(No Model.)

R. H. BRANCH.

DUMPING WAGON.

No. 356,269. Patented Jan. 18, 1887.

Fig. 1.

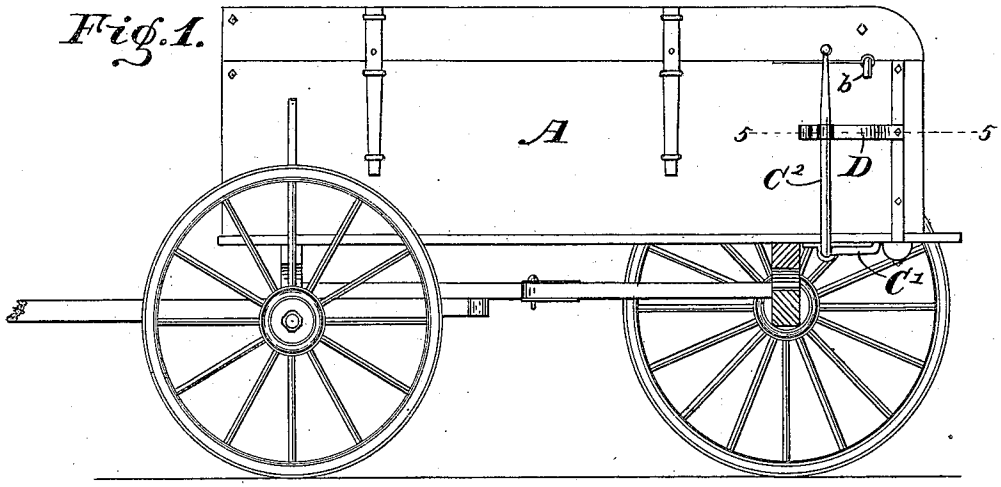


Fig. 2.

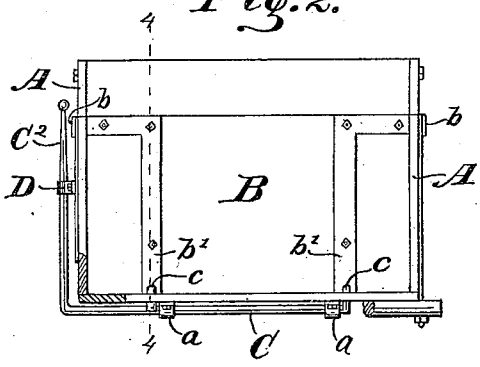


Fig. 3.

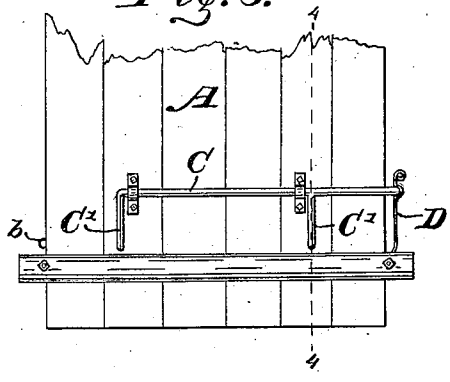


Fig. 4.

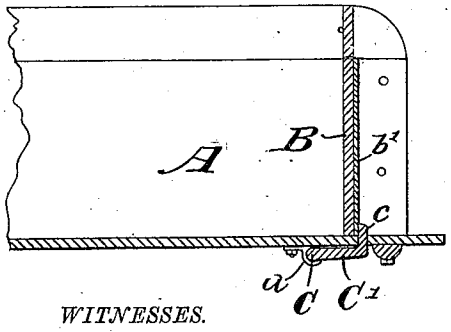
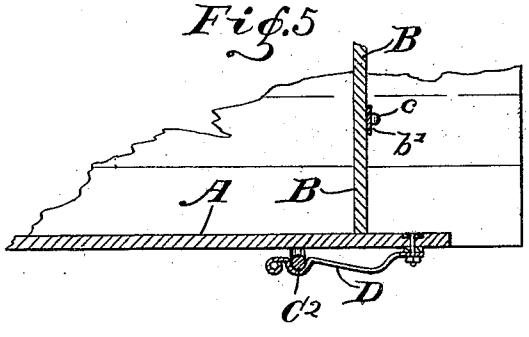


Fig. 5



WITNESSES.

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UNITED STATES PATENT OFFICE.

ROBERT H. BRANCH, OF MARTINSVILLE, INDIANA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 356,269, dated January 18, 1887.

Application filed October 19, 1886. Serial No. 216,618. (No model.)

To all whom it may concern:

Be it known that I, ROBERT H. BRANCH, of the city of Martinsville, county of Morgan, and State of Indiana, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification.

My present invention consists in certain improvements upon that for which Letters Patent of the United States No. 337,476 were granted me, bearing date March 9, 1886, whereby the said invention is rendered simpler and less expensive in construction, as will be hereinafter more particularly described and claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a side elevation of a wagon provided with my said invention; Fig. 2, a rear elevation of the same, certain parts being broken away; Fig. 3, an under side plan of the rear end; Fig. 4, a detail sectional view on the dotted line 4 4; and Fig. 5, a horizontal sectional view on an enlarged scale, looking downwardly from the dotted line 5 5 in Fig. 1.

In said drawings the portions marked A represent the wagon-body; B, the end-gate; C, a rock-shaft carrying studs or detents, which hold said end-board closed, and D a catch by which said rock-shaft is secured in position to hold the end-board when so closed.

The body A may be of the ordinary or any desired construction.

The end-gate B is pivoted to said body by pivots *b*, as shown. It also preferably has metallic wearing-plates or guards *b'*, with which the studs or detents come in contact.

The rock-shaft C extends across underneath the wagon-body, as in my former invention, and is secured thereto by bearings *a*. It, however, differs from that shown in said former invention in that it has the studs or detents *c* formed directly on the arms C', which are rigid therewith. A hand-lever, C^2, is secured to one end of this shaft and extends up alongside the wagon-body, as shown, and by this the shaft may be rocked and the studs or detents *c* thrown into or out of position to engage with the end-gate.

The catch D is secured to the side of the wagon-body, and extends out, and is adapted to engage with the lever C^2 on the rock-shaft. This catch may be the simple spring-catch shown, or of any other desired construction.

The operation is as follows: The parts being in the position shown by the drawings, when it is desired to swing the end-gate open the catch D is pulled outwardly, thus freeing the lever C^2 from its engagement, and said lever swung back toward the rear of the wagon-body, thus throwing the studs or detents *c* down below the level of the bottom of said wagon-body and permitting said end-gate to swing freely. When it is desired to close the end-gate, it is swung shut, the lever pushed back into position, when the catch D will, by its inherent spring force, spring in and engage therewith, thus holding it securely in position. The construction of this catch may of course be varied, as desired.

I am aware that an end-gate has been provided with projecting parts on its lower edge, which engage with catches that are operated through a rock-shaft, and also that sliding catches have been mounted on the end-gates of wagons and arranged to be operated by a rock-shaft; but I am not aware that the particular construction herein shown, and set forth in the claims, has ever been known before.

Having thus fully described my said invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the wagon-body, a swinging end-gate, a rock-shaft provided with arms carrying detents extending up through the bottom of said wagon-body, said end-gate, a lever for operating said rock-shaft, and a catch for securing said rock-shaft in position.

2. The combination, with the swinging end-gate of a wagon-body, of a rock-shaft secured to the under side of said body, provided with arms carrying studs or detents which extend up through the bottom of said body in position to engage with said end-gate, substantially as set forth.

3. The combination, with the rock-shaft for operating the studs or detents which secure the end-gate to the wagon-body, of a spring-catch, D, constructed and operating substantially as described.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 14th day of October, A. D. 1886.

R. H. BRANCH. [L. S.]

In presence of—
C. BRADFORD,
CHARLES L. THURBER.