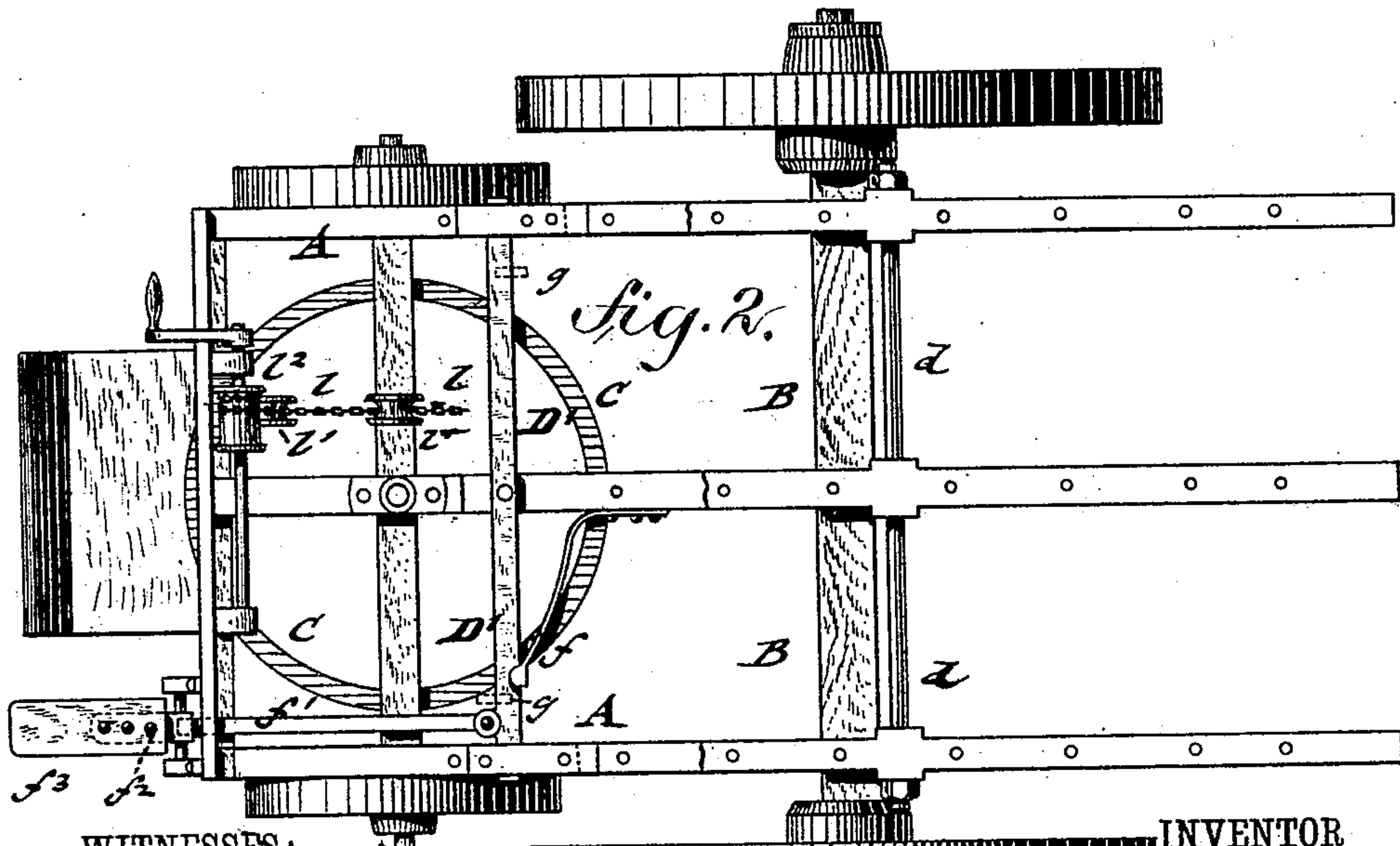
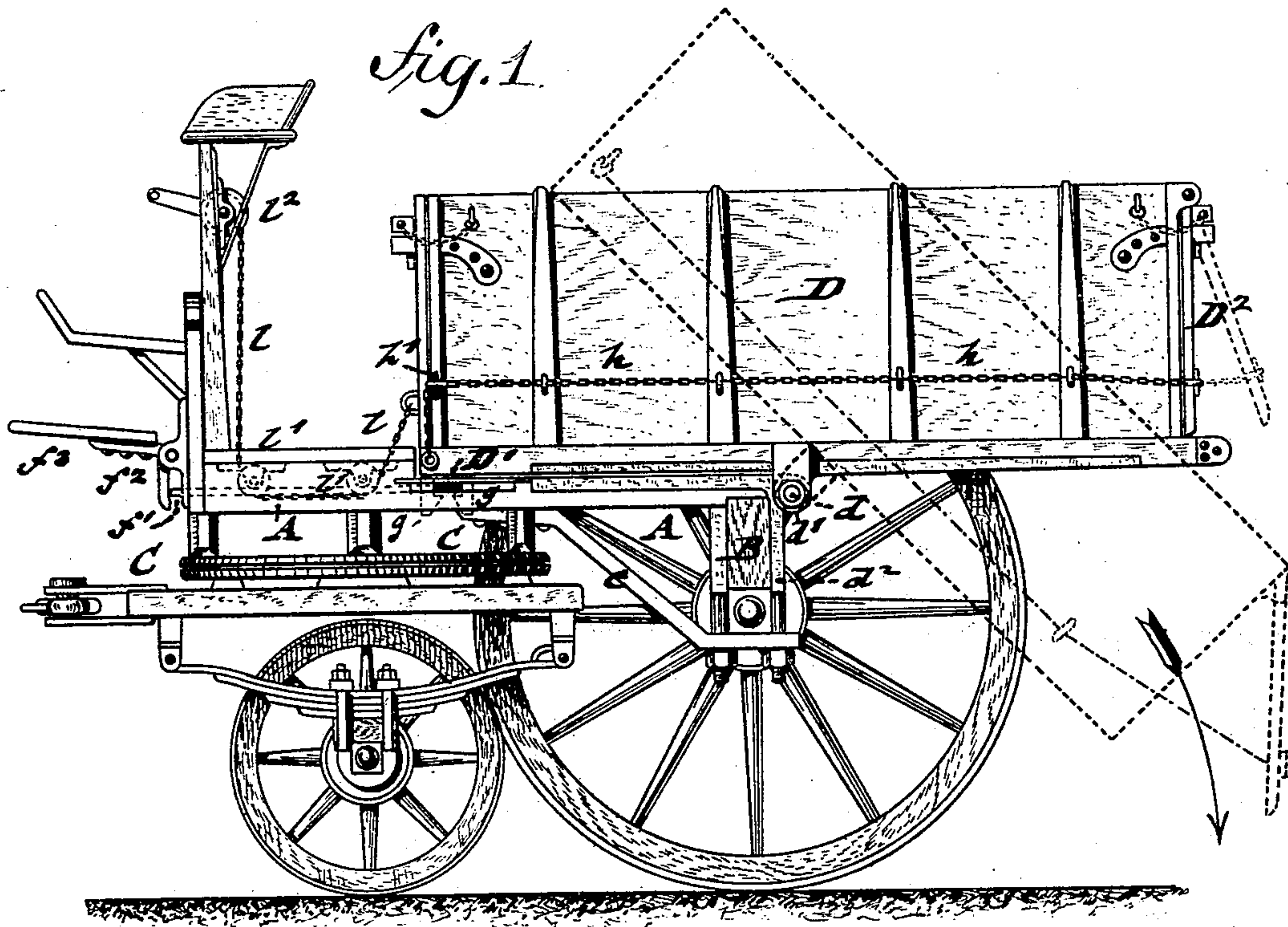


(No Model.)

C. KAEPPEL.
DUMPING WAGON

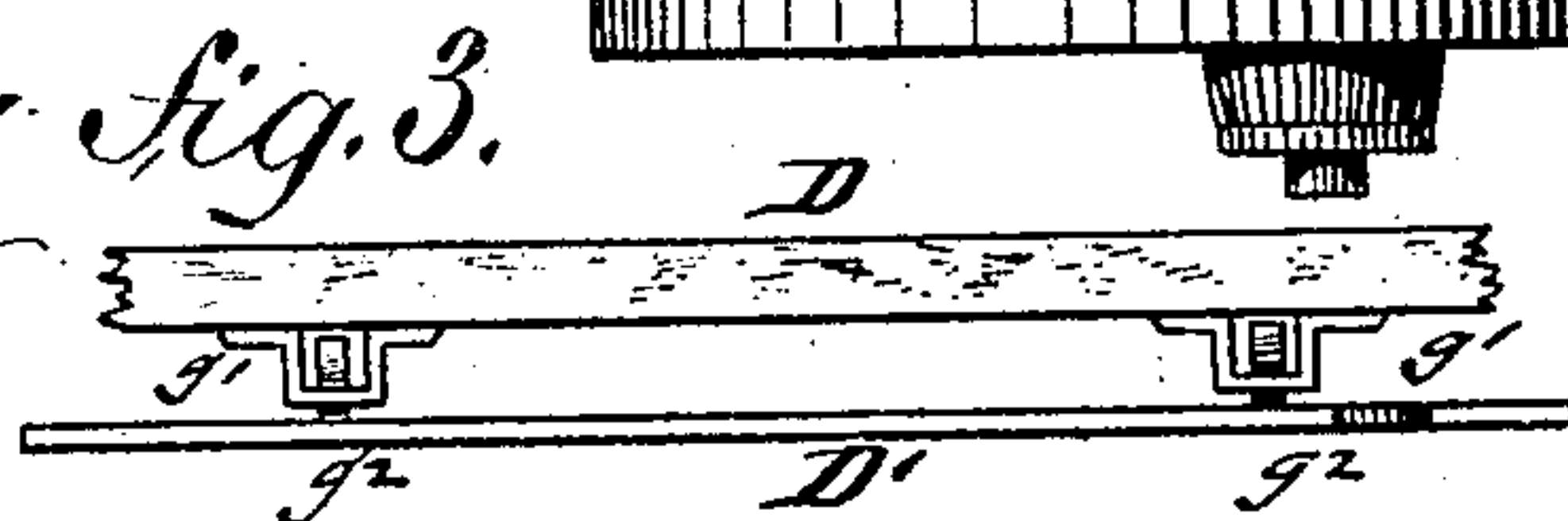
No. 272,555.

Patented Feb. 20, 1883.



WITNESSES:

for W. Ripsenbaum.
Otto Risch.



INVENTOR

BY

Charles Kaepfel
Rue Loepel
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UNITED STATES PATENT OFFICE.

CHARLES KAEPPPEL, OF NEW YORK, N. Y.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 272,555, dated February 20, 1883.

Application filed October 13, 1882. (No model.)

To all whom it may concern :

Be it known that I, CHARLES KAEPPPEL, of the city, county, and State of New York, have invented certain new and useful Improvements in Dumping-Trucks, of which the following is a specification.

This invention has reference to an improved dumping-truck for carrying coal and other materials; and it consists of a truck-body 10 hinged to the bolster of the hind wheels below the level of the surface of the platform, said body being locked by a transverse locking-bar to the truck-platform that extends from the bolster of the rear axle to the fifth-wheel. 15 The locking-bar is released from the driver's seat by means of a treadle and connecting-rod at the front part of the truck, so that the truck-body is readily dumped without the driver dismounting. An end-gate is hinged to the 20 body at its upper rear end, and opened at the lower end on releasing its retaining-chairs by the pressure of the material to be dumped. The body is returned into horizontal position after dumping by a connecting-chain and pulleys and by a winding-drum, which latter is 25 arranged below the driver's seat.

In the accompanying drawings, Figure 1 represents a side elevation of my improved dumping-truck. Fig. 2 is a plan of the same; and 30 Fig. 3 is a detail view of a modified construction of bar for locking the body of the truck to the platform thereof.

Similar letters of reference indicate corresponding parts.

35 My improved dumping-truck is specially designed for discharging the load—such as coal or other material—then opening the end-gate and returning the truck-body to its normal position without requiring the driver to dismount 40 from his seat. For this purpose all the motions of the truck-body are controlled by the driver by mechanisms arranged near the seat and at the front part of the truck.

In the drawings, A represents the platform, 45 that extends from the bolster B of the hind axle to and over the fifth-wheel C, which latter is supported in the usual manner by springs on the front axle. The platform A is recessed from the rear bolster, B, forward to 50 such a length as required by the truck-body D,

which is hinged by a transverse pivot-rod at a point somewhat in front of its transverse center line to eyes d^1 of the truck-body, and of clips d^2 , attached to the bolster and axle of the hind wheels. The platform A is also supported 55 by inclined forward-extending brace-pieces e on the hind axle, so as to impart the required strength and rigidity to the former.

The hinge-connection of the truck-body D is located at or slightly below the level of the 60 upper surface of the recessed platform, which feature facilitates the dumping of the body D with but a small effort, while the close fitting of the body D into the recess of the platform A prevents any pieces of coal or other article 65 to enter between the platform and body.

The truck-body D is locked to the platform A by means of a transverse and centrally-fulcrumed bar, D' , that is acted upon by a strong 70 band-spring, f , at one side, and operated by a pivoted connecting-rod, f' , and bell-crank lever f^2 , having a treadle, f^3 , as shown in Fig. 1, so as to engage or disengage the locking-hooks g , which are arranged in opposite direc- 75 tion to each other near the sides of the truck-body.

The bottom of the truck-body D may also be provided with staples g' , which are engaged by hooks g^2 of the locking-bar D' , that is piv- 80 oted at one end and provided with a handle at the opposite end, as shown in Fig. 3; or it may be locked to the platform by any other equivalent means.

The rear end-gate, D^2 , of the truck-body D is pivoted at its upper end to the sides of the 85 body, and held in closed position by chains h , which pass through eyes at both sides of the truck body, and are retained by rings or other device on fixed hooks h' at the front end of the body D, as shown in Fig. 1. When it is de- 90 sired to dump the load the said chains are released, so that the end-gate is swung back by the pressure of the load, so as to open thereby automatically and admit the dumping of the load, as shown in dotted lines in Fig. 1. 95

The truck-body D is returned to its horizontal position after dumping by means of a chain or chains, l , attached to the front end of the body, and passed over guide-pulleys l' to a winding-drum, l^2 , the shaft of which turns in 100

bearings below the driver's seat, and is provided with an actuating hand-crank, as shown in Figs. 1 and 2.

5 By turning the crank of the winding-drum the driver can pull the truck-body D from its dumped position back into horizontal position until the locking-bar D' engages the hooks and secures the body to the platform.

10 If it be desired to simplify and cheapen the construction of my improved dumping-truck, the driver's seat may be dispensed with, in which case he takes his seat in the usual manner on the front gate of the truck-body. In this case the driver returns the body D into
15 horizontal position after dumping by taking hold at the upper part of the body, in which case the winding-drum and chain may be dispensed with.

20 Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A dumping-truck having a platform recessed, or higher in front than in the rear, and higher than the bottom of the truck-body, for the purpose described, and a device for locking the body to the platform and releasing it, consisting of transverse and centrally-fulcrumed bar D', that is acted upon by the band-spring f, and operated by pivoted connecting-rod f', and bell-crank lever f², having a treadle, f³, so as to engage or disengage the locking-hooks g, 25 substantially as described. 30

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

CHARLES KAEPPPEL.

Witnesses:

PAUL GOEPEL,
CARL KARP.