

Scott and Hutchinson, Philadelphia, Pennsylvania
SCOTT AND HUTCHINSON,
PHILADELPHIA, PENNSYLVANIA.

FOUR-WHEELED DUMPING WAGON

Built by Scott & Hutchinson, wagon and Truck Builders,
Philadelphia, Pennsylvania

Carriage Monthly July 1905 page 104-106

The four-wheeled dumping wagons built by this company are of the very best material and all irons are hand forged. All the timber for body gear and wheels is of the very best oak. The carrying capacity of these wagons is three tons. We show them in four views, the side view including the front of the body, front and back view and also full-bottom view including the top of front gear. The body rests on 12 wheels, four on each side, four in the center. If released in front by turning the lever unhooking it, the body will slide down with or without the load, but it will slide no farther than 5 feet 3 inches. The weight of the body in the rear is greater than in front, and consequently the rear sill end will rest on the ground and the side guides on the body will hook into the side stops of the gear.

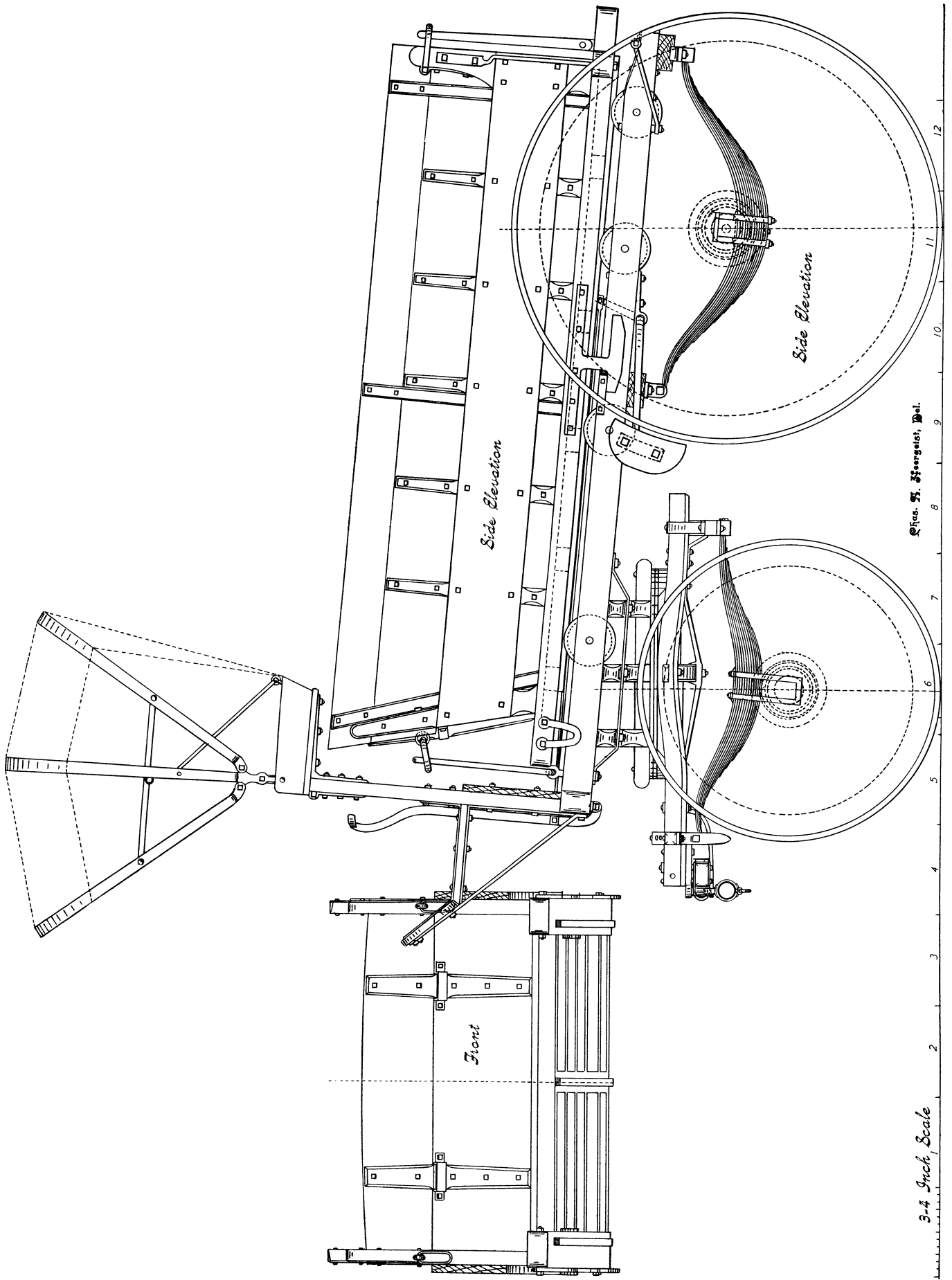
The twelve wheels, which are grooved, run on rails under the body, and are bolted to the sills and bottom across the bars. The side wheels and center wheels run between the two sills, which is best seen on bottom view. All such dumping wagons have brakes, which are best seen on bottom view, and all have shifting tops covered generally with white canvas duck.

The size of this top over all on side elevation is 43 inches, center bow vertical with the front seat post; also the seat is square with that post; the front part of top is 23 inches and rear part 20 inches, a difference of three inches; the width of bows from out to out is 36 inches, and space between top of seat to under center bow from 40 to 42 inches. The general dimensions are as follows:

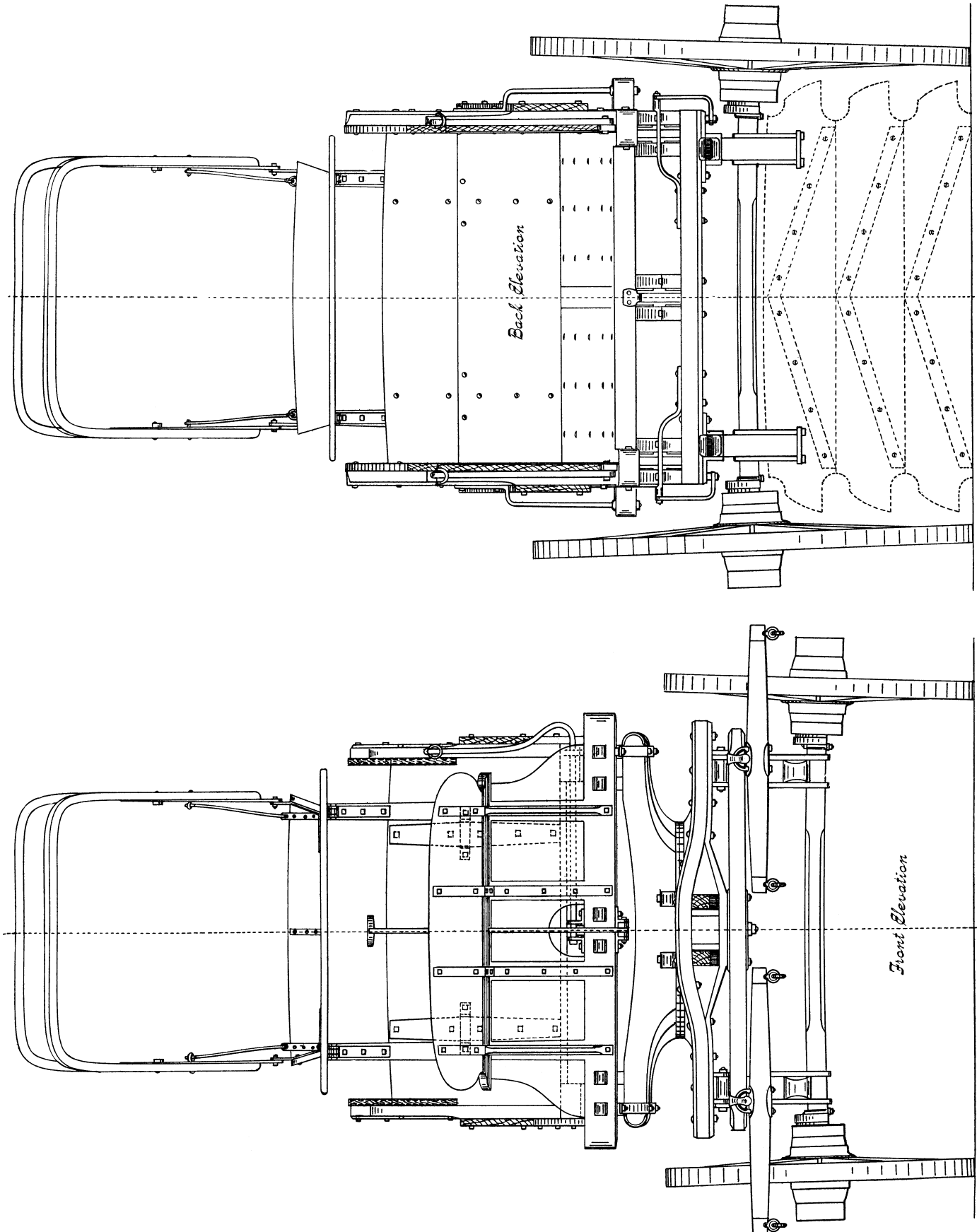
The six gear sills are $1\frac{3}{4}$ x 4 inches, 8 feet 9 inches long. They are mortised into the front crossbar $5\frac{3}{4}$ inches out to out, leaving a space of $2\frac{1}{4}$ inches between each, which gives the thickness of the wheels moving between. The body sills are 2 7/8 inches thick, $5\frac{1}{4}$ inches wide, 8 feet 5 inches long.

The five posts on each side are 1 7/8 inches thick and outside surface is set in 1/8 inch full outside surface of sills. The width at bottom is $2\frac{1}{2}$ inches and top $1\frac{1}{2}$ inches, tapered $\frac{1}{2}$ inch on each side. The front end posts are $1\frac{3}{4}$ inches thick, 4 inches at bottom and 2 inches on top. The rear posts are $1\frac{3}{4}$ inches thick, 5 inches wide and curved out on top to $2\frac{3}{4}$ inches. Side boards on outside of post are $\frac{3}{4}$ x 9 inches, 7 feet 6 inches long; side and front boards 7/8 inch thick, and bottom boards 1 inch. The front carriage part is heavily ironed. The size of fifth wheel is 28 inches, $\frac{1}{2}$ inch thick and 2 inches wide. The length of front gear is 41 inches front centers of front and rear crossbar; length of spring from out to out, 44 inches.

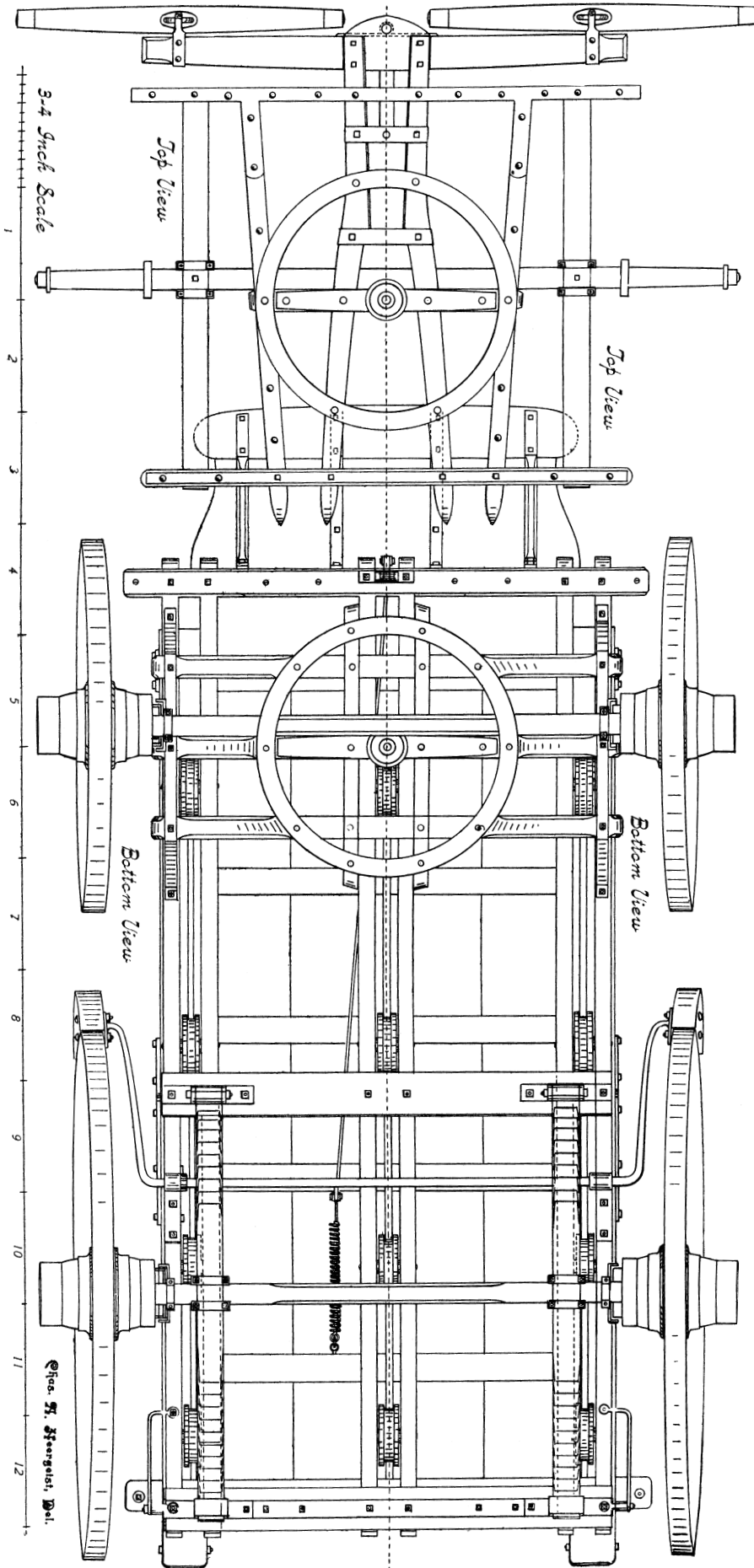
The wheels are 38 x 54 inches; hubs, 12 inches long; size of flanges outside, $9\frac{1}{2}$ x 10 inches, front and back; size of spokes front, $2\frac{3}{8}$ x $1\frac{1}{2}$ inches and $2\frac{1}{2}$ x $1\frac{1}{2}$ inches full for rear wheels; rims, $2\frac{1}{4}$ x 3 inches, and tires, 7/8 x $2\frac{3}{8}$ inches, both front and back; front springs 41 inches long from centers of supports, $3\frac{1}{2}$ inches open; inside plates, $2\frac{3}{4}$ inches wide, 12 plates for each spring, $3\frac{3}{4}$ inches combined thickness; rear springs 45 inches long from center to center of supports; 9-inch opening inside; plates $2\frac{3}{4}$ inches wide, 13 plates with a combined thickness of 4 inches; axles, $2\frac{1}{4}$ inches at square ends; 50 inches between hubs, and width of track 62 inches.



SIDE VIEW OF DUMPING WAGON AND FRONT VIEW OF BODY.
BUILT BY SCOTT & HUTCHINSON, PHILADELPHIA, PA.



THE FRONT AND BACK ELEVATION OF FOUR-WHEEL DUMPING WAGON.





First prize winner for heavy draft team, Philadelphia Work Horse Parade, June 12, 1912. Wagon built by Scott and Hutchinson, Philadelphia, Pennsylvania. *Carriage Monthly* July 1912.