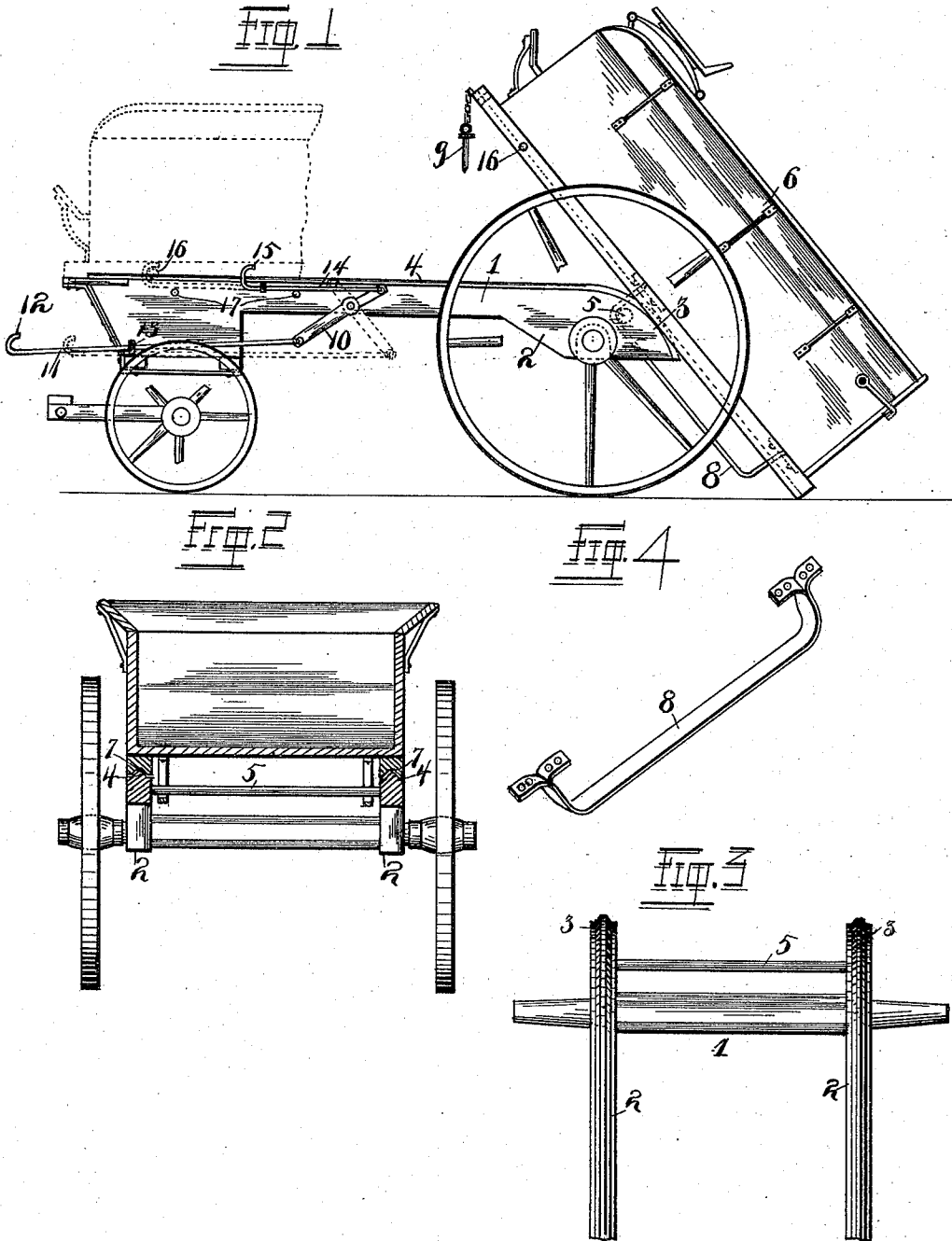


(No Model.)

W. A. HALLER.
DUMPING WAGON.

No. 470,484.

Patented Mar. 8, 1892.



Witnesses
A. A. Eicher
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UNITED STATES PATENT OFFICE.

WILLIAM A. HALLER, OF ST. LOUIS, MISSOURI, ASSIGNOR OF TWO-THIRDS TO
LEWIS T. HALLER AND TAYLOW W. DOWNS, OF SAME PLACE.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 470,484, dated March 8, 1892.

Application filed October 24, 1891. Serial No. 409,644. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. HALLER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in dumping-carts; and it consists in the novel arrangement and combination of parts, as will be more fully hereinafter described, and designated in the claims.

In the drawings, Figure 1 is a side elevation of my complete invention, showing the body in the position that it would assume when dumping the material which may be contained therein. Fig. 2 is a transverse vertical section of the same, showing the body thereof in its normal position. Fig. 3 is a detail view in top plan showing the rear portion of the truck, and Fig. 4 is a perspective view of the securing-cleat carried by the body of the wagon.

The object of my invention is to provide a novel and simplified construction in dumping-wagons, whereby the same may be strong and durable to stand the rough usage to which they are necessarily subjected, and, further, to provide means whereby the body of the said wagon may be dumped in the position shown in Fig. 1 of the drawings by the horse or horses, the details of which will be hereinafter more fully described, referring to the drawings for illustration.

Referring to the drawings by numerals, 1 represents the truck-frame, which is constructed to accommodate itself for the purpose for which it is designed and having the ordinary wheel by means of which it may be moved.

The truck-frame 1 consists of two side beams 2, the forward portions of which are so constructed as to form a support for the same, and to which portions the front wheels of the wagon are secured. The rear ends of the side beams 2 are curved, as shown at 3 and better illustrated in Fig. 1 of the drawings. The straight and curved portions—namely, the upper edges of said side beams—are provided with V-shaped tracks 4, extending their entire upper surfaces, which tracks act as a guide

and also as a means of securing the body of the wagon to the truck-frame. A horizontal transverse rod 5 is secured to the said side beams 2 at the rear of the axle of the hind wheel and adjacent to the curved portions of said side beams. The said rod provides means for holding the body of the wagon to the remaining portion of the wagon when the same is dumped, as shown in Fig. 1.

The body 6 is of any suitable shape, is designed to receive coal, dirt, or the like material, and needs no further description. The under surface of said body and each side thereof are provided with V-shaped channels 7, corresponding to the V-shaped track carried by the truck-frame, whereby the said body is always held in its proper position and relation to the truck-frame.

To the under surface of the body 6 is secured a cleat 8, through which the rod 5 passes, whereby the body of the wagon is securely held to the truck thereof when in the position, as shown in Fig. 1, for dumping.

In order to secure the body 6 to the truck-frame when the same is in its normal position, I pass a pin 9 through suitable openings formed in the said body and the said truck.

To provide means for easily dumping the wagon, I use the mechanism as it will now be described. Before proceeding, however, it would be well to state that the device may be duplicated on both sides of the truck-frame and operated in a like manner. However, this is not necessary, as one device is sufficient to effect the desired result. To one side of one of the beams 2 of the truck-frame I pivotally secure a lever 10, at or about the middle of the said truck-frame. To the lower arm of the said lever is secured a rod 11, the free end of which is provided with a hook 12, by means of which the horse may be easily attached thereto. The said rod 11 is held in a horizontal position by means of a guide 13, secured to the truck. To the upper end of the lever 10 is secured a second rod 14, but shorter than the one previously described, and is also provided with a hooked portion 15, which portion engages a pin 16, secured to the body 6 of the wagon when the same is in its normal position, as shown in dotted lines in Fig. 1. Two pins 17 are secured to the side

beams 2 of the truck and in close proximity to the rod 14, upon which pins the said rod rests.

5 When the body of the wagon is in its normal position, as shown in dotted lines in Fig. 1, the hook 15 will engage the pin 16, carried by the body of the wagon.

10 When it is desired to dump the wagon, as shown in solid lines, Fig. 1, draft is applied to the rod 11, as previously described, whereby the said body is moved rearward until the same is overcome by gravity, when it will assume the position shown in said Fig. 1.

15 Having fully described my invention, what I claim is—

20 1. A dumping-wagon consisting of a movable body, a truck composed of side beams and having their rear ends curved, a lever secured to one side of the said truck, rods, such as 14 and 11, secured to the said lever, and a

pin 16, secured to the body of the wagon, whereby the said body may be moved rearward for dumping, substantially as set forth.

2. In a dumping-wagon, the combination of the truck 1, having side beams 2, V-shaped 25 tracks, such as 4, secured to the upper edges of said beams, the body 6, having V-shaped channels 7 for engaging the said tracks, the lever 10, secured to one side of the said truck, the rods 14 and 11, attached to the said lever, 30 and the pin 16, carried by the said body, whereby the body is moved rearward for dumping, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM A. HALLER.

Witnesses:

BENJ. J. KLENE,
C. F. KELLER.