(No Model.)

2 Sheets—Sheet 1.

F. H. EVANS.

DUMP CART.

No. 371,743. Patented Oct. 18, 1887.

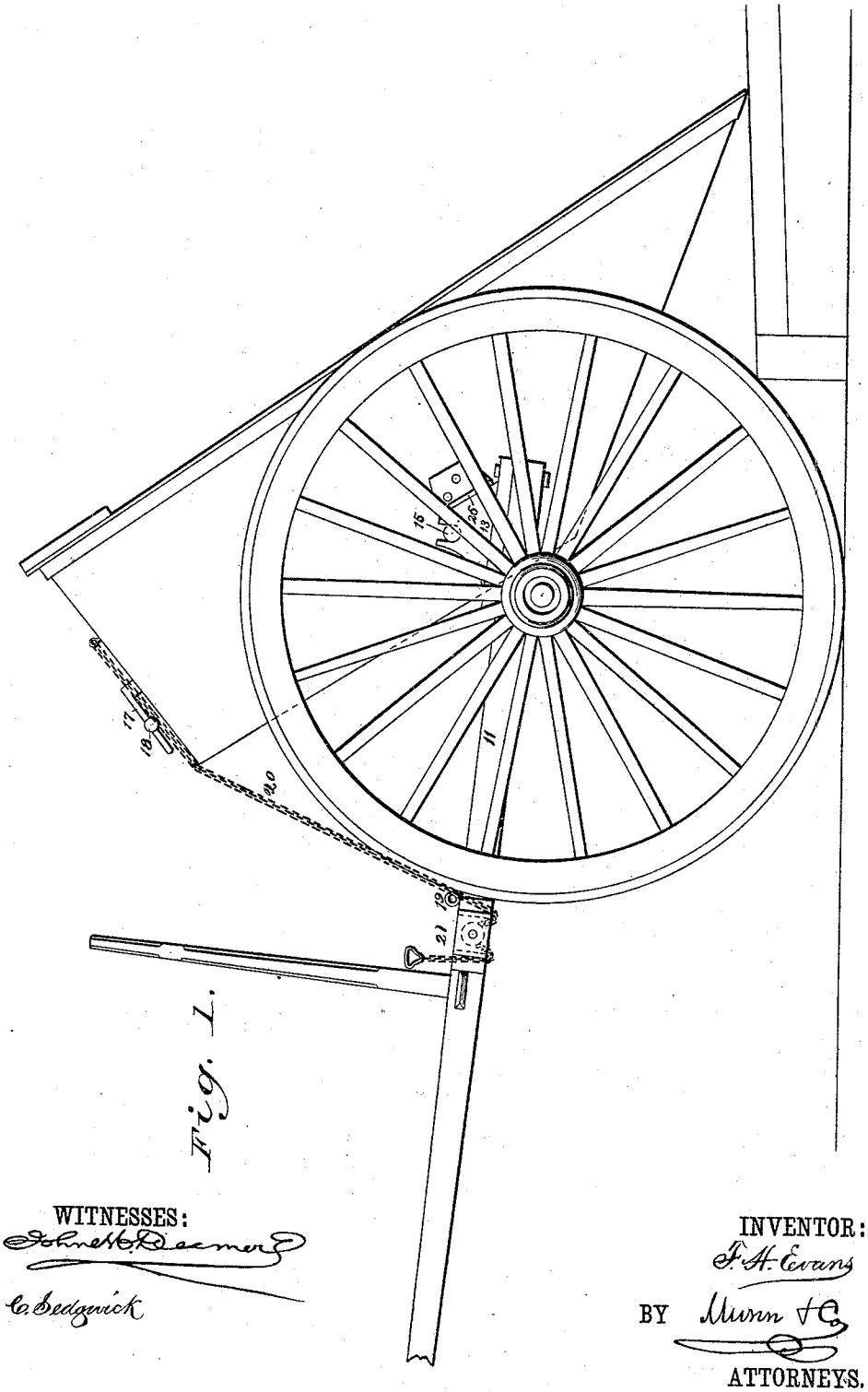


Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

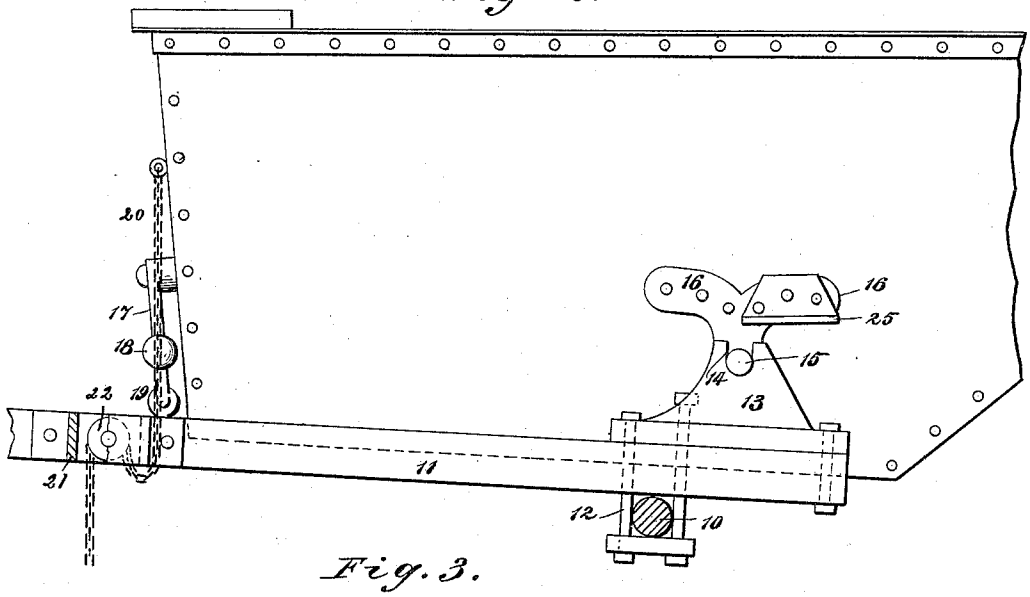
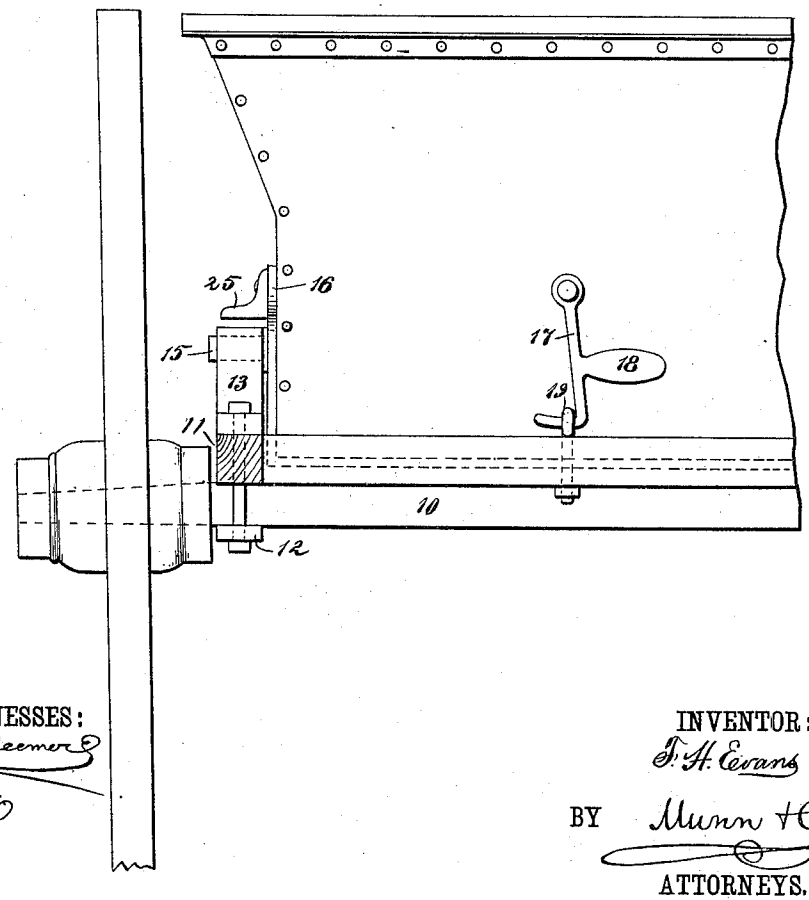


Fig. 3.



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UNITED STATES PATENT OFFICE.

FREDERIC H. EVANS, OF BROOKLYN, NEW YORK.

DUMP-CART.

SPECIFICATION forming part of Letters Patent No. 371,743, dated October 18, 1887.

Application filed March 10, 1887. Serial No. 230,446. (No model.)

To all whom it may concern:

Be it known that I, FREDERIC H. EVANS, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Dump-Cart, of which the following is a full, clear, and exact description.

This invention relates to the mounting of cart-bodies; and it consists, essentially, in providing said cart-bodies with trunnions that are supported in bearings mounted to the rear and above the axle of the cart, the cart-body being free to swing downward between the rearwardly-extending ends of the booms or shafts, the arrangement being such that the use of an expensive crank-axle is avoided, and such that the cart-bodies may be made with permanent rear ends, thus avoiding the necessity of adjusting and removing a tail-board in the operation of dumping and refitting the cart.

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

Figure 1 is a side view of my improved form of cart, the cart being represented as it appears when in the dumping position. Fig. 2 is a side view of a portion of a cart-body, the parts being shown in their normal position, the axle being shown in section and a portion of the bracket which carries the retaining chain-sheave being broken away; and Fig. 3 is a view of a portion of the forward end of the cart, the shaft or boom represented in the figure being shown in section.

In the drawings above referred to, 10 represents the cart-axle, to which the shafts or booms 11 are rigidly connected by clips 12. To the upper faces of the rear ends of the shafts or booms 11, which rear ends extend beyond the axle 10, I bolt or otherwise rigidly connect pedestals 13, in the upper portion of which there are formed vertical recesses 14, that are adapted to receive trunnions 15, which said trunnions are made integral with arms 16, that are riveted or otherwise secured to the sides of the cart-body.

To the forward end of the cart-body there is pivotally connected a catch or hook, 17, that is provided with a weighted handle, 18, said hook being arranged to engage with an eye, 19, that is secured to the foot-board at the rear of the main cross-bar of the shafts, the arrangement being such that the weight of the handle will act to hold the hook in engagement with its eye. I also connect a chain, 20, to the forward end of the cart-body, and to the outer face of the right-hand shaft or boom I connect a bracket, 21, which serves as the support for a sheave, 22, the chain being led downward from its connection with the cart-body beneath the rear outwardly-extending arm of the bracket upward and over the sheave, and finally downward beneath the bracket, as shown in Fig. 1.

By mounting the cart-body as above described and as illustrated in the drawings said cart-body may be moved to the position in which it is shown in Fig. 1—that is, to a position so that its rearwardly-inclined rear end will extend downward from the bottom of the cart, the position being such that the contents of the cart will be free to slide therefrom, all rush and jar of the cart-body in so moving from its normal position to the position in which it is shown in Fig. 1 being prevented by means of the chain-connection shown in the drawings, the end of the chain 20 being grasped by the attendants and the slack released link by link as the cart-body moves downward.

In order to prevent too great a depression of the cart-body, said body might be provided with outwardly-extending stops 25, which would be secured to the side of the cart-body or to one of the arms 16 of the trunnions 15, the outwardly-projecting flanges of the stops being arranged to bear against the rearwardly-inclined faces of the pedestals 13; but the stops would not always be necessary.

Although I have described my invention as arranged for use in connection with a two-wheeled vehicle, it will of course be understood that the device could be used in connection with a four-wheeled vehicle, in which case the vehicle-body would be supported at a point above and to the rear of the rear axle of said vehicle.

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

1. A dump-cart having its shafts projecting rearwardly beyond the axle and its body jour-

naled in and between the said rearwardly-projecting ends of the shafts, substantially as described.

2. In a dump-cart, the combination of the axle, the shafts having their ends projecting rearwardly beyond the axle and provided with bearings thereon, and the body provided with trunnions projecting from its sides and resting in the said bearings, substantially as herein shown and described.

3. In a dump-cart, the combination, with the axle and the shafts having their ends projecting rearwardly beyond the axle, of the pedestals 13, having recesses 14, and secured to the said projecting ends of the axle, the body, the trunnions 15, secured to the body and resting in the recesses of the pedestals, and stops secured to the body and adapted to engage the pedestals to limit the tilting of the body, substantially as herein shown and described.

4. The combination, with a cart-body and its running-gear, of a chain connected to the cart-body, a bracket connected to the running-gear, and a sheave carried by the bracket, the chain passing downward beneath the bracket, to be carried over the sheave, substantially as described.

FREDERIC H. EVANS.

Witnesses:
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EDGAR TATE.