

No. 812,739.

PATENTED FEB. 13, 1906.

M. HARLES.
DUMPING WAGON.
APPLICATION FILED SEPT. 18, 1905.

FIG. 1.

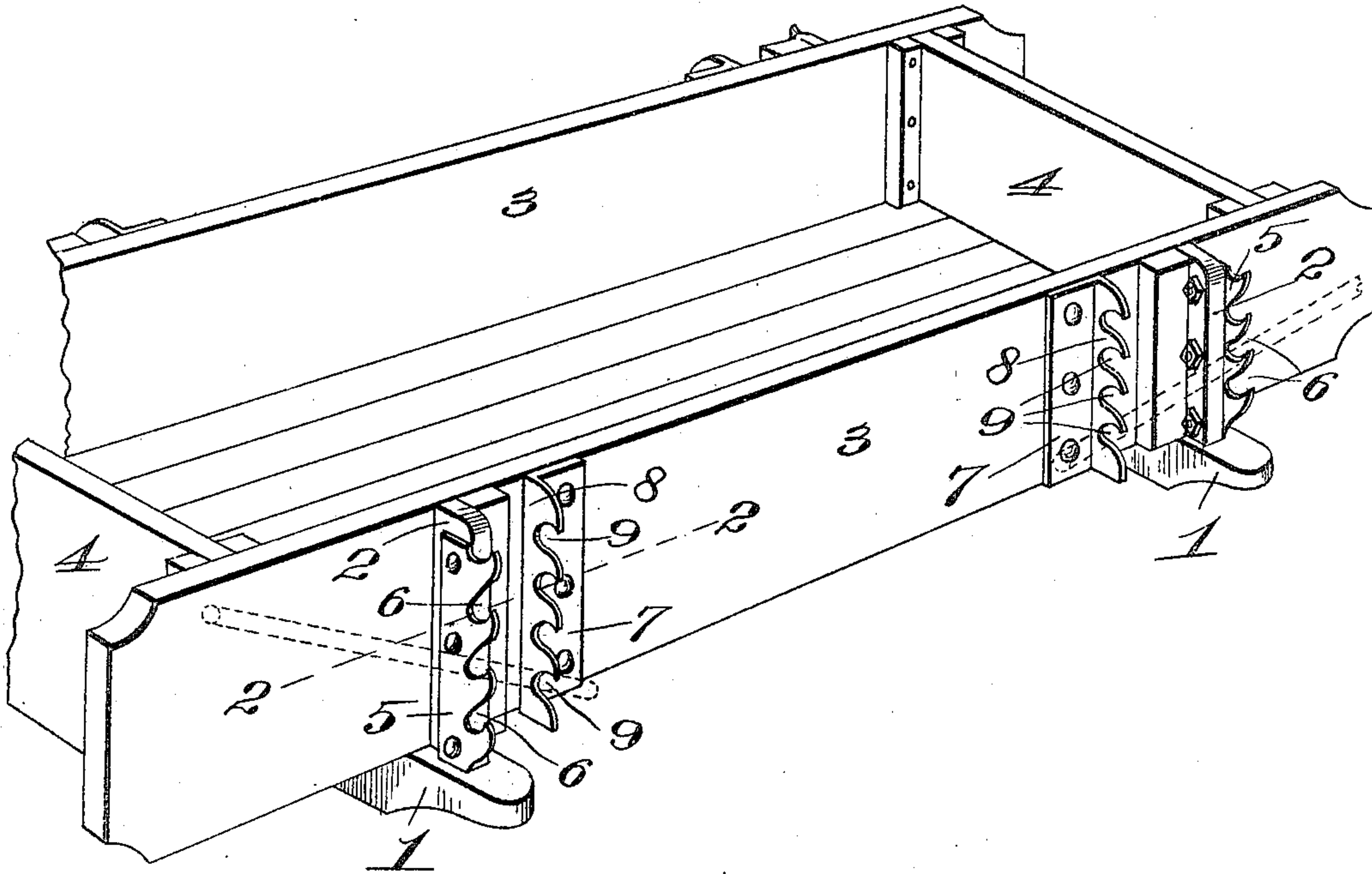
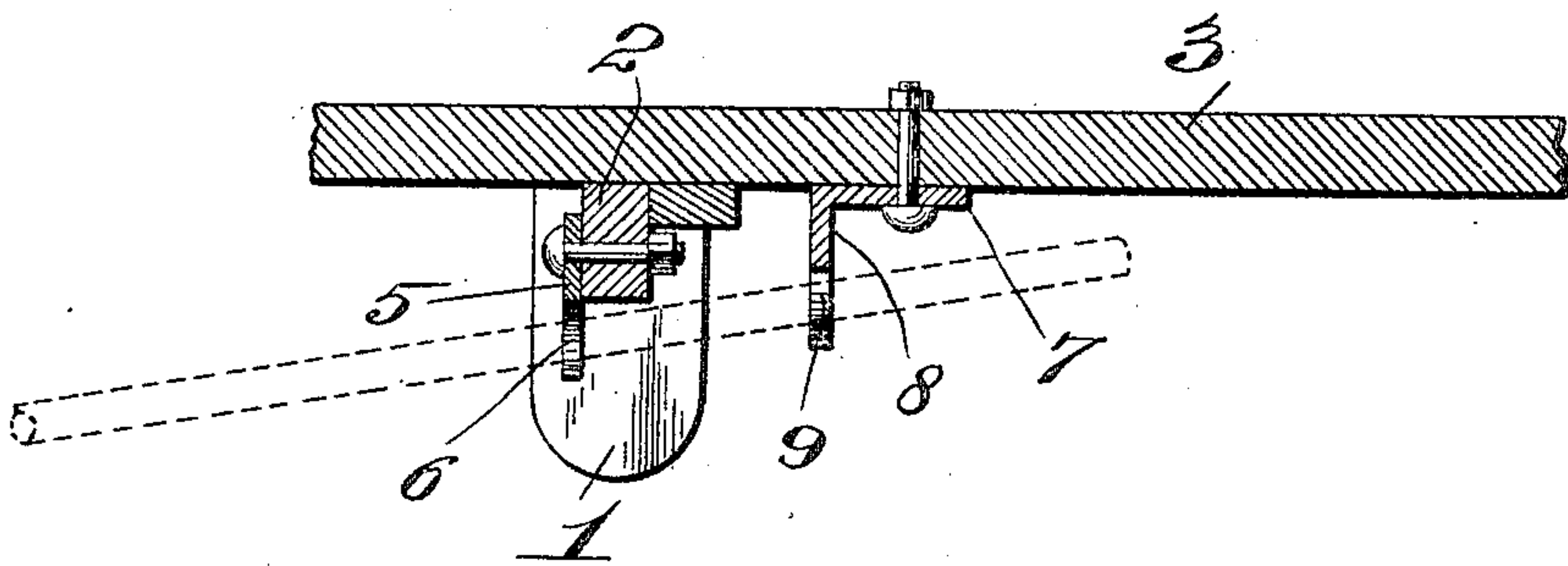


FIG. 2.



ATTEST.

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MARTIN HARLES, OF ST. LOUIS, MISSOURI.

DUMPING-WAGON.

No. 812,739.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MARTIN HARLES, a citizen of the United States, and a resident of St. Louis, Missouri, have invented certain new and useful Improvements in Dumping-Wagons, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to a dumping-wagon; and the object of my invention is to provide means whereby the side-boards of a wagon can be easily and quickly lifted to allow the discharge of the load from the wagon-bed.

To the above purposes my invention consists in certain novel features of construction and arrangement of parts, which will be hereinafter more clearly set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the bed of a dumping-wagon of my improved construction. Fig. 2 is a horizontal section taken on the line 2 2 of Fig. 1.

Referring by numerals to the accompanying drawings, 1 1 indicate the wagon-bolsters; 2, the usual standards thereon; 3, the side-boards of the wagon-bed, and 4 the end-boards. Secured in any suitable manner to the standards 2 are vertically-arranged plates 5, provided with notches 6 in their outer edges, which outer edges project beyond the outer faces of said standards. Secured in any suitable manner to the outer faces of the side-boards 3 adjacent standards 2 are the vertically-arranged plates 7, provided with the integral outwardly-turned flanges 8, in which are formed the notches 9. The notches 6 extend downwardly into the plate 5, whereas the notches 9 extend upwardly into the flanges 8 in order that a lever may be positioned in any one of the notches 6 and engage in any one of the notches 9 when lifting the side-boards away from the bed.

When wagons are loaded with sand, gravel, or similar material, the great weight of the load pressing on the side-boards prevents their being easily lifted when it is desired to dump the wagon. By providing the side-

boards with the notched plates and providing fulcrum-notches on the standards a suitable lever can be made use of and the side-boards very easily and quickly lifted. A suitable lever, as shown by dotted lines, is arranged in any one of the notches 6, and the point of said lever is engaged beneath one of the notches 9. By bearing downwardly upon the free end of the lever the same fulcrums upon the plate 5, and as a result the side-board is lifted a short distance. A plurality of the notches are provided in order that the board may be lifted step by step where the wagon is so heavily loaded as to prevent the side-board being lifted by a single movement of the lever.

A dumping-wagon of my improved construction is simple, inexpensive, easily operated, and the notched plates can be readily applied to old wagons as well as new.

I claim—

1. The combination with a wagon, of notched plates secured to the bolster-standards, and notched plates secured to the side-boards; substantially as specified.

2. In a dumping-wagon, lever-engaging members secured to the bolster-standards, and lever-engaging members secured to the side-boards of the wagon; substantially as specified.

3. In a dumping-wagon, the combination with the bolster-standards, of notched plates secured thereto, and notched plates secured to the side-boards of the wagon; substantially as specified.

4. In a dumping-wagon, the combination with the usual bolster-standards and side-boards, of notched plates detachably secured to said standards, and notched plates detachably secured to the side-boards adjacent the standards; substantially as specified.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

MARTIN HARLES.

Witnesses:

M. P. SMITH,
JOHN C. HIGDON.