(No Model.)

# W. E. WELCH.

## DUMPING WAGON.

No. 409,083, Patented Aug. 13, 1889.

Fig. 1.

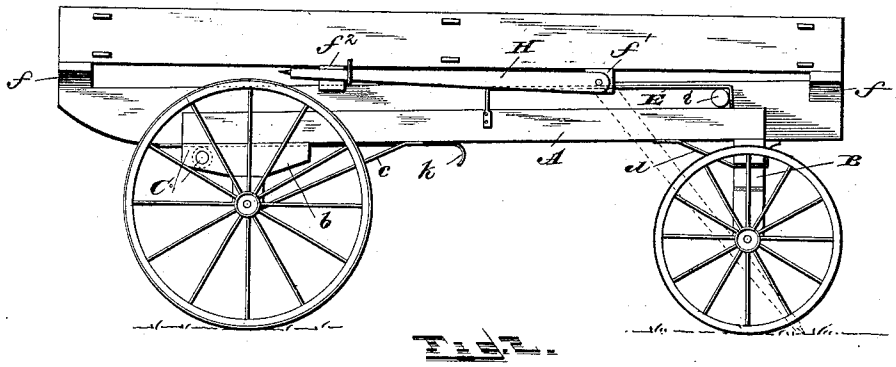



Fig. 2.

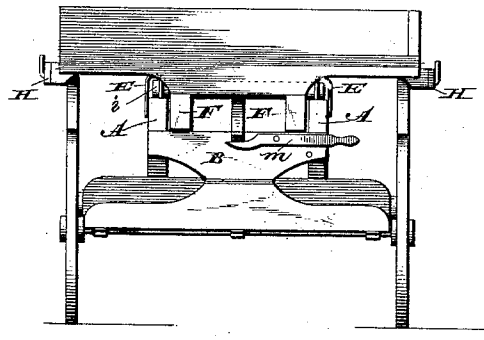
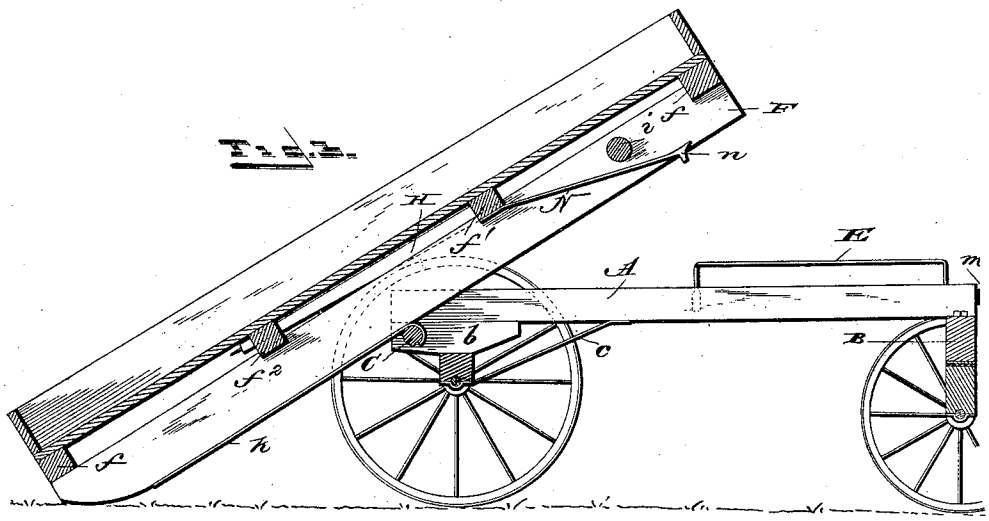



Fig. 3.




Witnesses
G. S. Elliott.
E. M. Johnson

William E. Welch.
Inventor

By his Attorneys
Wright Brown & Quinby

N. PETERS. Photo-Lithographer, Washington, D. C.

# UNITED STATES PATENT OFFICE.

WILLIAM E. WELCH, OF BUSHTON, ILLINOIS.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 409,083, dated August 13, 1889.

Application filed May 9, 1889. Serial No. 310,181. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM E. WELCH, a citizen of the United States of America, residing at Bushton, in the county of Coles and State of Illinois, have invented certain new and useful Improvements in Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in wagons.

The object of my invention is to provide a wagon with a sliding body, which when the truck is moved forwardly will dump or assume an inclined position to enable the wagon to be readily loaded or unloaded, such a wagon being especially adapted for carrying broom-corn or other similar material; and it consists in the construction and novel arrangement of parts, as will be hereinafter more fully set forth and particularly claimed.

In the accompanying drawings, Figure 1 is a side view of a wagon constructed in accordance with my invention. Fig. 2 is a front view. Fig. 3 is a longitudinal section.

A refers to the side beams of the running-gear, which are rigidly secured at their forward ends to the bolster B, beneath which is located the fifth-wheel, the forward axle being bolted to the bolster in the usual manner. The rear ends of the beams A have rigidly attached thereto blocks *b*, to which is secured the hind axle, and these blocks form journals for a roller C, upon which the wagon-body slides. Braces *c* extend from the hind axle forwardly, and are secured at their forward ends to the under side of the beams A, and braces *d* extend from the under side of the bolster B to the under side of the beams A.

Raised slightly above the beams A and running parallel therewith are guide-bars E, the forward ends of which are driven into the upper side of the beams, while their rear ends are bent outwardly and secured to the sides of the beams.

The body of the wagon is rigidly mounted upon parallel beams F F, located near the center of the body and rigidly connected to each other by cross-pieces *f f*, to which the bottom boards of the wagon are secured. To the ends of the cross-pieces *f'* are pivoted levers H, the free ends of which engage with hooks attached to the outer ends of the cross-pieces $f^2$ when not in use. Near the forward ends of the beams F is journaled a roller *i*, the ends of which project beyond the beams and pass under the guide-rods E when the body is slid forwardly.

To the bolster B is pivoted a lever *m*, provided with a handle which projects beyond the bolster and overbalances the opposite end thereof, which engages with a spring-catch N, secured to the cross-piece *f'* of the wagon-body for holding the body upon the truck.

When it is desired to change the wagon-body from a horizontal to an inclined position, so that the same may be readily loaded or unloaded, the levers H are swung upon their pivots to assume the position shown in dotted lines, Fig. 1, and the truck drawn forward, the levers H, after the catch N is released, will cause the body to slide rearward, and after the rollers *i* pass beyond the guide-rods E the hooks *k*, secured to the under side of the beams A, will engage with the roller C, and thus throw the body to the inclined position shown in Fig. 3.

The catch N, instead of engaging with the end of the lever *m*, may engage directly with the bolster B, and the lever *m* may be used for throwing said catch out of engagement.

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

1. The combination, with the running-gear of a wagon, constructed substantially as shown and provided with longitudinal beams A, having guide-rods E, and roller C, of a body having parallel beams F, the catch N, and a roller *i*, with projecting ends which pass beneath the guide-rods E, the under side of the beams F having hooks which engage with the roller C, substantially as shown, and for the purpose set forth.

2. The combination, in a dumping-wagon

having a body adapted to slide upon the running-gear and tilt thereon, of the pivoted levers H, carried by the body and adapted to be thrown to a vertical position at each side of said body to hold it stationary relative to the movement of the truck or "running-gear," substantially as shown, and for the purpose set forth.

3. The combination, with the running-gear of a vehicle, of longitudinal beams A, above which are mounted guide-rods E, the rear ends of which are bent outwardly and secured to the sides of the beams to permit the ends of the roller *i* to pass beneath the guide-rods and abut against the forward ends thereof to limit the forward movement of the body on the running-gear, substantially as shown.

4. The combination, in a dumping-wagon, of the running-gear provided above the longitudinal beams thereof with guide-rods E, a roller C, journaled at the rear ends of the running-gear, a pivoted lever *m*, secured to the front bolster, a body having longitudinal beams F F, to which are secured cross-pieces *f*, *f'*, and $f^2$, a roller *i*, the ends of which project and roll upon the beams A, a hook *k*, the catch N, and pivoted levers H, the parts being organized substantially as shown.

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

WILLIAM E. WELCH.

Witnesses:
HENRY A. NEAL,
ELI WILEY.