying gearing 18, and a pawl 19, and brake 20, to arrest or retard the descent of the wagon body; by winding the chains 15, on the side opposite the chute 6, the load is poured from the top of the wagon into the funnel 2, and thence through the neck and chute; and the operator has only one half the load to lift.

In loading the wagon the body or bed can be tilted over, so as to permit a considerable part of the load to be shoveled into it, without throwing it to the height otherwise necessary.

In much traveled or narrow thoroughfares this form of wagon avoids the obstruction of the road, incident to wagons delivering from the end, and requiring to be placed athwart the road.

Having described my invention, what I claim is—

1. The combination in a chute wagon, the wagon body, the funnels hinged at the top on each side of the wagon body, the horizontal guide rail, the telescopic chute suspended from the guide rail, and the vertically adjustable trestle hinged to the under side of the chute, substantially as shown and described.

2. The combination in a chute wagon, the

wagon body, means located on the wagon running gear and connected to the body for raising the latter and turning it to either side of the wagon as desired, the funnels hinged to  
5 and extending the entire length of the body opening, the guide rail, the chute suspended from the guide rail, and the vertically adjust-

able trestle hinged to the under side of the chute, substantially as shown and described.

JOHN McBRIDE.

Witnesses:

JOHN J. NAULTY,  
THOS. J. NAULTY.