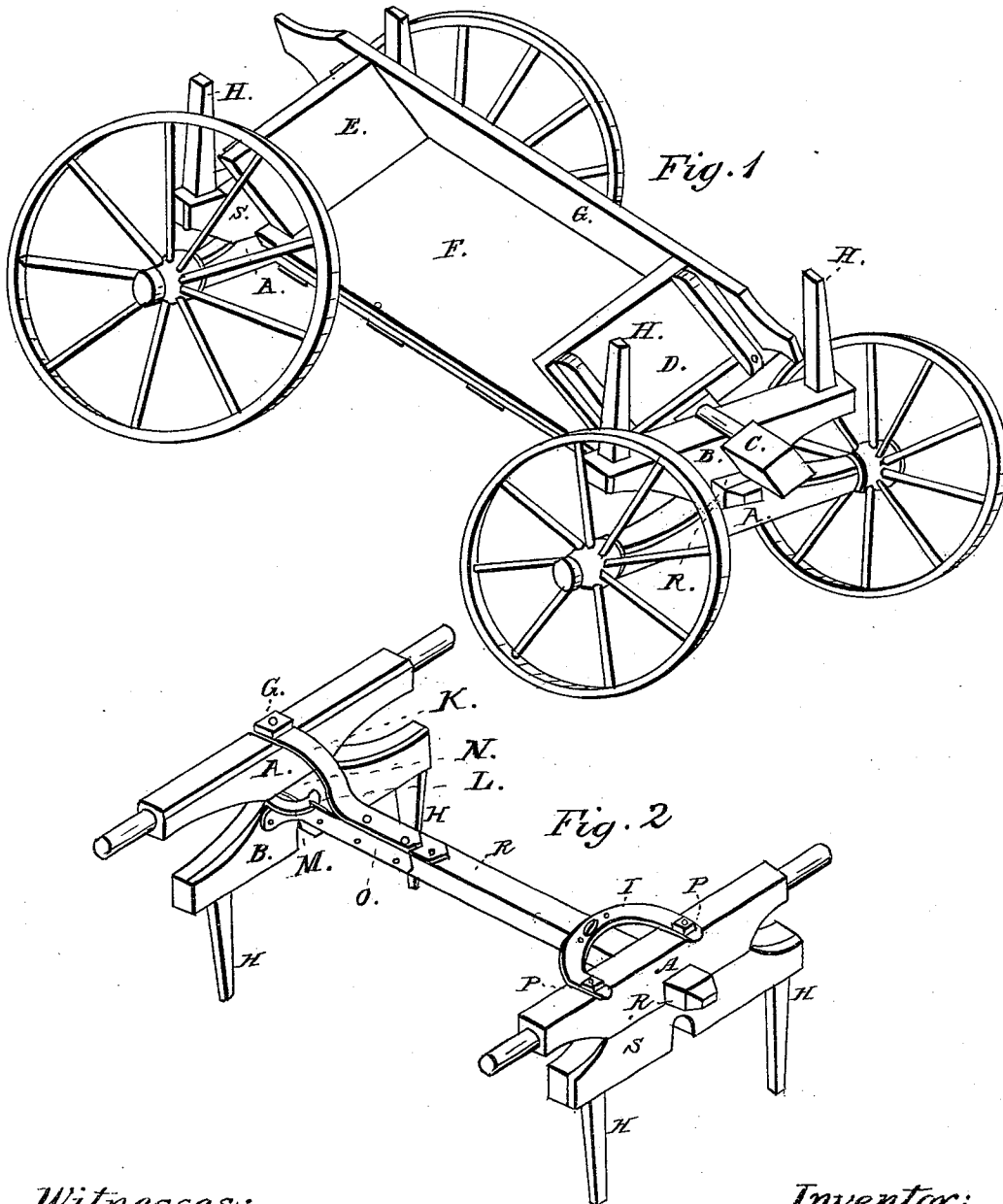


J. ESCH.
Dumping Wagon.

No. 98,044.

Patented Dec. 21, 1869.



Witnesses:

W. A. Hornor,
J. B. Smith

Inventor:

Joh. Esch

United States Patent Office.

JOHN ESCH, OF MILWAUKEE, WISCONSIN.

Letters Patent No. 98,044, dated December 21, 1869.

IMPROVEMENT IN DUMPING-WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, JOHN ESCH, of the city and county of Milwaukee, and State of Wisconsin, have invented a new and useful Improvement in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a perspective view of my invention.

Figure 2, a view of under part of the wagon, turned bottom side up to show the reach and iron-work.

Similar letters of reference in each of the figures indicate corresponding parts.

A A are the wagon axle-trees.

B, the forward bolster.

C, the roller and support of the box of the wagon.

D, the forward end-board.

E, the rear end-board. Both of the end-boards are fixed to the bottom of the wagon.

F, wagon-bottom.

G, side board to wagon-box.

H H H H, standards, which the side-boards G rest against, and hold the load in the wagon.

I, iron, secured to the hind axle-tree and reach. This iron makes a short bend, so as to allow the box to tip up and discharge its load. It is fastened to the axle-tree by two bolts, and to the reach by a bolt through the reach and a clip round the reach.

K, an iron, passing from the reach to the forward axle-tree, and secured to the reach by bolts, and its forward end to the forward axle-tree by the king-bolts and nut.

L, an iron, the rear end of which is fastened to the reach by a bolt passing through K, and the forward end crooked up and passing into a hole in the iron N.

M, a fifth-wheel or iron, made in the form of a

semicircle. The end of it is fastened to the forward axle-tree, and the rear bow passing over iron L, and back of the hook in it.

N, a T-piece of iron, secured to the reach and bolster B.

O, side brace, attached to the bolster B and reach R, to hold it stiff in position.

P P, bolts, to hold iron I to rear axle-tree A.

Q, king-bolt and nut.

S, hind bolster.

Operation.

Fill in a load into box C, D, E, F, and G, and drive to such place as you desire to leave your load. Pull out one of the side-boards G, and tip the box, as shown in fig. 1, and the load will slide out. Then put back the side-board, and drive for another load.

The iron I, being short, suffers the box to tip up without touching. The forward irons K, L, M, and N, secure the reach and forward axle-tree and bolster B together. The fifth-wheel M, catching over the hook in L, will hold the wagon together, if the king-bolt is out of place.

Claims.

I claim, as my invention—

1. A dumping-wagon, consisting of the axle-trees A A, iron I, reach R, iron K, king-bolt Q, bolsters B and S, roller C, body D, E, F, and G, substantially as described.

2. Axle-trees A A, reach R, and irons I and K, and king-bolt Q, substantially as described.

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Witnesses:

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