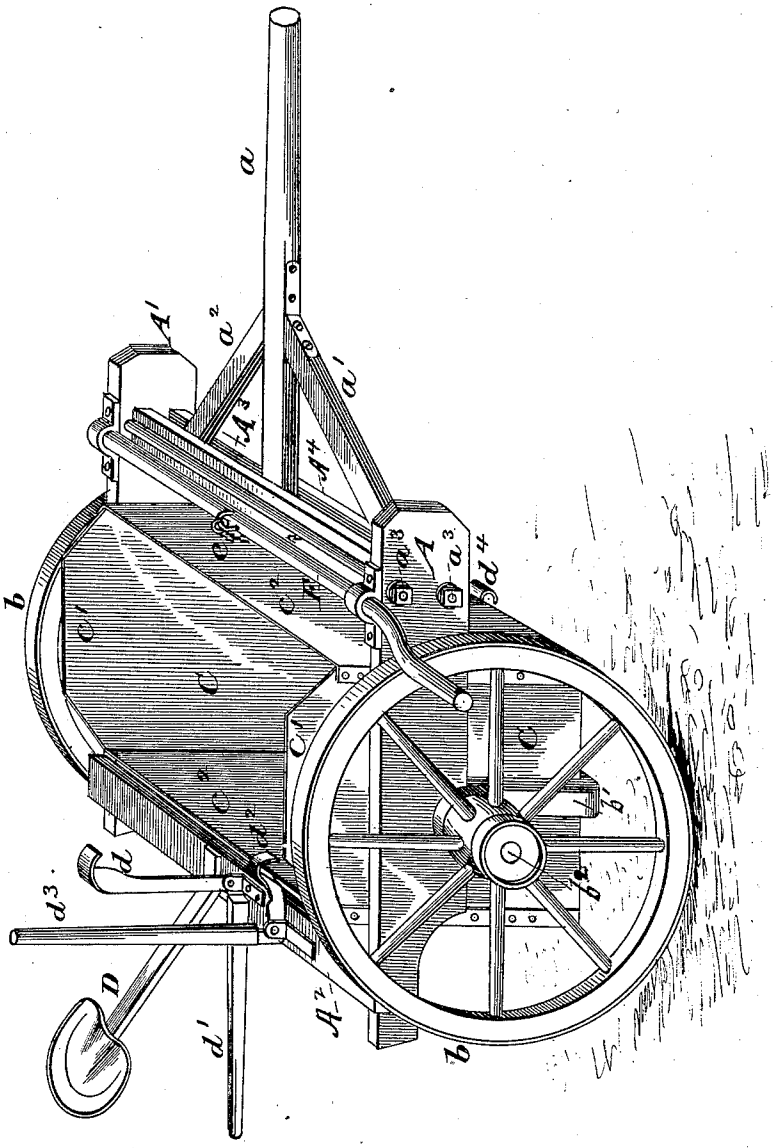
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J. CABLE.

DUMPING CART.

No. 396,982. Patented Jan. 29, 1889.

Fig. 1.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

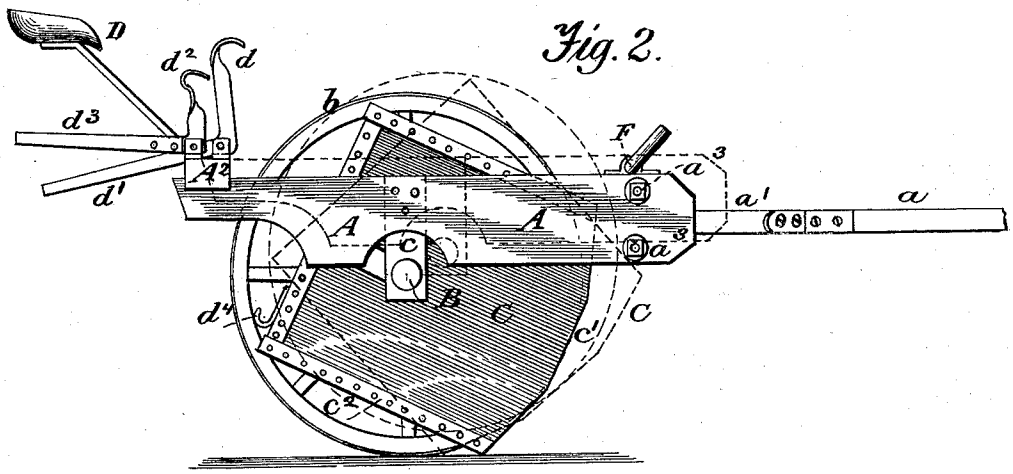


Fig. 3.

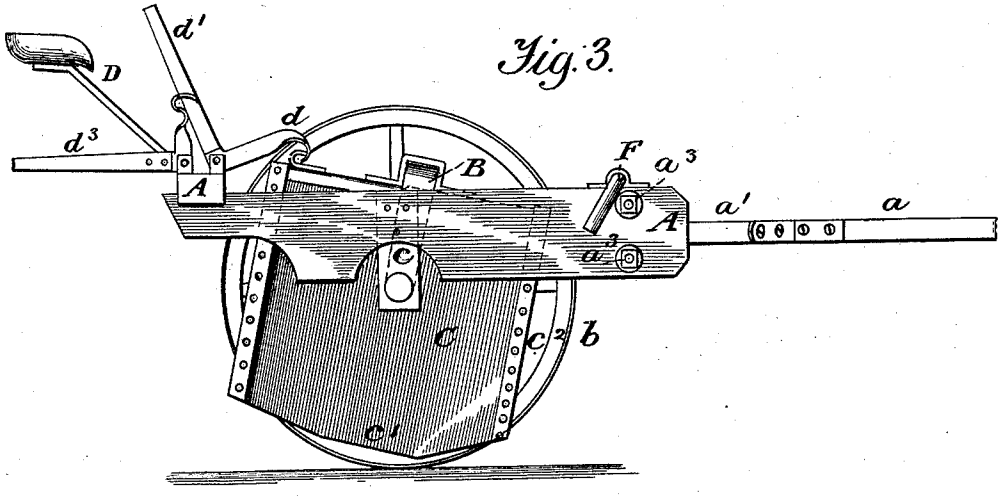
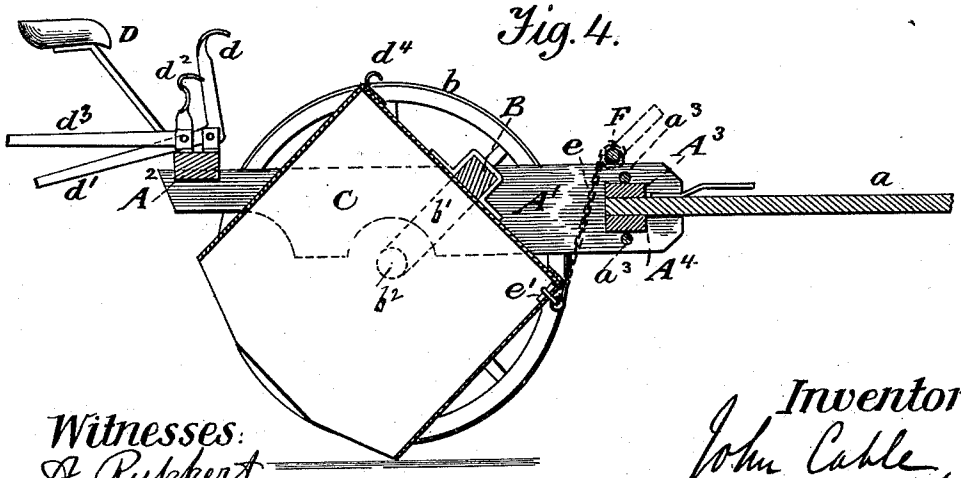


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN CABLE, OF CABLE, MINNESOTA.

DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 396,982, dated January 29, 1889.

Application filed April 11, 1888. Serial No. 270,280. (No model.)

To all whom it may concern:

Be it known that I, JOHN CABLE, of Cable, in the county of Sherburne and State of Minnesota, have invented certain new and useful Improvements in Dumping-Carts, of which the following is a specification, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of my invention is to provide a dumping-cart the hopper of which will act as a leveler when it is tilted forward to discharge the load, and when tilted in the reverse direction will lift the cart and project it backward to discharge the load.

My invention consists in the construction and arrangement of the several parts, as will be hereinafter fully set forth in the specification and claims.

In the drawings, Figure 1 is a perspective view of the cart. Figs. 2 and 3 are side elevations, one wheel being removed, showing the hopper in different positions; and Fig. 4 is a vertical longitudinal section showing the hopper in another position.

Similar letters of reference indicate similar parts in the respective figures.

The frame consists of the side pieces, A A′, and cross-pieces A^2, A^3, and A^4, suitably connected. The rear end of the pole a fits in between the cross-pieces A^3 and A^4 and is bolted to them. The front ends of the braces a' a^2 are secured to the pole, as shown, their rear ends passing between the cross-pieces A^3 and A^4, and being firmly secured to the side pieces, A A′. The side pieces are tied together at their forward ends by the rods a^3.

B is the axle, bent at right angles at suitable points to form the vertical portions b' at each side of the hopper, these portions being again bent at right angles to form the horizontal portions b^2, on which the wheels b revolve.

C is the hopper, which rests on the axle B between the two vertical portions b', and is rigidly secured thereto in any suitable manner.

The axle is somewhat behind the vertical central line of the hopper, in order to give the hopper a tendency to tilt forward. The frame of the machine is supported on the axle by means of the plates c c, the lower ends of which fit over the axle, their upper ends being bolted to the side pieces, A A′. The side pieces are cut out to receive the hubs of the wheels b b, as shown in Figs. 2, 3, and 4.

The hopper is constructed as shown, the middle portion of the ends c' c' being higher than the sides c^2 and the hopper somewhat wider than its greatest depth. It is secured to the axle in such a way that a larger portion is above the center of that portion of the axle on which the wheel is mounted than below it; but the weight of the axle added to the lower portion tends to maintain the balance. A hook, d^2, attached to the lower end of the lever d^3, which is pivoted to the cross-piece A^3, engages with the rear side of the hopper and keeps it from tilting over while being loaded.

D is the seat for the driver.

The hopper being loaded, and it being desired to discharge the load by tilting the hopper forward, the hook d^2 is disengaged and the hopper will tilt forward. As it turns over, the top edge of the front side will come in contact with the ground, as shown in Fig. 2, the dirt emptying in front of it. As the horses continue to pull ahead, the wheels of the cart will be lifted off the ground, as shown in dotted lines, Fig. 2, and the cart pulled forward, so as to throw the hopper over the load in the position shown in Fig. 3. The hook d, attached to the lower end of the lever d', which is pivoted on the cross-piece A^3, is then thrown into engagement with the lug d^4 on the bottom of the hopper to prevent the hopper turning over any farther, and as the horses continue to draw the dirt will pass from under the hopper in the rear, the hopper acting as a leveler.

When it is required to dump the dirt backward, the hopper is tilted by means of the chain e, which passes under the hopper, and is detachably connected to the rear side near the bottom at e'. The other end of the chain is fastened to the shaft F, mounted in suitable bearings on the side pieces, A A′, and by winding the chain on the shaft the hopper will be tilted backward and the top edge of its rear side will come in contact with the ground, and by continuing to wind the chain on the shaft the wheels will be lifted off the ground and the cart projected backward about three feet,

in a manner similar to that already described, except that the direction is reversed. This is very convenient when the dirt is to be dumped over a bank, as it is difficult and often dangerous to back sufficiently near the edge to throw the dirt over, and as an alternative much shoveling must be resorted to, which my invention obviates. When the dirt is discharged, a slight push from the driver's foot will throw the hopper over on the edge of the side of the hopper, and as the horses pull forward the hopper will turn over to its proper position for loading. It will be of course understood that the chain *e* must be detached from the hopper when the dirt is to be dumped forward.

Having described my invention, I claim—

1. The combination, with the main frame and the axle, bent as described, of a hopper resting on the axle and rigidly secured thereto, the axle being in the rear of the vertical central line of the hopper, and a hook pivoted to the frame and adapted to engage with the rear side of the hopper, substantially as specified.

2. The combination, with the main frame and supporting-wheels, of an axle bent as described, a hopper resting on the axle and rigidly secured thereto, the hopper being so constructed that it extends a greater distance above its axial line than below it, in order that when it is tilted in either direction the top edge of its front or rear side will come in contact with the ground and cause the wheels and frame to be lifted up and projected forward or backward, for the purpose specified.

3. The combination, with the main frame and supporting-wheels, of an axle bent as described, a hopper resting on the axle and rigidly secured thereto, the hopper being so constructed that it extends a greater distance above its axial line than below it, for the purpose specified, a shaft mounted in bearings on the front of the frame, and a chain attached to the rear side of the hopper near the bottom, and after passing under the hopper adapted to be wound on said shaft, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand and seal.

JOHN CABLE. [L. S.]

Witnesses:
F. TALMAN,
C. J. CABLE.