H. BAILEY.

Dumping-Wagon.

No. 197,447. **Patented Nov. 27, 1877.**

Fig. 1.

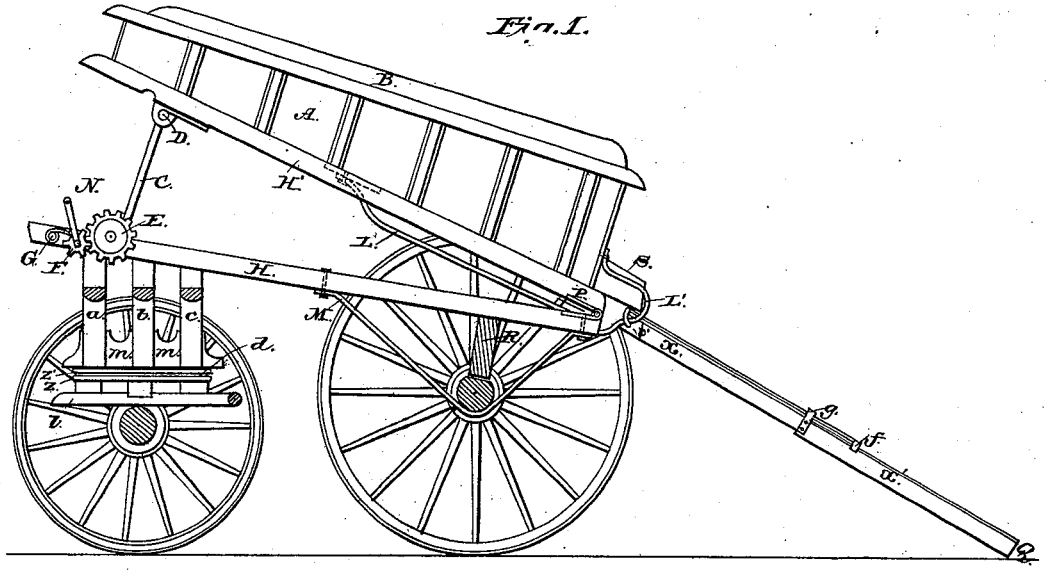


Fig. 2.

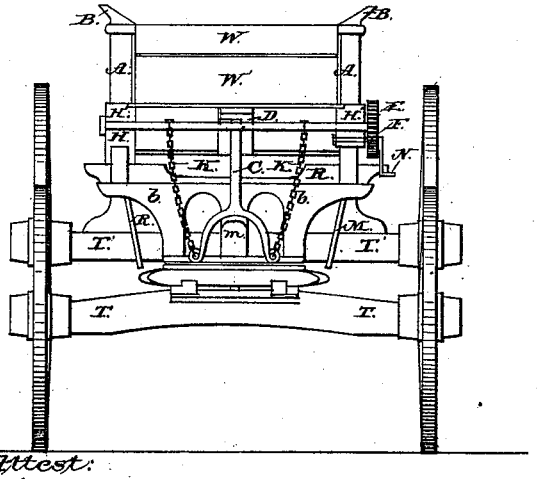


Fig. 4.

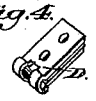


Fig. 3.

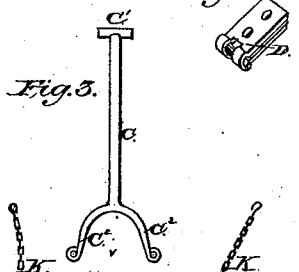
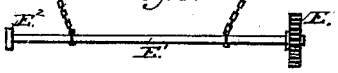


Fig. 5.



Attest:

Wm. S. Day.

Irwin Barnes.

Inventor:

Hamilton Bailey,

By Theophilus Weaver, his Atty.

UNITED STATES PATENT OFFICE.

HAMILTON BAILEY, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **197,447**, dated November 27, 1877; application filed August 21, 1877.

To all whom it may concern:

Be it known that I, HAMILTON BAILEY, of the city of Harrisburg, county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, that will enable others skilled in the arts to which it pertains to make and use the same, reference being had to the accompanying drawing, and the references thereon, which form a part of this specification, in which—

Figure 1 represents a longitudinal elevation of my improved dumping-wagon, showing the bed thereof raised in front and the chute-sections extended suitable for the discharge of coal therefrom to cellar-opening or other place. Fig. 2 represents a front elevation of my improved vehicle with the bed let down in front upon the frame suitable for travel. Figs. 3, 4, and 5 represent perspective views of the lifting or jack staff, the hinge-plate thereof, and the windlass.

The main object of my present improvement is to adapt a coal-vehicle to be readily adjusted to discharge coal readily, down the inclined way of the vehicle-bed and the extension-chute thereto attached, into a cellar or other place on or across a sidewalk, as may be desired, and that when the vehicle-bed is adjusted for hauling or loading it may be reasonably low in front, to avoid being top-heavy and to lessen labor in shoveling coal.

It consists in the combination and arrangement of certain novel jack devices located on and between the vehicle-truck rails, near their front ends, whereby the front end of the vehicle-bed is easily elevated by hand-power, said bed and truck-rails being hinged together at their rear ends.

For illustration a four-wheeled vehicle has been selected, without springs, on which the truck-rails have been mounted; but it is evident a vehicle with only two wheels may be thus provided with side rails, and the bed may be mounted in like manner thereon; or a four-wheeled spring-vehicle may be readily adapted to mount my apparatus thereon.

In the several views, A represents the vehicle-bed; B B, the top side boards thereon; S, its discharge-spout; H′ H′, its bottom side rails. X X′ represent extension chute-sections, connected with each other by slips *f g*, and attached to said bed by means of hooks *p*, embracing the guide-rods L L′, all arranged as shown. H H represent the truck side rails, which are mounted at their front ends on the usual fifth-wheel platform or transverse standards *a b c*, which are joined at their bases by the sill *m* and wheel Z′, supported on and bolstered to the axle T in the usual manner. At their rear ends said rails H H are hinged to the frames H′ H′ of the bed, the hinges P being the axis of motion, while the front end of bed is adjusted. Said front end of the vehicle-bed is raised by means of the jack-staff or hinged prop C, which is connected at its cross-head C^1, by means of plate D, to the under side of said bed, as shown, and at its lower end it is made forked, having prongs C^2 C^2. Said prop C has at its upper end the cross-head C^1, that it may set securely against the under side of bed when it is elevated, as shown in Fig. 1, and it has its lower end bifurcated, or provided with prongs C^2 C^2, so that it may pass the girder *m*, as shown in Fig. 2, and thus have ample length to raise the bed sufficiently to attain the requisite inclination to discharge the coal freely therefrom when the exit-door is open.

The prop C (and therefore the bed A) is hoisted to position, as stated, by means of the chains K K being wound on shaft E^1, they being connected to the latter and to the ends of the prongs C^2 C^2 on said prop. Said chains are thus wound on the shaft by the revolution of the latter, which is propelled by the gear E thereon, driven by the pinion F, which is provided with the winch N, and is stopped by the pawl G. Said shaft E^1 has also the boss E^2 thereon, by which and wheel E it is laterally kept in place, said parts being arranged close to the outsides of the rails H H, the shaft being held by keepers to said rails.

It may be yet stated that the prop C, during its ascent while raising the bed A, is guided by the shaft E^1, the chains K K being wound in direction to effect this, and the hinge-joint at D being also properly located to secure this result.

Having thus fully and clearly described my

invention, what I regard as new and useful, and what I desire to secure by Letters Patent of the United States, is embraced mainly in the following claim:

In a dumping-vehicle having the bed A hinged to the truck-rails H H, the hinged prop C, attached to said bed A near its front end, in combination with chains K K, shaft E^1, gears E F N, and pawl G, all arranged for operation, substantially as set forth.

In testimony that I claim the foregoing as my invention I have hereunto set my hand and seal this 23d day of June, 1877.

HAMILTON BAILEY. [L. S.]

Witnesses:
THEOPHILUS WEAVER,
PETER STUCKER.