

(No Model.)

A. KOHLRIESER.
DUMPING WAGON.

No. 328,790.

Patented Oct. 20, 1885.

Fig. 1.

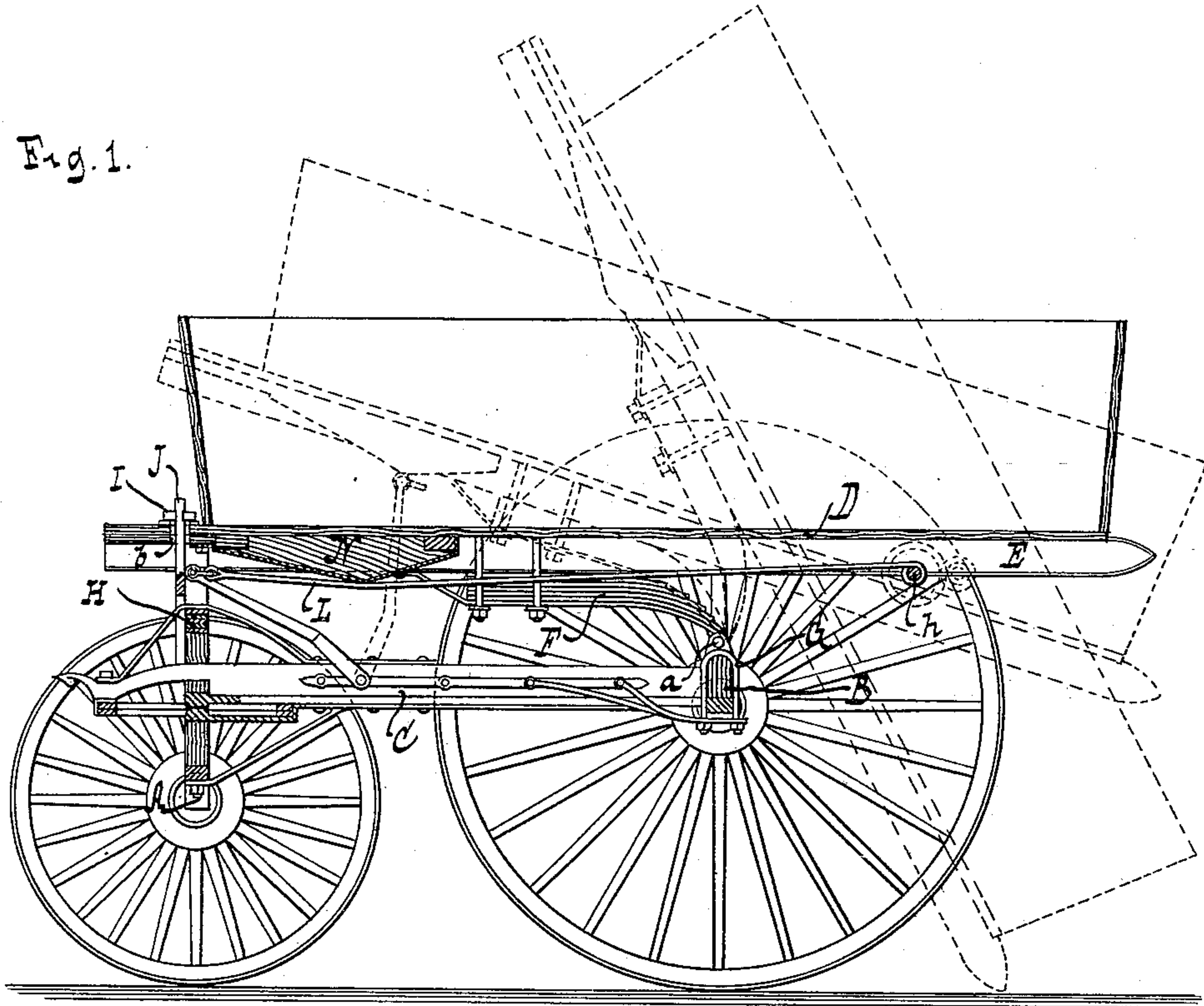
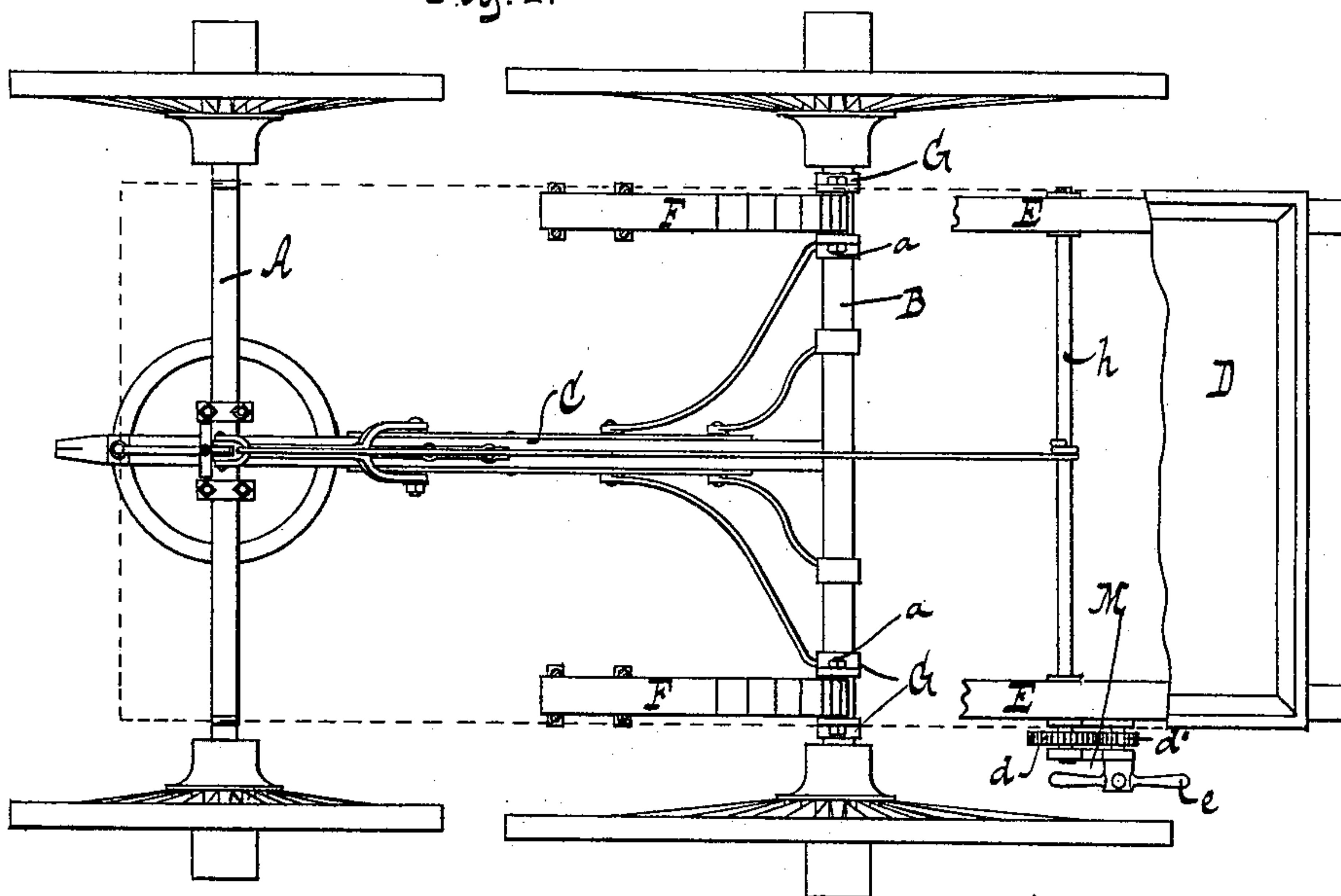


Fig. 2.



Witnesses
Otto Hefel and
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by
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UNITED STATES PATENT OFFICE.

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DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 328,790, dated October 20, 1885.

Application filed March 12, 1885. Serial No. 158,551. (No model.)

To all whom it may concern:

Be it known that I, ATHANASIOS KOHLRIESER, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Dumping-Trucks, of which the following is a specification.

This invention consists in the combination, with the front and rear axles of a four-wheeled truck, and with the reach connecting said axles, of two clips secured to the rear axle, two arms which swing on bolts secured to the clips, a transverse support secured to the front axle, and a platform which rests loosely upon the transverse support and is firmly secured to the arms, so that the platform can be tipped endwise. A lever which is pivoted to the reach serves to facilitate the operation of tipping the platform. The tipping-lever is actuated by a windlass, and it acts upon an incline secured to the platform.

In the accompanying drawings, Figure 1 is a vertical central section of my improved dumping-truck. Fig. 2 is an inverted plan view of the same with part broken away.

Similar letters indicate corresponding parts.

In the drawings, the letters A and B designate, respectively, the front and rear axles of a four-wheeled truck. C is the reach connecting the said axles, and D is the platform.

To the platform, or to the beams on which the platform is mounted, are firmly secured two arms, F F, which may be rigid, or, as in the example shown in the drawings, they may be made of an elastic material, so that they will also fulfill the function of a spring. The other ends of these arms F F swing on bolts a a, which pass through and are secured to the clips G G on the rear axle, B.

On the front axle, A, of the truck is mounted and secured by clips a support, or, as shown in the drawings, a transverse spring, H, and on said support H the platform D rests lightly. The platform is held in place by the key I driven into the rod J, which passes through a suitable hole, b, in the front of the platform, and is secured to the reach, so that by removing the key the platform can be tipped. In order to facilitate the tipping of the platform, a lever, K, is pivoted at one end to the reach

C, and is connected at its other end, by means of a rope or chain, L, to the drum h of a windlass, M, mounted on the platform, which latter, in the example shown in the drawings, consists of two gear-wheels, d d', meshing into each other, and a suitable hand-wheel, e, secured to the smaller wheel; but any other means for drawing upon this chain or cord may be employed.

When the lever is drawn forward, it acts upon the bottom of the platform and tends to tip the same; but in the example shown in the drawings it acts directly upon an inclined plane, N, secured to the platform, whereby the action of the lever is facilitated. When such an inclined plane is used, the lever will act upon the same until said lever reaches a nearly vertical position, as shown by dotted lines in Fig. 1, and from that position the platform either tips from the overbalance of weight on the rear of the platform, or can be tipped entirely by a comparatively small exertion of force on the end of the platform, and its contents are dumped.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the front and rear axles and the connecting-reach, of the platform D, the side arms, F, pivoted at their rear ends to the rear axle, and connected at their front ends with the platform, the lever K, pivoted to the reach, the cable L, connected with the lever, and the windlass for swinging the lever to tilt the platform, substantially as described.

2. The combination, with the front and rear axles, A B, the connecting-reach C, and the support H on the front axle, of the platform D, loosely resting at its front end on said support, the side arms, F, pivoted at their rear ends to the rear axle, and rigidly connected at their front ends with the platform, the lever K, pivoted to the reach, the cable L, connected with the lever, and the windlass, substantially as described.

3. The combination, with the front and rear axles and the connecting-reach, of the platform D, having the inclined plane N secured to its under side, the side arms, F, pivoted at their rear ends to the rear axle and connected

at their front ends with the platform, and the swinging lever K, pivoted to the reach, for acting on the inclined plane to tilt the platform, substantially as described.

- 5 4. The combination, with the front and rear axles and the connecting-reach, of the platform D, having the inclined plane N secured to its under side, the side arms, F, pivoted to the axle and connected with the platform, the
10 swinging lever K, pivoted to the reach, the cable L, connected with the lever, and the wind-

lass for swinging the lever, and causing it to act on the inclined plane, substantially as described.

In testimony whereof I have hereunto set my 15 hand and seal in the presence of two subscribing witnesses.

ATHANASIUS KOHLRIESER. [L. S.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.