(No Model.)

H. F. W. KOEHLER.

DUMPING WAGON.

No. 261,362. Patented July 18, 1882.

Fig. 1.

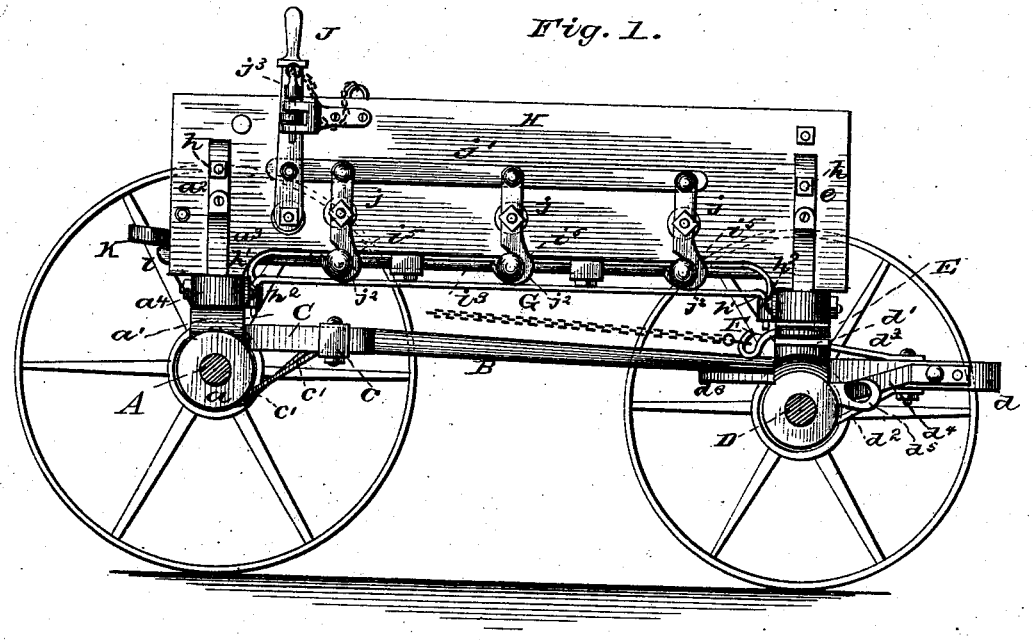


Fig. 2.

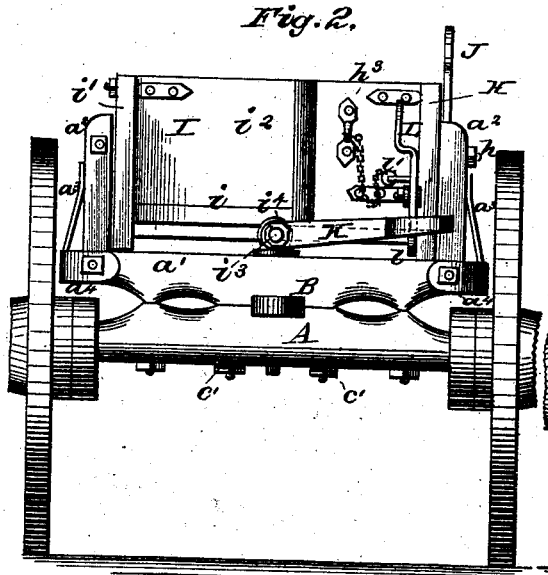


Fig. 3.

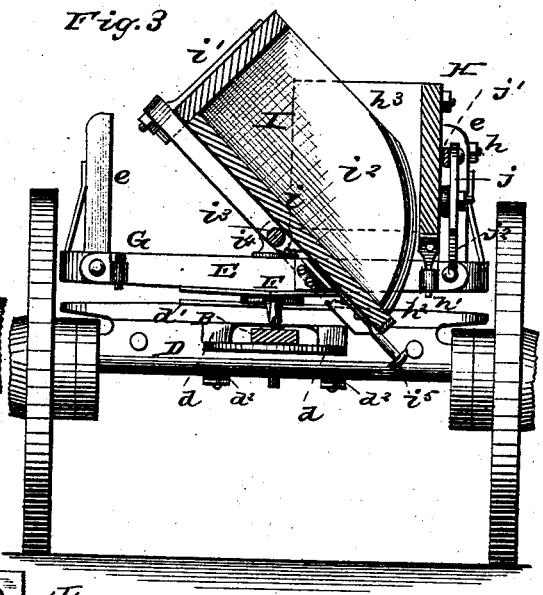
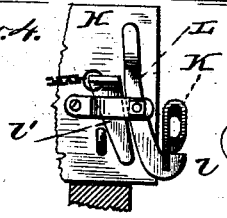


Fig. 4.



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DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 261,362, dated July 18, 1882.

Application filed April 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. W. KOEHLER, of St. Joseph, in the county of Buchanan and State of Missouri, have made a new and useful Improvement in Dumping-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a side view of my improved wagon; Fig. 2, a rear end view of the same, and Fig. 3 a rear end view, partially in section, with the dumping portion of the body in its tipped position. Fig. 4 is a detached view of levers K and L.

This invention has for its object the production of a wagon which shall have a capacity for use either as an ordinary carrying-wagon or as a dumping-wagon; and it consists mainly in certain special features of construction by means of which this capacity is obtained without complexity of construction.

It consists, further, in certain specific details of construction of a general nature, as will be fully described hereinafter.

In the drawings, A represents the rear axle of the wagon, which is provided at its shoulder with the annular plate or disk *a*, adapted to fit snugly within the inner band of the wheel for the purpose of excluding sand from the bearing parts.

a' represents the bolster, rigidly secured to the axle in any proper manner, and a^2 standards rising therefrom, as shown.

a^3 represents a brace-bar extending from the outer end of the bolster to the standard near its upper end, as shown.

a^4 represents a strengthening-plate inclosing the end of the bolster, as shown.

B represents the coupling-bar, provided with the usual openings for the king-bolts, as shown.

C C represent hound-pieces extending forward from the rear axle, *c*, a strengthening-plate surrounding the hound-pieces near their front ends, and *c' c'* diagonal brace-bars extending from the strengthening-plate back to the axle, as shown.

D represents the front axle, having the usual king-bolt opening, and the bars *d d* for receiving the rear end of the pole.

d' represents the usual bearing-plate on the top of the axle, and d^2 d^2 brace-bars extending forward from the same onto the bars *d d*, as shown.

d^3 d^3 represent similar brace-bars extending from the top of the axle, as shown.

d^4 d^4 represent diagonal brace-bars uniting the pole-bars *d d* to the axles, which are provided at the axle end with a hook, d^5, as shown.

d^6 represents a curved bearing-plate extending from the rear side of the axle, as shown.

E represents the front bolster, which is provided with standards *e*, which are similar in construction to the one previously described.

F represents a hook-plate, which is held between the upper surface of the axle and the lower surface of the bolster by the king-bolt, the hook of which is adapted to hold the end of the brake-chain when desired.

G represents a rod by means of which the front and rear bolsters on one side of the wagon are connected together.

The wagon, as thus described, is adapted to take any proper kind of body or frame. The special construction by means of which it is adapted for dumping will now be described.

H represents what may be called, for convenience, a "permanent side board," although it may be readily removed when desired, which is united to the standards on one side of the wagon by bolts *h* near the upper ends of the same, and to the bolsters by studs or pieces *h'* projecting into proper sockets h^2, as shown.

h^3 h^3 represent end pieces projecting from the side nearly to the center of the wagon, as shown.

I represents what may be called, for convenience, the "dumping" portion of the wagon-body, consisting of a bottom board, *i*, a side board, *i'*, and end pieces, i^2 i^2, rigidly secured together.

i^3 represents a central bar rigidly secured to the lower side of the bottom board, *i*, which is provided at each end with journals adapted to rest in the bearings i^4, which bearings constitute the heads of the king-bolts, as shown.

J represents a lever pivoted on the permanent side board, near the rear end of the same, and *j j j* a series of levers pivoted at proper points on the side board, each of which is connected above to a sliding bar, *j'*, which is united to the lever J and adapted to be actuated thereby.

j^2 represents a hook formed at the lower end of each lever, and i^5 a headed stud or pin projecting from the adjacent edge of the bottom board, i, in such position as to be caught by the hooks when the parts are in their normal position.

j^3 represents a locking pin and plate by means of which the lever J may be secured against accidental displacement during the movement of the wagon.

K represents a lever rigidly secured to the rear end of the bar i^3, by means of which this bar may be oscillated to dump the contents of the wagon whenever the parts are in their unlocked position.

L represents a lever pivoted to the inner side of the permanent side board at its rear end, which is provided at its lower end with a hook, l, adapted, when properly actuated, to catch the end of lever K and hold it against downward movement.

l' represents a locking-plate by means of which the lever L may be fastened when desired.

By means of the special details of construction herein described the advantages of simplicity and strength are obtained.

The wagon may be used either for an ordinary carrying-wagon or a dumping-wagon, as may be desired.

The dumping action is as follows: The proper place having been reached, the locking-pin l' is removed to release the lever L and the locking-pin j^3 to release the lever J. The levers L and J then being actuated, the body portion will be released from the permanent side board, so that the body portion may be oscillated by the lever K.

The use of the lever L and its locking-plate may be dispensed with when the wagon is going but a short distance.

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

1. In combination with the body portion I, having the central bar, i^3, the lever K for oscillating the body portion, as described.

2. In combination with the lever K, the lever L for securing the same.

3. In combination with the lever K, the lever L and the locking-plate for securing the latter.

4. In combination with a permanent side board and a dumping body portion, the levers L K J, combined and arranged as described.

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Witnesses:
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