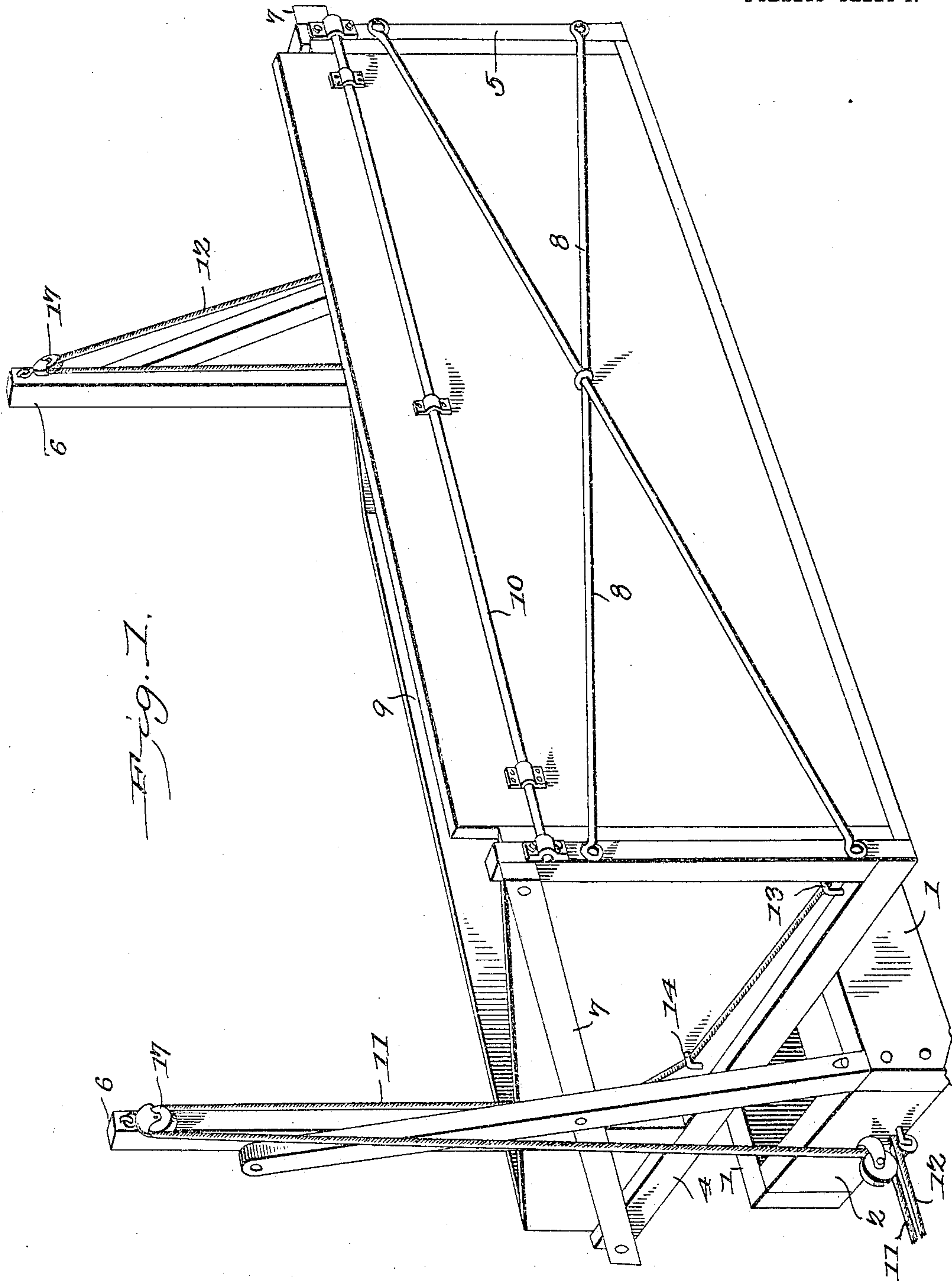


No. 787,934.

PATENTED APR. 25, 1905.

J. R. MORGAN.  
DUMPING WAGON.  
APPLICATION FILED SEPT. 8, 1904.

2 SHEETS—SHEET 1.



Witnesses  
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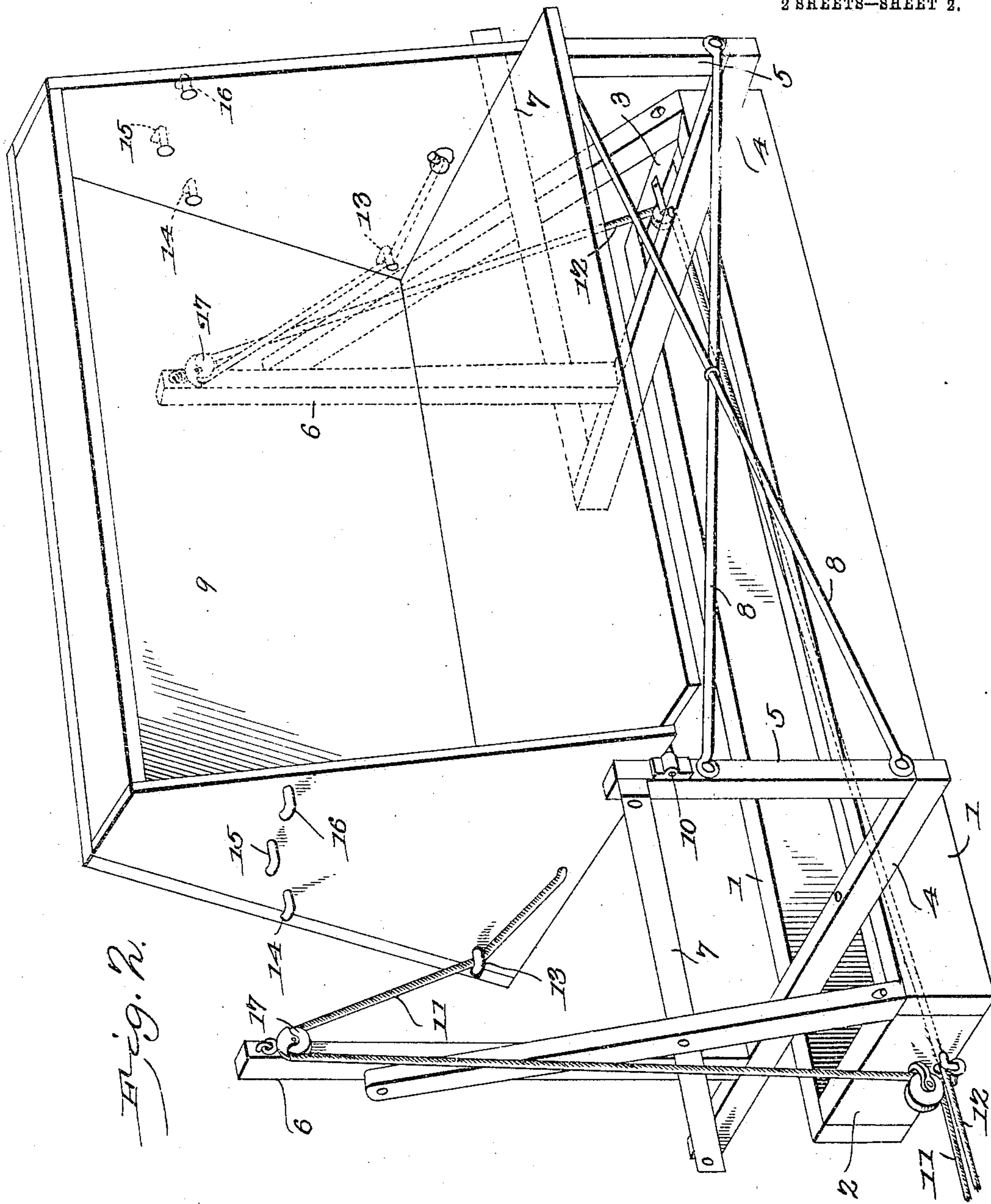
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# UNITED STATES PATENT OFFICE.

JEROME R. MORGAN, OF COATS, KANSAS.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 787,934, dated April 25, 1905.

Application filed September 8, 1904. Serial No. 223,744.

*To all whom it may concern:*

Be it known that I, JEROME R. MORGAN, a citizen of the United States, residing at Coats, in the county of Pratt and State of Kansas, have invented a new and useful Dumping-Wagon, of which the following is a specification.

This invention relates to dumping-wagons, such as are used for quickly unloading the same by tilting the wagon-body, so as to cause the contents thereof to be dumped to one side.

The object of the invention is to simplify the construction and to increase the effectiveness of the operation of a device of this character; and with these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a perspective view of a dumping-wagon constructed in accordance with the principles of the invention. Fig. 2 is a perspective view of the wagon, showing the box of the same in dumping position.

Corresponding parts in both figures are indicated by like characters of reference.

For the purpose of supporting the improved tilting wagon-body a simple framework has been devised, which includes a frame composed of the wagon-sills 1 1, which are connected and spaced apart by front and rear end pieces, (designated, respectively, 2 and 3.) These sills support a pair of cross pieces or braces 4 4, each of which is provided at one end thereof with a vertical post 5. Each of the braces 4 also supports near its opposite end

an upright or derrick member 6. Braces 7 extend obliquely from the ends of the braces 4, across the uprights 6, and to the upper ends of the posts 5, with which they are firmly connected.

The upper and lower ends of the posts 5 5 at the front and rear ends of the structure are connected by means of diagonal cross-braces 8 8, which serve to strengthen and reinforce the entire structure.

9 designates the wagon box or body, which is pivotally connected at its upper corners with the upper ends of the posts 5 5. The connection between said wagon-body and posts may be effected by means of a rod or axle member 10, clipped or otherwise secured to the side of the wagon-body and having extending ends suitably boxed or journaled in the upper ends of the post 5; but the precise manner of pivotally mounting the wagon-box may be greatly varied within the scope of the invention.

In the accompanying drawings a wagon-box has been shown having sides of unequal height. Wagons having boxes or bodies of this character are commonly used in connection with headers for the purpose of receiving the grain discharged from the header-spout, and the invention may be conveniently and successfully applied to wagon-boxes of this character; but it is to be distinctly understood that no limitation is made with regard to the size, shape, or general character of the wagon-box used in connection with the invention.

Suitably connected with the ends of the wagon-box adjacent to the posts 5 are ropes, cables, or other suitable flexible hoisting elements 11 and 12, the member 11 being attached to the front end and the member 12 to the rear end of the wagon-box. These hoisting elements are guided under guide members or catches 13, located at the lower corners of the front and rear of the wagon-box adjacent to the posts 5, and under similar auxiliary guides or catches located on the lines of arcs extending from the lower to the upper edges of the ends of the wagon-body, as clearly shown in the drawings, where said auxiliary catches or guides are designated 14, 15, and 16, it being understood that any desired num-



ber of said guides may be employed. The hoisting elements after passing under the several guides are reeved through pulleys at the upper ends of the uprights 6, said pulleys being designated 17. From thence the hoisting elements are guided over pulleys 18, connected with the front and rear end frame-pieces 2 and 3 and in a forward direction, the extremities of said hoisting elements being connected with each other in order to enable draft to be conveniently attached thereto.

It will be readily seen that when draft is exerted upon the connecting ends of the hoisting elements the latter will engage and exert an upward stress upon the guides secured upon the ends of the wagon-body, which latter will thus be gradually tilted to the position shown in dotted lines in Fig. 1, causing the contents of said box or body to be discharged to one side. The weight of the wagon-body will restore it to normal position when the draft is detached.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of this invention will be readily understood. The draft required to tilt the wagon-body in order to discharge the load will be exerted gradually and evenly and only a moderate amount of power will be required to effect the operation. The contents of the wagon-body will be discharged over its upper edge and will thus be sufficiently elevated to enable it to be discharged into a receptacle the receiving-opening of which is almost on a level with the upper edge of the wagon-body.

Having thus described the invention, what is claimed is—

1. In a device of the class described, a pair of cross-braces, posts at the ends of said braces, diagonal members connecting the upper and lower ends of said posts, and a wagon-box connected pivotally at one side with the upper ends of said posts, the side of said wagon-box being normally supported against said diagonal members.

2. In a device of the class described, a pair of posts, a wagon-box connected pivotally at one side thereof with the upper ends of said posts, uprights spaced apart from said posts, pulleys at the upper ends of said uprights, and suitably-guided flexible hoisting elements connected with the wagon-body adjacent to the posts and reeved through the pulleys at the upper ends of the uprights.

3. A pair of posts, a wagon-box connected pivotally at one side thereof with the upper ends of said posts, uprights spaced apart from said posts, rope-guides at the upper ends of said uprights, guides or catches upon the ends of the wagon-box, flexible hoisting elements connected with the wagon-box adjacent to the post, guided over the catches upon the ends of the wagon-box and reeved through the rope-guides at the upper ends of the uprights, and auxiliary guiding members for said hoisting elements whereby the latter may be joined together for the attachment of draft.

4. In a dumping-wagon, a pair of wagon-sills, suitably spaced and connected, cross-braces upon said sills, posts at the ends of said braces, uprights supported upon said braces and spaced apart from the posts, pulleys at the upper ends of said uprights, a wagon-box connected pivotally with the posts at the upper corners of one side of said box, catches or guides upon the ends of the wagon-box, flexible hoisting elements connected with the ends of the wagon-box adjacent to the post, said flexible elements being guided under the catches upon the ends of the wagon-box and reeved through the pulleys at the upper ends of the uprights, and guide-pulleys for said flexible elements whereby they are guided to the point of attachment of the draft.

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

JEROME R. MORGAN.

Witnesses:

J. S. JONES,

J. H. HICKMAN.