

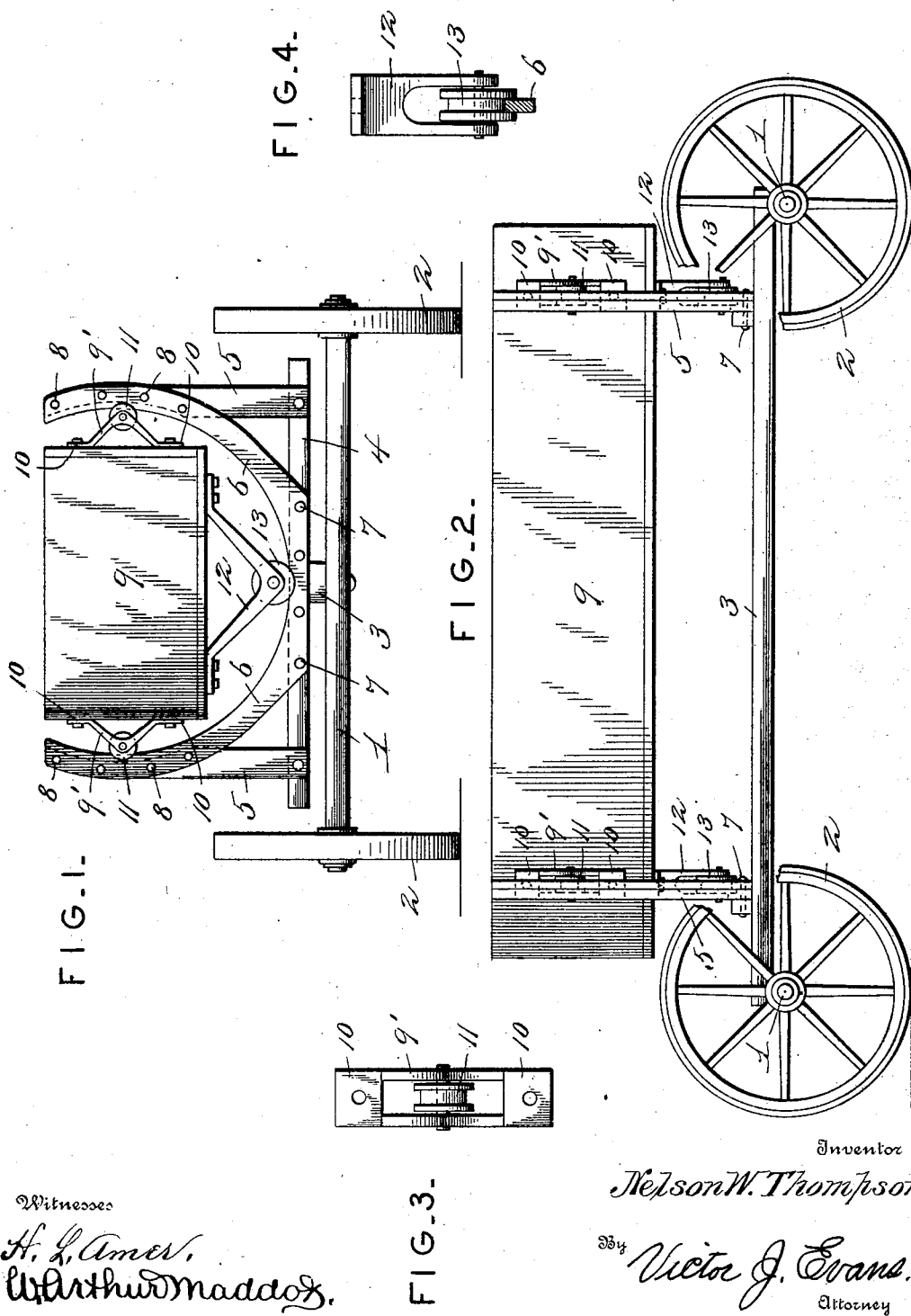
No. 700,102.

Patented May 13, 1902.

N. W. THOMPSON.
SELF LEVELING WAGON.

(Application filed Oct. 18, 1901.)

(No Model.)



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UNITED STATES PATENT OFFICE.

NELSON W. THOMPSON, OF BIGLOW, OREGON.

SELF-LEVELING WAGON.

SPECIFICATION forming part of Letters Patent No. 700,102, dated May 13, 1902.

Application filed October 13, 1901. Serial No. 79,160. (No model.)

To all whom it may concern:

Be it known that I, NELSON W. THOMPSON, a citizen of the United States, residing at Biglow, in the county of Sherman and State of Oregon, have invented new and useful Improvements in Self-Leveling Wagons, of which the following is a specification.

This invention relates to self-leveling wagons, the object in view being to provide, in connection with a wagon for farming or other purposes, means whereby the body of the wagon is adapted to level itself under all conditions, thereby obviating the danger of dumping a portion or all of the contents.

The wagon-body is mounted upon the running-gear or truck in such manner that while it is rendered self-leveling at all times, yet it may be removed from the running-gear or truck whenever occasion requires, thereby adapting different wagon-bodies to be supported upon and carried by the same truck.

With the above and other objects in view the invention consists in the novel construction, combination, and arrangement of parts hereinafter fully described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a front elevation of a wagon, showing the means whereby the body is rendered self-leveling. Fig. 2 is a side elevation of the same. Fig. 3 is an elevation of one of the side brackets of the wagon-body. Fig. 4 is a similar view of one of the bottom brackets.

Similar numerals of reference designate like parts in the several views.

Referring to the drawings, 1 designates a pair of axles provided with the usual carrying-wheels 2, the axles being shown as connected by the ordinary reach-bar 3. Upon the reach-bar are supported bolsters 4 of ordinary construction and provided at or near their opposite ends with standards 5. Between each pair of standards is mounted an arcuate guide or track 6, the inner edge of which is described on the true arc of a circle. This guide or track is bolted or otherwise securely fastened to the bolster, as shown at 7, and is also securely fastened, as shown at 8, to the standards 5. The wagon-body 9 is mounted between the two guides or tracks 6, and in order to properly position and retain in place the wagon-body the latter is pro-

vided on opposite sides with side brackets 9', each provided with terminal flanges 10, by means of which the bracket is bolted to the side of the body. Each bracket is further provided with a grooved and flanged guide-roller 11, which moves on the inner edge of the track 6, the flanges of the roller embracing the track and preventing dislocation of the body.

Secured to the bottom of the body in line with each guide or track 6 is a bottom bracket 12, similar in construction to the brackets 9', but preferably larger. The bracket 12 carries a weight-sustaining roller 13, which is similar in construction to the rollers 11, but larger. This roller 13 is also flanged to embrace the guide or track 6.

It will be understood that two complete sets of brackets 9' and 12 are employed, one set being arranged at or near each end of the wagon-body. The rollers 13 serve to sustain the weight of the wagon-body and the load placed therein, while the side rollers 11 serve as guides for steadying and properly positioning the wagon-body.

In driving upon a side hill the wagon-body will maintain its horizontal position notwithstanding the fact that the axles and other parts of the truck incline in accordance with the slope upon which the wagon is being driven. This obviates any tendency to spill or dump the load contained in the wagon-body. At the same time the wagon-body may be removed from the wagon-truck by partially revolving the body far enough to move one of the guide-rollers 11 beyond the upper end of the track. In this way several bodies may be used upon the same truck.

The parts of the wagon not hereinabove particularly described may be constructed and arranged in any approved manner.

The invention is adapted for use wherever a mechanism is to be carried in level position independently of its support, and is particularly applicable to combined harvesters.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

A self-leveling wagon comprising a truck, bolsters supported thereon and provided with standards, arcuate guides or tracks securely fastened to the body of each bolster and the

standards, a wagon-body, bottom brackets on
said body provided with grooved and flanged
rollers in engagement with the tracks, and
side brackets on the wagon-body provided
5 with grooved and flanged rollers also in en-
gagement with the tracks, substantially as
and for the purpose specified.

In testimony whereof I affix my signature
in presence of two witnesses.

NELSON W. THOMPSON.

Witnesses:

H. A. MOORE,
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