(No Model.)

T. MEHT.

COAL CARRYING VEHICLE.

No. 590,897. Patented Sept. 28, 1897.

Fig. 1.

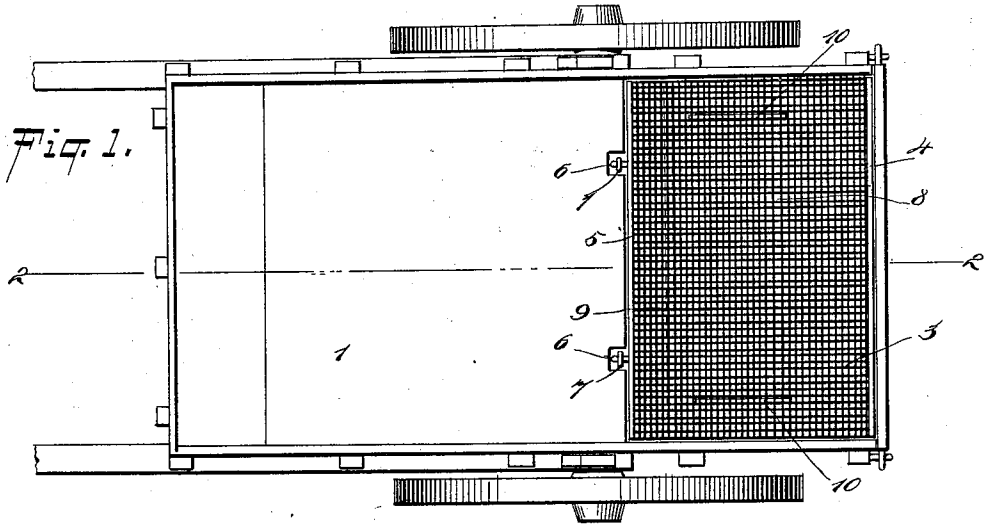


Fig. 2.

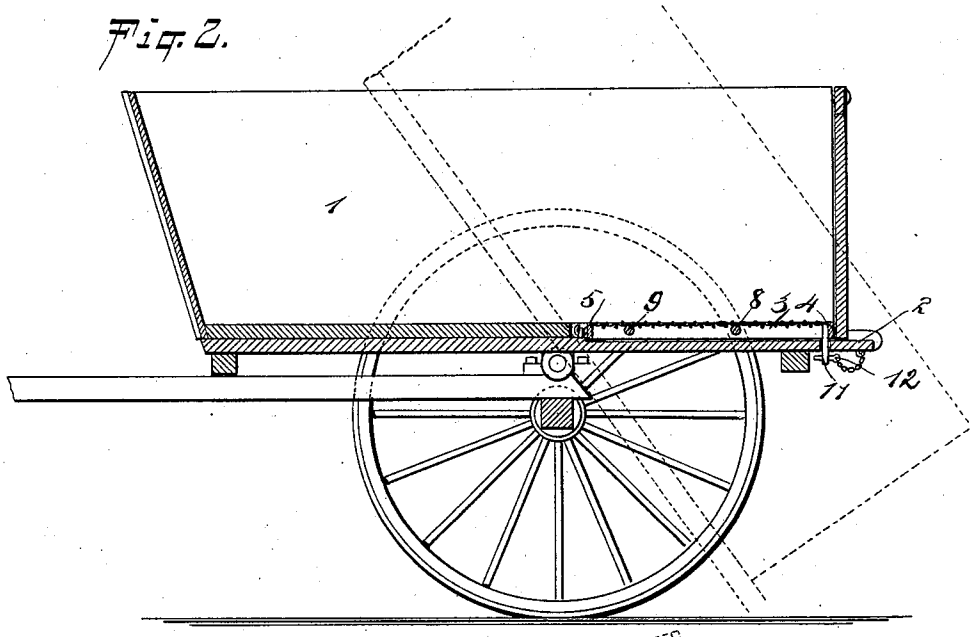
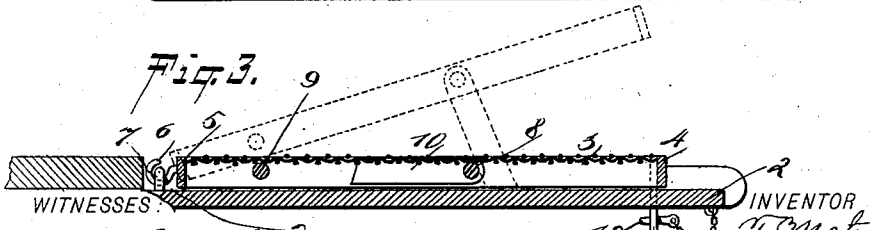


Fig. 3.



WITNESSES:

William P. Goebel

C. R. Ferguson

INVENTOR

T. Meht

BY Munn & Co

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THEODOR MEHT, OF BROOKLYN, NEW YORK.

COAL-CARRYING VEHICLE.

SPECIFICATION forming part of Letters Patent No. 590,897, dated September 28, 1897.

Application filed February 24, 1897. Serial No. 624,777. (No model.)

To all whom it may concern:

Be it known that I, THEODOR MEHT, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Coal-Carrying Vehicle, of which the following is a full, clear, and exact description.

This invention relates to improvements in coal-carrying vehicles—such, for instance, as dumping-carts, dumping-wagons, or to any style of wheel-vehicles for carrying coal—and the object is to provide means for sifting fine pulverized coal, dirt, &c., from the body of the coal when the same is being discharged from the vehicle at its place of destination, thus rendering the coal comparatively clean when delivered.

The invention consists in the construction and novel arrangements of parts, as will be hereinafter specified, and pointed out in the appended claims.

I have here shown the invention as applied to a dumping-cart, but, as before stated, it is not to be confined thereto.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a top plan view of a cart embodying my invention. Fig. 2 is a section on the line 2 2 of Fig. 1; and Fig. 3 is a section of a portion of the bottom of the cart, showing my invention applied thereto on an enlarged scale.

Referring to the drawings, 1 designates the body portion of the vehicle, here shown as having a depression 2 in its bottom, at the rear end. The said depression may extend nearly one-half the length of the vehicle-bottom. Arranged in this depression is a series of cross-bars 3, connected to end pieces 4 and 5. These several bars and end pieces form a screen for retaining pulverized coal or dirt, &c. The top plane of the screen will be substantially on a level with the highest plane of the bottom of the vehicle-body.

For convenience in cleaning away the dirt gathered by the screen I provide a hinge connection between its forward end and the bottom of the vehicle-body. As here shown, this hinge connection consists of hooks 6, designed to engage removably in eyes 7, attached to the bottom of the vehicle-body.

For the purpose of strength the several bars 3 may be connected between the end bars 4 and 5 by means of rods 8 and 9, which extend through holes in the several bars 3. On the bar 8 are pivoted two supporting-legs 10. As a means for holding the screen in its operative position I attach a finger 11 to its rear bar 4, the said finger 11 being designed to pass through an opening in the bottom of the vehicle-body and to be engaged by a pin 12, passing through a hole in said finger underneath the bottom of the vehicle-body and attached to the vehicle-body by a chain or other flexible connection.

It is obvious that when the coal is forced over the screen a greater part, if not all, of the dirt contained in the coal will be sifted into the screen and be retained thereby. After returning to the coal-yard the dirt may be cleaned out by raising the screen and supporting it as indicated in dotted lines in Fig. 3, or, if desired, the screen may be wholly removed by detaching the hooks 6 from the eyes 7.

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

1. The combination with a vehicle-body, of a bottom therefor, having a depressed portion in its rear end, a screen in the depressed portion, bars connecting the ends thereof, hooks on the inner end bar, and eyes on the bottom of the vehicle-body with which said hooks engage, and pivoted legs for supporting the screen in an elevated position, substantially as specified.

2. A vehicle having the bottom of its body depressed for a portion of its length, a screen hinged in said depressed portion and normally on a line with the main portion of the bottom, and devices substantially as described for holding said screen in an elevated and in its normal position, as set forth.

3. In a vehicle for carrying coal, the combination with the body thereof, of a bottom for said body having a depressed portion in its rear end, a screen in said depressed portion, bars connecting the ends thereof, the forward end bar having a hinged connection

with the bottom of the body, a finger attached to the outer end bar and adapted to pass through an opening in the said bottom, a pin passing through said finger and by which said screen is locked on a line with the main portion of the bottom, strengthening-rods for said screen, and legs pivoted to one of said rods and by which the screen is held elevated, as specified.

THEODOR MEHT.

Witnesses:
C. R. FERGUSON,
WILLIAM P. GOEBEL.