No. 609,816. Patented Aug. 30, 1898.

P. KRAMER.

DUMPING TRUCK OR CAR.

(Application filed Apr. 11, 1898.)

(No Model.)

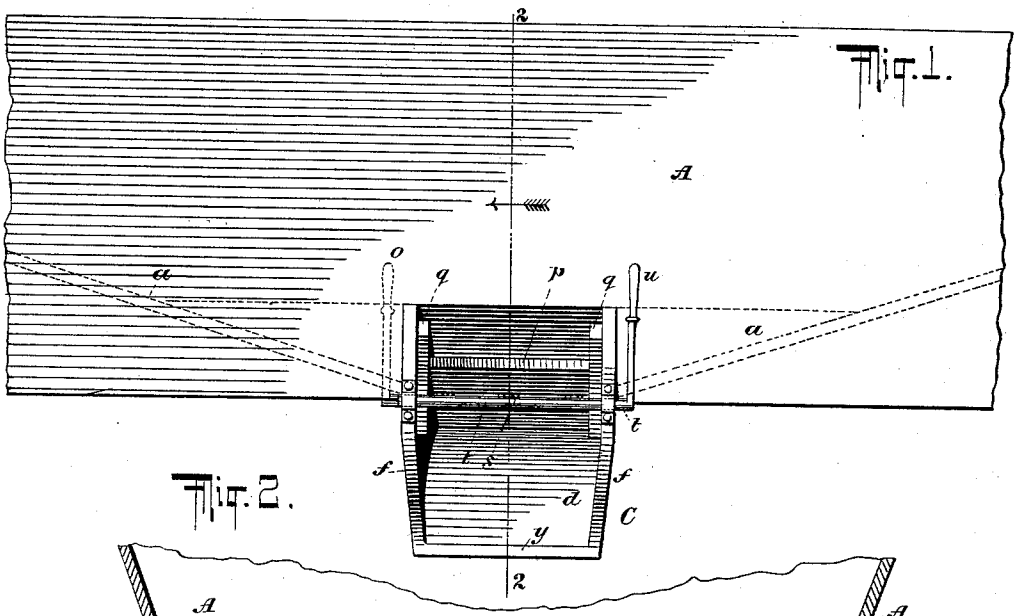


Fig. 1.

Fig. 2.

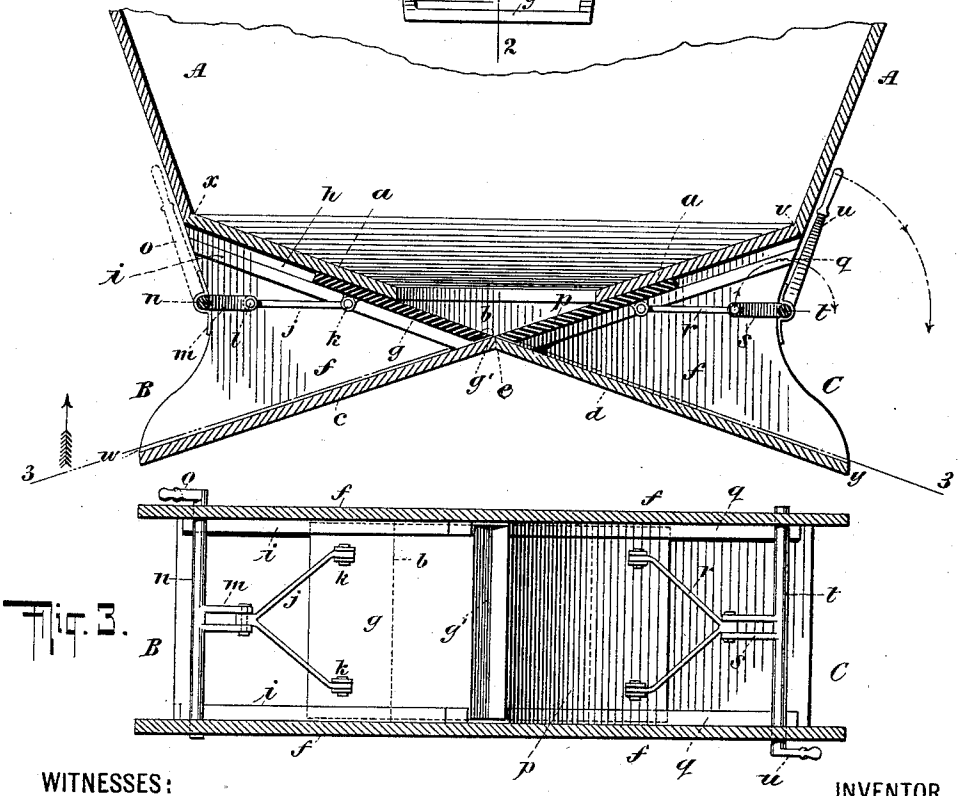


Fig. 3.

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DUMPING TRUCK OR CAR.

SPECIFICATION forming part of Letters Patent No. 609,816, dated August 30, 1898.

Application filed April 11, 1898. Serial No. 677,133. (No model.)

To all whom it may concern:

Be it known that I, PHILIP KRAMER, a resident of New York, borough of Brooklyn, Kings county, and State of New York, have invented a new and Improved Dumping Truck or Car, of which the following is a specification.

My invention relates to dumping trucks, cars, or carts, and has for its object to produce a structure of the class described from which its contents can be dumped either to one side or the other of the car or truck body in a very efficient manner.

To these ends my invention consists in the construction of a dumping truck or car as hereinafter claimed.

My invention will be understood by referring to the accompanying drawings, in which—

Figure 1 is a side view of a truck-body and dumping arrangement embodying my invention. Fig. 2 is a section on line 2 2 of Fig. 1; and Fig. 3 is a sectional underneath or bottom plan view of the chute portion of the body, the section being taken on line 3 3 of Fig. 2.

In the drawings, A is a body, hereinafter for convenience called a "truck-body," although by such term I mean also to include all sorts of bodies for transporting material, such as car-bodies, cart-bodies, and wagon-bodies. The sloping bottoms *a* thereof convey the contents of the truck-body to the middle portion of the said body. At the middle portion of the said body is an aperture *b*, located above a double delivery-chute B C, comprising the sides *f f* and the inclined bottoms *c d*, which converge at the apex *e*. These chutes thus constructed constitute the delivery-chutes for the contents of the truck, by which means the said contents can be dumped to one side or to the other of the truck-body. The chute B is provided with a gate *g*, sliding in a way *h*, formed by an inclined bottom *a* of the truck-body and a cleat *i*. This sliding gate *g* preferably forms a prolongation of the chute-bottom *d*, and being substantially parallel with the truck-body bottom *a* the coal or other contents will have a clear run from the point *x* to the point *y* at the end of the delivery-chute C, as will be explained. The sliding gate *g* may be positively operated by any means desired. The means preferably employed by me consists of a link *j*, pivoted at one end *k* to the sliding gate and at the other end *l* to a lever *m*, carried upon a rock-shaft *n*, which is actuated by a handle *o*. The link and lever constitute a toggle-joint.

It will be obvious that by drawing the handle downward in the direction of the arrow in Fig. 2 the toggle-joint system *m j* will slide the gate *g* upward in its ways. The truck-body is or may be likewise provided with another sliding gate *p*, shown as forming a prolongation of the bottom *c* of the delivery-chute B and sliding in a way formed by the bottom *a* of the truck-body and a cleat *q*, parallel thereto. This sliding gate *p* may likewise be positively operated in any usual manner, but is preferably operated by the link *r*, pivoted at one end to the gate *p* and at the other end to a lever *s*, carried upon a rock-shaft *t*, provided with an operating-handle *u*, which lever and link constitute a toggle-joint.

The operation of my device will be obvious from the drawings. Let it be supposed that the parts are in the position shown and it is desired to dump coal contained in the truck-body to the left of the said truck-body. In that case the handle *o* will be swung downward, thereby sliding the gate *g* upward and permitting the coal to have a clear run along the bottom *a*, the gate *p*, and the bottom *c* from the point *v* to the point *w*. When it is desired to stop the discharge of coal from the chute, all that it is necessary to do is to swing the handle *o* upward, whereupon by means of the toggle mechanism the gate *g* will be slid forward and stop the flow of coal, the thinned or sharpened front edge *g'* assisting in the operation. It will be obvious that when it is desired to dump coal to the right the gate *p* may be similarly operated, giving a clear run of coal from the point *x* to the point *y*. Of course both gates may be operated at the same time and the coal dumped both to the right and to the left.

It will be observed that owing to the rigidity of the toggle-joint systems the gates *g* and *p* may be slid forward positively and will shut off the flow of coal at any desired time. This is quite an important feature of my invention, as it enables me to deliver part of the contents of the truck-body at will.

Having described my invention, what I

claim, and desire to secure by Letters Patent, is—

In a dumping apparatus of the character described, the combination of a truck-body, the chutes B C provided with inclined bottoms *c d* meeting at an apex *e*, a plurality of gates constituting prolongations of the said inclined bottoms and converging at the apex *e* of the said bottoms and toggle-joints for positively sliding the said gates forward to stop the flow of material through the chutes.

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