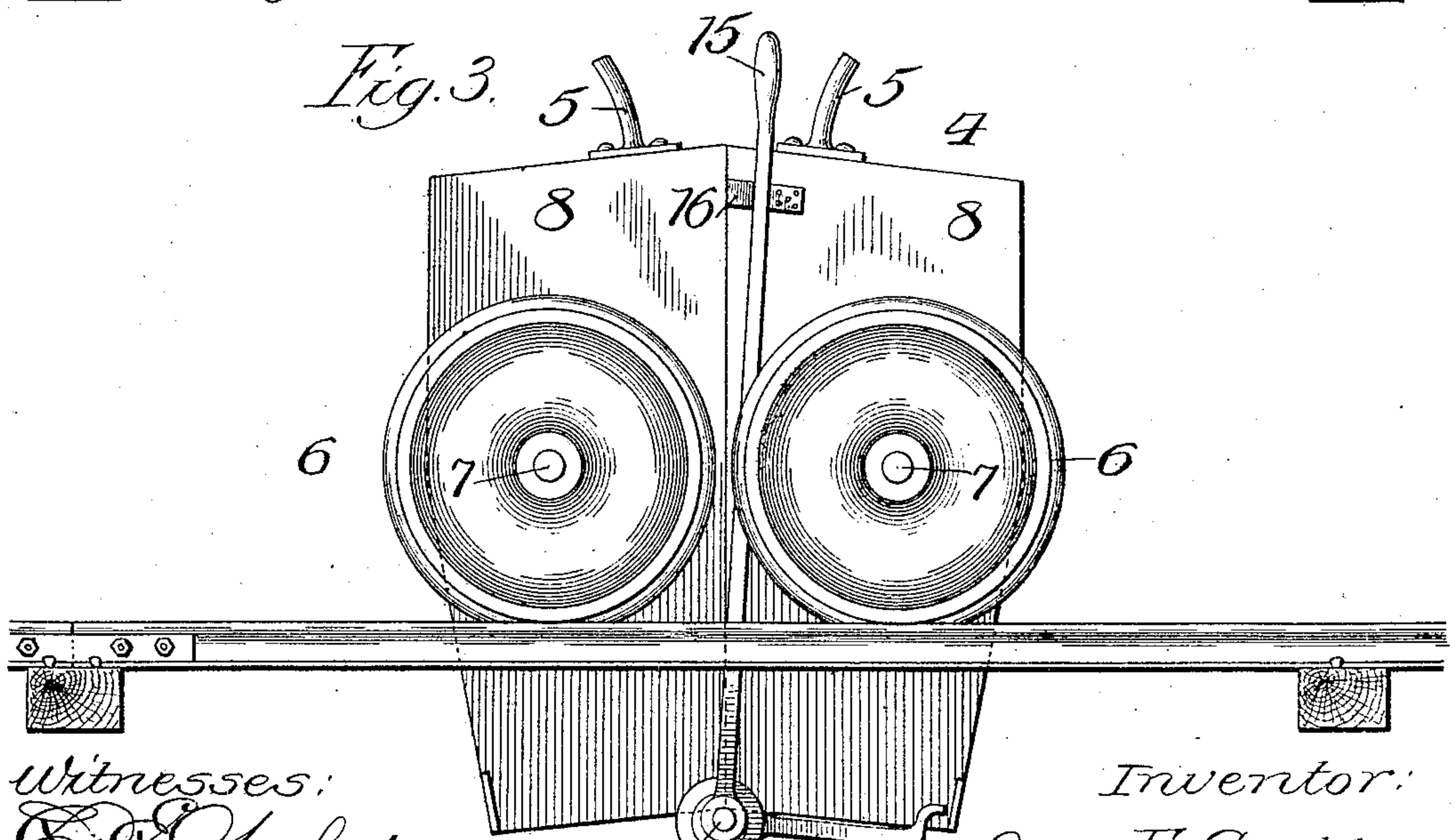
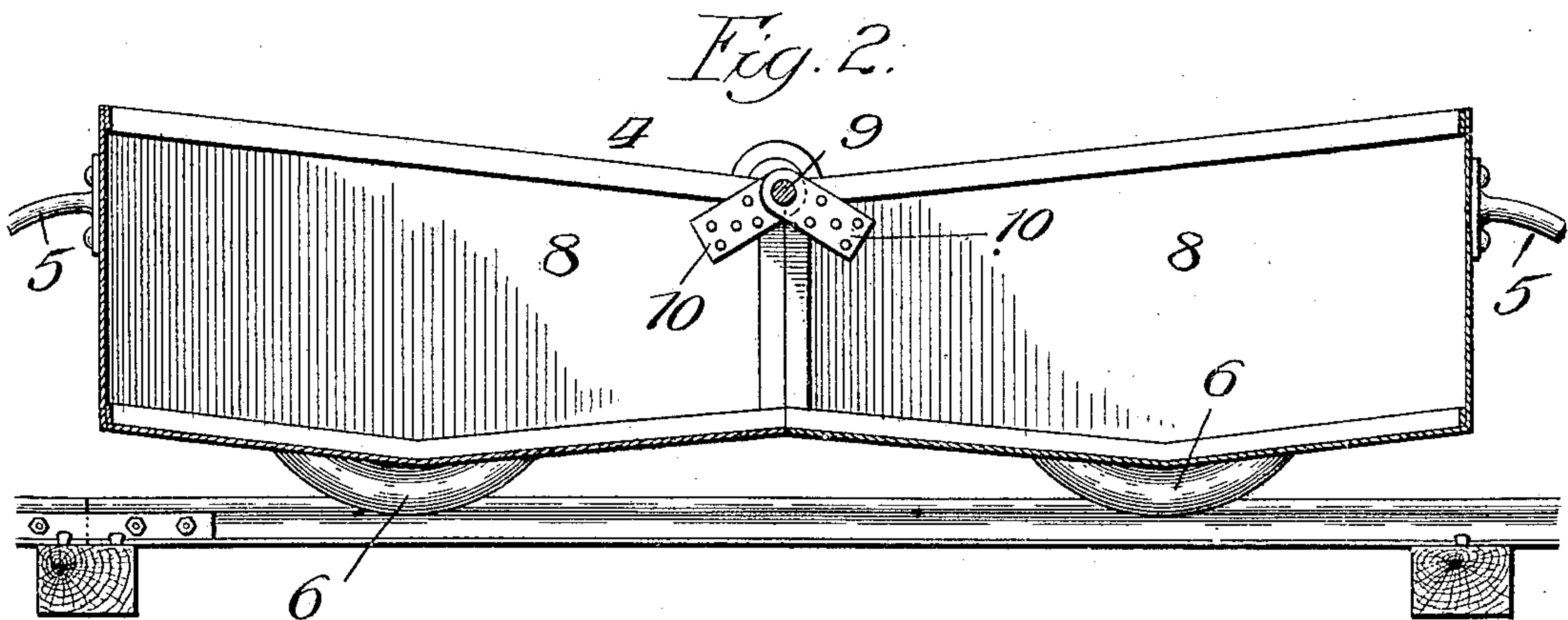
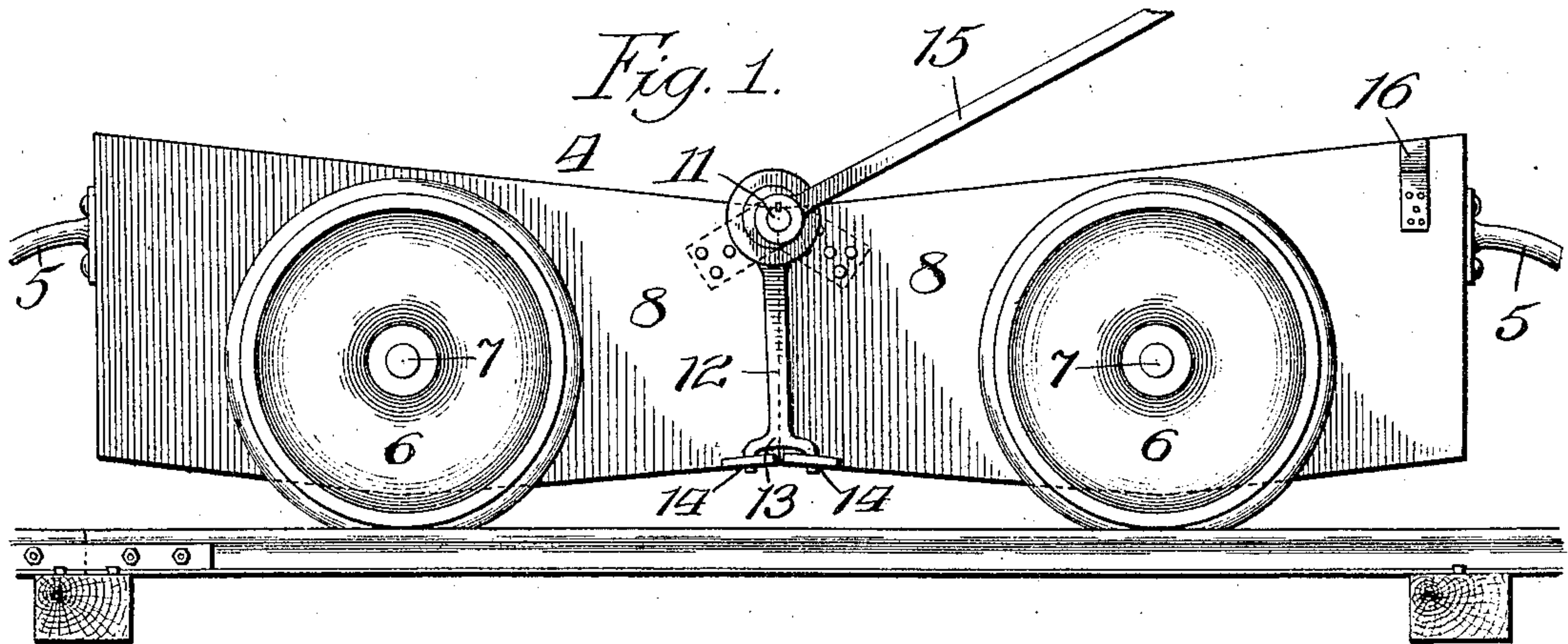


No. 828,581.

PATENTED AUG. 14, 1906.

O. E. STREHLOW.
DUMP VEHICLE.

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OSCAR E. STREHLOW, OF CHICAGO, ILLINOIS.

DUMP-VEHICLE.

No. 828,581.

Specification of Letters Patent.

Patented Aug. 14, 1906.

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To all whom it may concern:

Be it known that I, OSCAR E. STREHLOW, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Dump-Vehicles, of which the following is a specification.

My invention relates to improvements in wheel-supported dump-vehicles of either the car or wagon type.

One of my objects is to provide a dump-vehicle which shall be supported sufficiently close to the ground to enable the men to have ready access thereto in loading it, to facilitate the loading operation by avoiding the necessity of reaching high for the purpose.

Another object is to provide a construction whereby the dumping of the vehicle may be readily and quickly effected; and a further object is to provide a construction by which the discharge from the ends of the sections of which the vehicle-body is formed may be accomplished in a relatively small area.

I accomplish these objects by forming the vehicle-body in sections meeting between the wheels, which I preferably journal on the sides of the sections between their upper and lower edges, said sections being hinged together at either their lower or upper meeting edges, with means for releasably fastening the sections together, whereby when the fastening means are released the sections may be turned on their wheel-axes to dump their contents.

Referring to the accompanying drawings, Figure 1 is a view in side elevation of my improved device, showing the preferred embodiment of my invention in a dump-car. Fig. 2 is a view of the same in vertical longitudinal section; and Fig. 3, a view in side elevation, showing the car in the position assumed by the sections of the body in dumping its contents.

4 is a car-body shown to be provided with handles 5 5 on its opposite closed ends and supported on two pairs of wheels 6 6, journaled in bosses 7 7 on opposite sides of the car-body between its upper and lower edges to bring the base of the latter as low as possible. The car-body is open at its top and is transversely divided between the wheels to form two similar sections 8 8, the inner meeting or abutting ends of which are open, as shown in Fig. 2, to form a continuous car-body when the sections are secured together

and discharge-openings when swung upon their hinge connection, as hereinafter described. The sides of the sections are preferably tapered toward their discharge ends to render the latter relatively constricted. When supported on a track, I prefer to make the sections 8 8 of a width permitting them to pass between the rails of the track when in dumping position, thus rendering the vehicle especially adaptable for use on elevated tracks. The sections are horizontally hinged together, preferably at their upper meeting edges, as shown, by a shaft 9 passing through straps 10 10, rigidly secured to the sections.

11 11 are eccentrics secured to the ends of the shaft 9 beyond the sides of the car-body, each provided with a depending arm 12, terminating in a yoke 13, the ends of which are adapted to engage loops 14, extending laterally from the sides of the sections for releasably fastening the sections together opposite to their hinge connection. Any other suitable means may be provided for releasably securing the body-sections in their abutting relation.

15 is an operating-lever secured to one end of the shaft 7 and by which the eccentrics 11 are operated to raise and lower the arms to fasten and release the sections 8.

16 is a stop adapted to be engaged by the operating-lever when depressed and hold it in depressed position while the car is being dumped.

Assuming the car to be loaded, it is dumped by depressing the operating-lever, which withdraws the yoke ends from engagement with the loops 14, thereby freeing the sections and enabling them to be turned on their wheel-axes and the contents of the car-body discharged through the inverted open ends of the sections. If the wheels be positioned as shown in the drawings, the sections will be automatically turned on their wheel-axes by the weight of their contents as soon as the fastening means are released. After the car is dumped the sections are turned back to the position for loading shown in Fig. 1 and the lever raised to operate the eccentrics and cause the yoke ends to engage with the loops 14, as described.

It is manifest that the sections instead of being hinged at their upper meeting edges may be hinged at their lower edges and their outer ends made removable to afford discharge-openings at each end of the car toward which the body-sections would then be

turned on their wheel-axes for dumping. It is also manifest that the hinge connection between the body-sections is not indispensable. By making the car-body narrower than the space between the rails on which it is adapted to ride the sections may be turned to the vertical position, (shown in Fig. 3,) wherein the dumping of the contents of the sections is thoroughly effected.

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

1. A wheel-supported dump-vehicle comprising a body divided between the wheels into sections hinged together at their upper meeting edges, and means for releasably fastening the sections together, said sections tapering toward their open ends, whereby a constricted discharge-opening is provided when the sections are swung upon their wheel-axes to the dumping position.

2. A wheel-supported dump-vehicle comprising, in combination, a body divided between the wheels into sections hinged together, means for releasably fastening the sections together, and wheels upon which the vehicle is mounted to travel, the said wheels being journaled on opposite sides of each section between the upper and lower edges thereof.

3. A wheel-supported dump-vehicle comprising, in combination, a body narrower than the space between the rails on which the vehicle is adapted to ride, and divided between the wheels into sections hinged together, means for releasably fastening the sections together, and wheels journaled on opposite sides of each section between the upper and lower edges thereof.

4. A wheel-supported dump-vehicle comprising a body divided between the wheels into sections hinged together, and means for releasably fastening the sections together consisting of a shaft, an eccentric on the shaft, an arm on said eccentric adapted to engage both of said sections and an operating-lever connected with the shaft for turning it, for the purpose set forth.

5. A wheel-supported dump-vehicle comprising a body divided between the wheels into sections hinged together, and means for releasably fastening the sections together, consisting of a horizontal shaft, an eccentric on the shaft provided with an arm terminating in a yoke, loops on said sections adapted to be engaged by said yoke, and an operating-lever on the shaft for turning it, for the purpose set forth.

6. A wheel-supported dump-vehicle comprising a body divided between the wheels into two sections, a shaft extending through the upper meeting edges of the sections and by which they are hinged together, said sections tapering toward their open inner ends, wheels journaled on opposite sides of each section, loops on the sections adjacent to their abutting ends, and means for releasably fastening the sections together consisting of eccentrics on opposite ends of said shaft provided with arms terminating in yokes adapted to be moved into and out of engagement with said loops, and an operating-lever on one end of the shaft, for the purpose set forth.

OSCAR E. STREHLOW.

In presence of—

W. B. DAVIES,
J. H. LANDES.