

No. 708,134.

Patented Sept. 2, 1902.

R. J. GLENN.  
DUMPING WAGON.

(Application filed May 28, 1902.)

(No Model.)

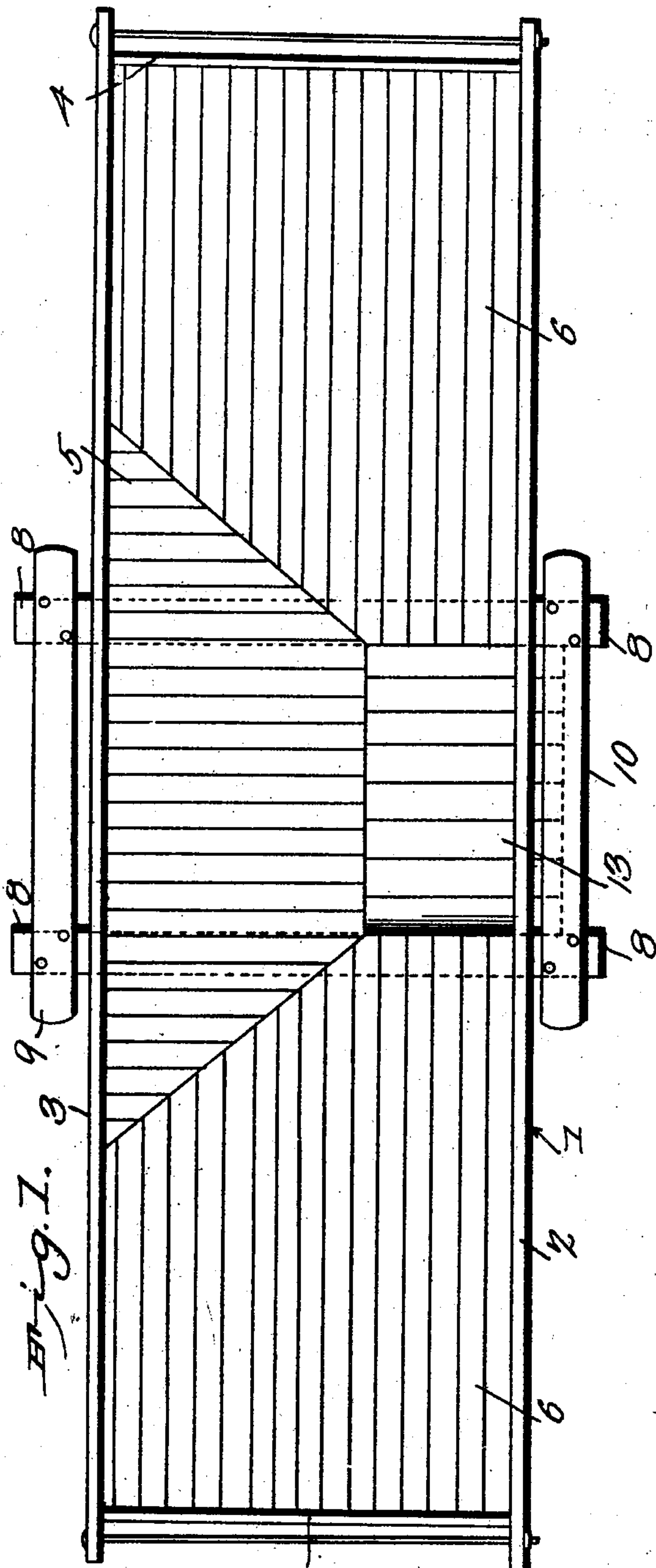


Fig. 1.

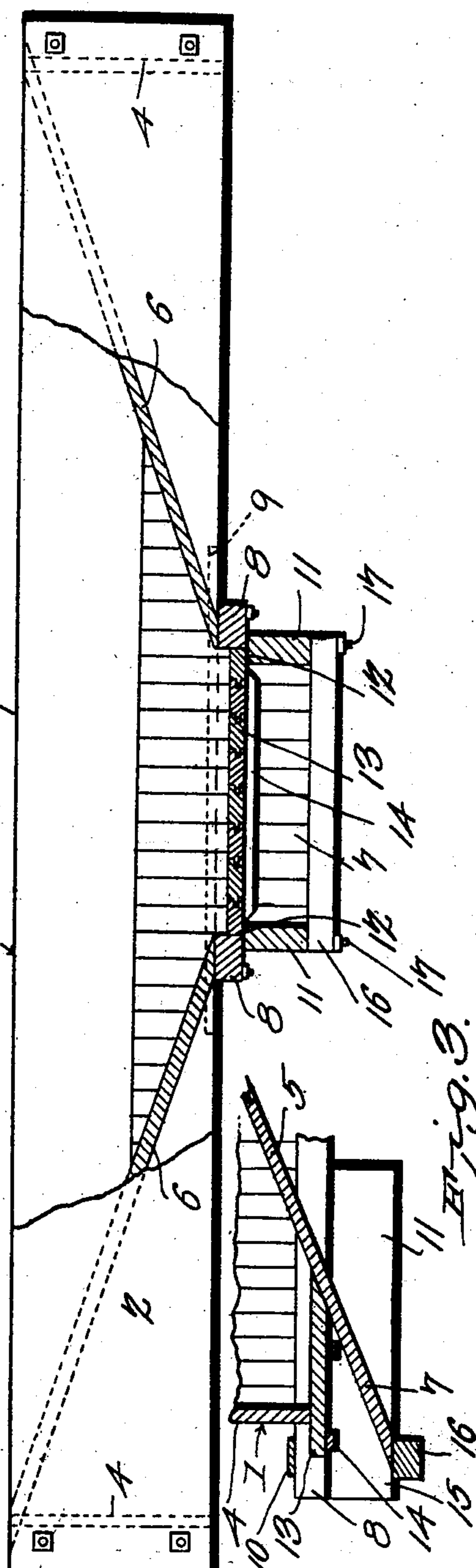


Fig. 3.

Witnesses  
E. J. Stewart  
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R. J. Glenn, Inventor.  
by C. A. Snow & Co. Attorneys



# UNITED STATES PATENT OFFICE.

ROBERT J. GLENN, OF VERONA, ILLINOIS.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 708,134, dated September 2, 1902.

Application filed May 28, 1902. Serial No. 109,376. (No model.)

*To all whom it may concern.*

Be it known that I, ROBERT J. GLENN, a citizen of the United States, residing at Verona, in the county of Grundy and State of Illinois, have invented a new and useful Dumping-Wagon, of which the following is a specification.

The invention relates to improvements in dumping-wagons.

10 The object of the present invention is to improve the construction of dumping-wagons and to provide a simple and comparatively inexpensive one designed for hauling ear-corn, grain, and the like and capable of enabling the same to be readily discharged at one side of the wagon-body.

15 A further object of the invention is to provide a wagon body or bed of this character adapted to be used on any ordinary running-gear.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a plan view of a dumping-wagon body constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view, partly in elevation. Fig. 3 is a detail sectional view taken transversely of the wagon-body and illustrating the construction of the discharge-chute.

30 Like numerals of reference designate corresponding parts in all the figures of the drawings.

35 1 designates a wagon-body provided with sides 2 and 3 and ends 4 and having a sloping bottom composed of an inclined side portion or section 5 and inclined end sections 6. The end sections 6 incline downward longitudinally of the vehicle-body and terminate short of the center of the same, and the inclined side portion or section 5 is provided with a central transverse extension 7, extending downward below the lower ends of the sections 6 and forming the bottom of a discharge-chute. The lower ends of the sections 6 are supported by transverse cleats 8, projecting from the sides of the wagon-body and supporting the side steps 9 and 10, and depending from the transverse cleats are short side pieces 11, forming the sides of the

discharge spout or chute. The side pieces 11, which depend from the cleats 8, extend inward beyond the inner longitudinal edges of the same to form supporting-shoulders 12 for a slide or cut-off 13, which closes the discharge spout or chute at the top thereof and completes the bottom of the wagon-body. The slide or cut-off is supported by transverse cleats 14, secured to its lower face, it being preferably composed of tongue-and-grooved bars, as clearly shown in Fig. 2, and any suitable means may be employed for securing the slide in its closed position. The lower end 15 of the extension 12 is supported by a horizontal bar 16, secured to the side pieces 11 and located below the adjacent step 10, being preferably secured in place by continuous bolts 17, extending through the step, the cleats, the side pieces, and the bottom bar 16. A supplemental chute is designed to be employed for conducting the contents of the dumping-wagon from the discharge spout or chute to a bin or elevator or the like.

75 The wagon-body, which is removably arranged on the ordinary running-gear, when in use is adapted to be turned end for end to arrange the discharge spout or chute at either side, and the inclined side section, which may extend to the top of the side 3, preferably extends only about midway between the top and bottom of the same to provide the necessary inclination or slope for the extension 7.

80 It will be seen that the dumping-wagon is exceedingly simple and inexpensive in construction and that the contents will automatically discharge through the spout or chute at the bottom when the slide or cut-off is opened.

90 What I claim is—

1. A dumping-wagon comprising a body having a bottom composed of oppositely-inclined tapering end sections terminating short of the center and spaced apart thereat, and an oppositely-tapered transversely-inclined side section extending through the space between the inner ends of the end sections and forming a continuous incline from one side of the body to the other, sides depending from the body and forming with the extension of the side section, a discharge spout or chute, and a cut-off, substantially as described.

2. A dumping-wagon comprising a body having a bottom composed of inclined end sections terminating short of the center of the body, and an inclined side section having a  
5 central transverse extension extending downward between the ends of the end sections, cleats extending transversely of the body and supporting the lower ends of the end sections, side pieces arranged at the side edges of the  
10 central transverse extension of the inclined side section and projecting inward beyond the cleats to form supporting-shoulders, and a horizontal slide arranged on the supporting-shoulders, substantially as described.

15 3. A dumping-wagon comprising a body having a bottom composed of inclined end sections, and an inclined side section having a transverse extension extending downward

at an inclination, transverse cleats secured to the wagon-body and extending beyond the  
20 same, side pieces arranged at the side edges of the extension and projecting inward beyond the cleats to form supporting-shoulders, a horizontal slide or cut-off arranged on the  
25 shoulders, and a horizontal bar arranged beneath the lower end of the extension and secured to the side pieces, substantially as described.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in  
30 the presence of two witnesses.

ROBERT J. GLENN.

Witnesses:

L. A. WHITTEMORE,  
H. H. MCCORMICK.