No. 739,012. PATENTED SEPT. 15, 1903.

J. C. LEHR.

ASH CART.

APPLICATION FILED JUNE 17, 1903.

NO MODEL. 3 SHEETS—SHEET 1.

Fig. 1.

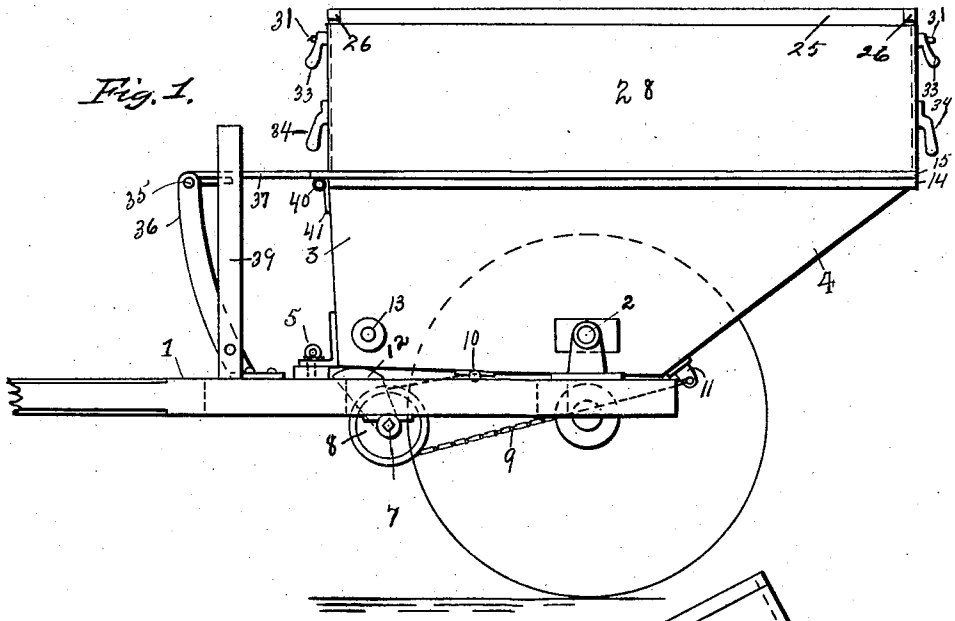
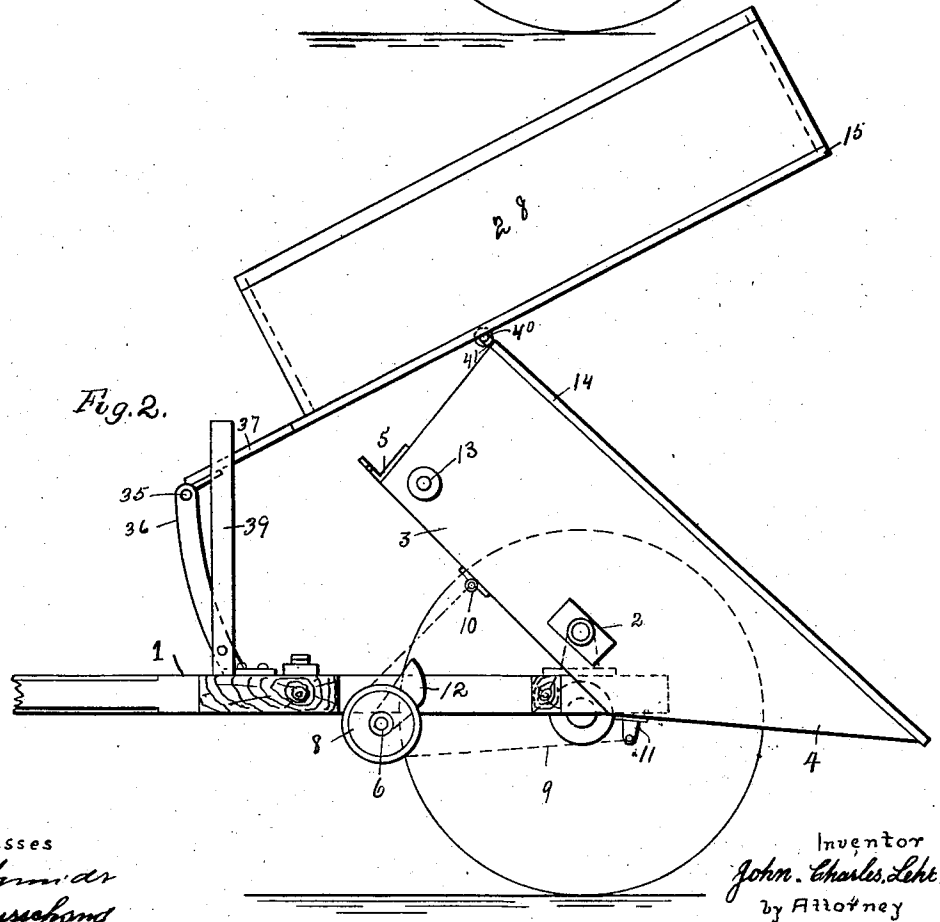


Fig. 2.



Witnesses
L. Schneider
A. L. Russchang

Inventor
John. Charles. Lehr.
by Attorney
Thos. E. Patterson.

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

No. 739,012. PATENTED SEPT. 15, 1903.

J. C. LEHR.

ASH CART.

APPLICATION FILED JUNE 17, 1903.

NO MODEL. 3 SHEETS—SHEET 2.

Fig. 3.

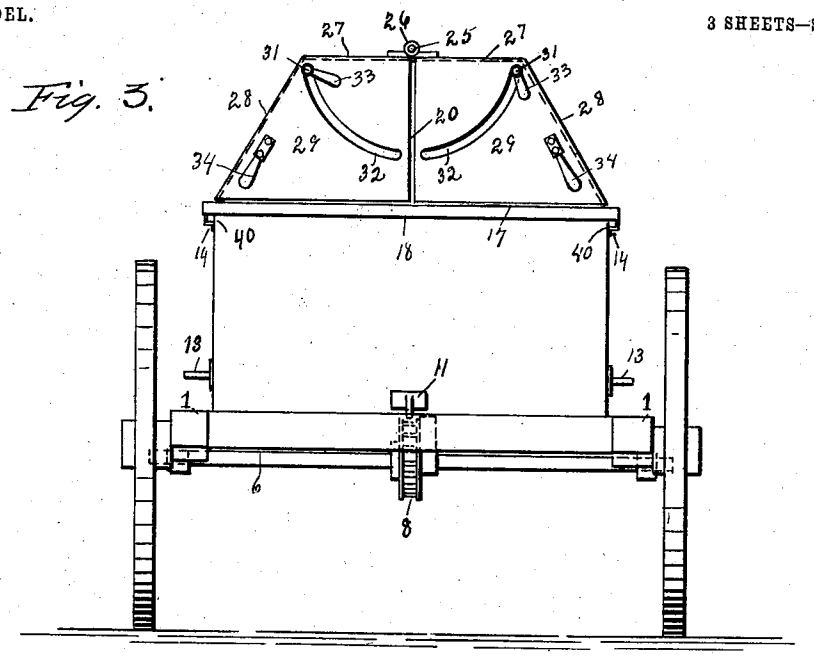
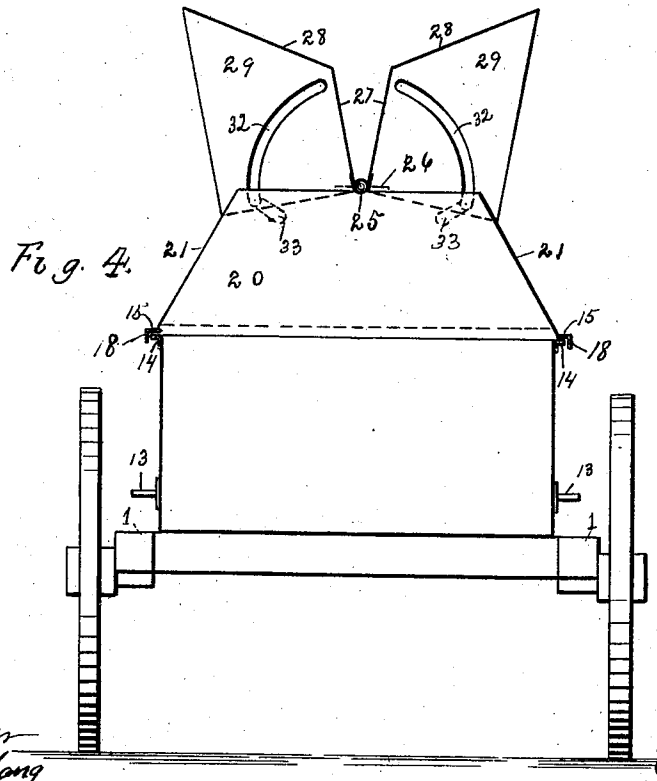


Fig. 4.



Witnesses

L. Schmidt

A. B. L. Dresshang

Inventor

John Charles Lehr.

by Attorney

Thos. E. Patterson

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

No. 739,012. PATENTED SEPT. 15, 1903.

J. C. LEHR.

ASH CART.

APPLICATION FILED JUNE 17, 1903.

NO MODEL. 3 SHEETS—SHEET 3.

Fig. 5.

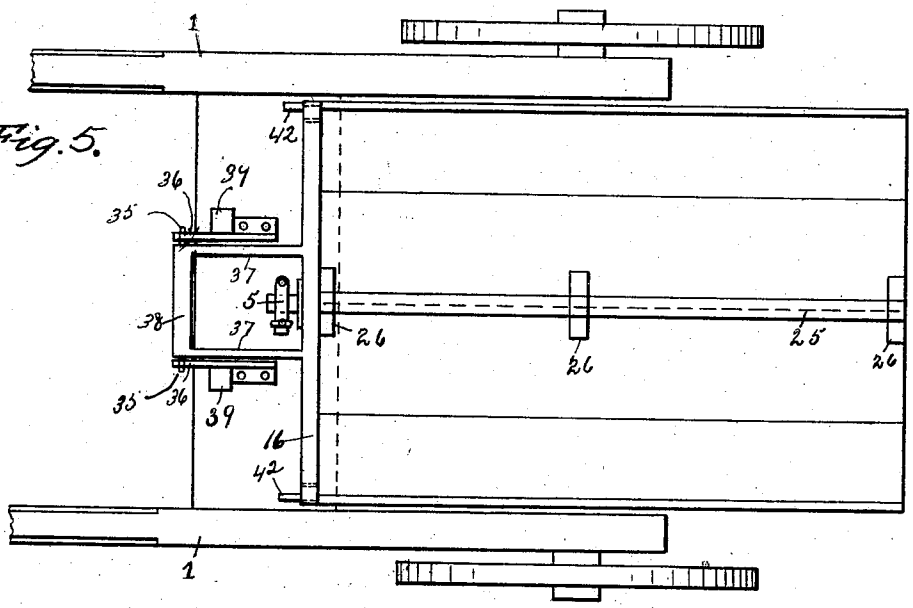


Fig. 6.

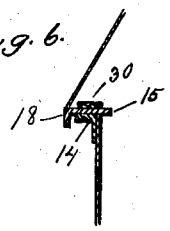


Fig. 7.

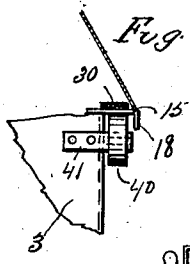


Fig. 8.

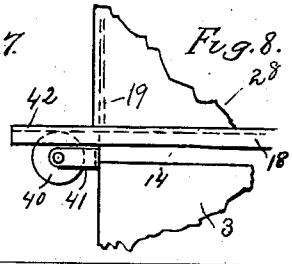


Fig. 10.

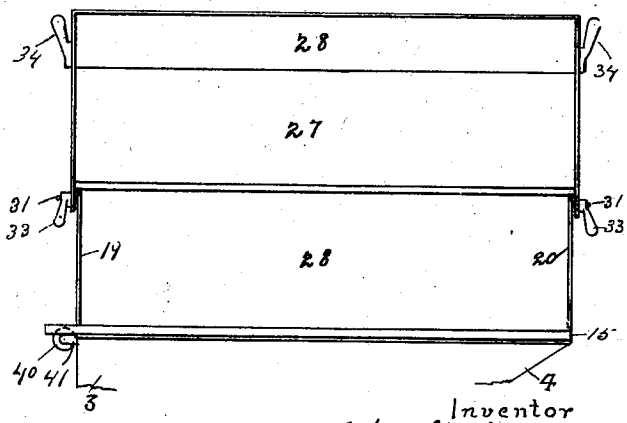
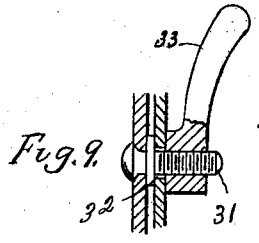


Fig. 9.



Witnesses

L. Schmidt

A. C. Durschang

Inventor

John Charles Lehr.

by Attorney

Thos. C. Patterson

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

No. 739,012. Patented September 15, 1903.

UNITED STATES PATENT OFFICE.

JOHN CHARLES LEHR, OF NEW YORK, N. Y.

ASH-CART.

SPECIFICATION forming part of Letters Patent No. 739,012, dated September 15, 1903.

Application filed June 17, 1903. Serial No. 161,832. (No model.)

To all whom it may concern:

Be it known that I, JOHN CHARLES LEHR, a citizen of the United States, and a resident of the borough of Manhattan, city of New York, and State of New York, have invented certain new and useful Improvements in Ash-Carts, of which the following is a specification.

This invention relates to ash-carts; and its objects are to combine with a dumping-body a cover of improved construction which will enable the cart to be loaded readily from either side and will during the loading minimize the liability of dust and ashes being blown about by the wind and also to provide for raising the cover automatically at the dumping operation to facilitate the dumping of the contents of the cart.

In the drawings forming part of this specification, Figure 1 is a side elevation of my improved ash-cart, the parts being shown in normal position. Fig. 2 is a similar view, but illustrating the dumping operation. Fig. 3 is a rear elevation of the cart. Fig. 4 is a view similar to Fig. 3, but showing the cart in condition to be loaded with garbage at each side. Fig. 5 is a plan of the cart. Fig. 6 is a sectional detail in elevation of the construction of the upper side edge of the cart-body and the lower portion of the cover resting thereon. Fig. 7 is a detail in front elevation of the upper right-hand corner of the front side of the cart, illustrating the mounting of one of the rolls whereby the cover is lifted at the dumping operation. Fig. 8 is a side view of the parts shown at Fig. 7. Fig. 9 is a sectional elevation of means for locking a hood when it is swung up to permit loading. Fig. 10 is a side view of the upper portion of the cart, showing a hood raised.

In the several views similar parts are designated by similar numerals of reference.

Upon a running-gear 1, which may be of any suitable construction, is hinged or pivoted at 2 a dumping-body 3, its rear end 4 having the form of a chute to facilitate dumping. At its front end the body is normally secured by the usual hasp or lock at 5, Fig. 1. The dumping may be effected in any desired manner; but preferably a shaft 6 is journaled transversely upon the running-gear, being squared at one end at 7 to receive a key and carries a sprocket-wheel 8, over which runs a chain 9, the upper reach whereof is connected to the cart-body at a point 10 forwardly of the body-pivot 2 and the lower reach whereof is attached to a short arm 11, projecting downwardly from the lower edge of the rear side of the cart-body, so that by giving the shaft a rotation in one direction or to the right in Fig. 2 the body is dumped, while by rotating it in the opposite direction the body is tipped up to normal position. Preferably I mount upon the key-shaft 6 a starting-cam 12, projecting forwardly and upwardly from the shaft and adapted to bear up against the under side of the body to effect the initial movement thereof at the dumping operation. A handhold 13 may be provided at the forward end of the body to facilitate the dumping, and in some cases the described dumping mechanism may be omitted.

A reinforcing angle-iron 14 may extend all around the upper edge of the cart-body, and upon said iron rests an open rectangular frame consisting of side bars 15 and front and rear end bars 16 and 17, each of said bars being formed of angle-iron whereof the flange 18 depends, as seen clearly at Fig. 6. These depending flanges completely inclose the upper edge of the cart-body, thereby preventing drafts of air and the blowing about of dust. Upon the front and rear bars of said open frame are erected end walls 19 and 20, preferably formed with sloping sides, as at 21, Fig. 4. At the top these walls are centrally connected by a rod 25 to stiffen the structure, said rod also serving as a pintle, upon which are mounted by hinges 26 a pair of hoods, one covering each side half of the cart, and either one or both of the hoods, Fig. 4, may be swung up about the hinge to permit loading from either side, thereby rendering it convenient to load the cart from either side of the street, which is a desideratum. Each hood comprises a top 27, this being the part which is hinged to the rod 25, a sloping side 28, and ends 29, the latter for inclosing the end walls 20 of the cover-frame, as at Fig. 3, to exclude air-currents. It will also be understoood that when only one hood is raised, as at Fig. 10, the other hood completely closes the other side of the cart, forming a pocket through which the wind is not free to circulate, while, as will be

understood from Fig. 4, the end walls or flaps 29 of the raised hood coöperate with the end walls 20 of the cover-frame to bar the wind from blowing over and stirring up the contents of the cart. In other words, when only one hood is raised it will be observed that the cart is open at only one side and is closed at both ends and at the top, so that while it is perfectly convenient to load the cart, still the objectionable blowing about of ashes and odors is practically obviated. A rubber or other pad strip 30, Figs. 6 and 7, may be fitted upon the upper sides of the open rectangular cover-frame to avoid injury to ash-barrels, which rest thereon while being dumped into the cart.

In order to secure the hoods in their raised position, I provide upon the end walls 20 threaded studs 31, Fig. 9, which project through slots 32, formed in the hood ends 29, preferably both front and rear, said slots being curved concentrically with the pintle 25 and handle-nuts 33 being fitted upon said studs to bear upon the hood ends and secure them in any position to which they may be set. Handholds 34 for raising the hoods may also be provided at each end thereof.

At the dumping operation the cover-frame, with its hoods, is lifted automatically, the frame for this purpose being provided with a tongue or forward extension, which is pivoted at 35 upon and between standards 36, rising from the running-gear, whereby the cover-frame may be swung up at its rear end. Said extension may consist of side bars 37, formed integral with or attached to the front bar 16 of the cover-frame, and a bar 38, connecting said side bars, and, if desired, said extension may be utilized for a driver's seat, or the seat may be swung upon uprights 39, which flank the standards 36. Rolls 40 are journaled in brackets 41, which are attached to the upper front corners at the sides of the cart-body, so that the rollers may run along the under sides of the side bars 15 of the hinged cover-frame, Figs. 2 and 7. It will be seen that at the dumping operation the rolls 40 move in a rising arc about the pivotal point 2, upon which the cart-body turns, and serve to raise the cover-frame, with its hoods, bodily about the pivot 35, thus moving the rear portion of the cover to a position where it will not interfere with the movement of the cart's contents out of its rear chute-like portion. As seen at Figs. 5 and 8, the side bars 15 of the cover-frame may project a little beyond the cover at 42 to overlie the rolls when the latter are in normal position. The flanges 18 of the cover-frame also serve to prevent the cover from displacement by the jarring of the cart in traveling. When the cart-body, with its rollers 40, is returned to normal position after dumping, the weight of the cover-frame causes it to settle upon the top of the body, thus closing the same. The cover in no wise interferes with the dumping of the cart's contents, as in prior constructions, nor is the use of a shovel necessary in unloading, as the entire contents may slide freely out of the rear end.

Variations may be resorted to in construction, arrangement of parts, and operation within the scope of my invention, and portions of my improvements may be used without others.

Having thus described my invention, I claim—

1. An ash-cart comprising a running-gear, a body pivoted thereon and having at its rear end the form of a chute, and a cover pivoted at its forward end upon the running-gear independently of the body so that the cover may lift from the body to permit dumping.

2. An ash-cart comprising a running-gear, a body pivoted thereon and having at the rear end the form of a chute, and a cover pivotally supported at its forward end so that it may lift from the body to permit dumping; said cover consisting of front and rear end walls, bars connecting said walls, and a pair of side hoods hinged at the top and adapted when closed to inclose said end walls.

3. An ash-cart comprising a running-gear, a body pivoted thereon and having at its rear end the form of a chute, and a cover for said body; said cover comprising a framework and a hinged hood; said framework being pivoted to a part upon the running-gear so that the cover may lift from the body to permit dumping.

4. An ash-cart comprising a running-gear, a dumping-body mounted thereon, a cover for said body, said cover being supported at its forward end upon the running-gear independently of said body, and means called into operation by the dumping movement of the body, for lifting the rear end of the cover upwardly from the body.

5. An ash-cart comprising a running-gear, a dumping-body pivoted thereon, bearing-rolls upon said body, a cover surmounting said body and hinged at its forward end and having a bearing along which said rolls may run, at each side of the cover; said body-pivot, rolls and bearings being so related that the dumping movement of the body causes the rolls to rise and elevate the rear end of the cover.

6. An ash-cart comprising a running-gear, a dumping-body pivoted thereon, a cover for said body, said cover being supported at its forward end upon said running-gear independently of said body; and means called into operation by the dumping movement of the body, for lifting the rear end of the cover upwardly from the body; said cover comprising a pair of side hoods, and a supporting-frame to which they are hinged.

7. An ash-cart comprising a running-gear, a dumping-body pivoted thereon, a cover for said body; said cover comprising a pair of side hoods hinged at the top, and a supporting-frame to which said hoods are hinged, and said frame being pivotally supported at

its forward end upon the running-gear independently of the body; and means called into operation by the dumping movement of the body, for raising the cover about its pivot.

8. An ash-cart comprising a running-gear, a dumping-body pivoted thereon; a cover for said body; said cover resting loosely upon said body, and being hinged at its forward end; standards rising from the running-gear to which said cover is pivoted forwardly of the dumping-body; said body being provided with means for lifting said cover about its pivot.

9. An ash-cart comprising a running-gear; a dumping-body pivoted thereon; a pair of rolls mounted upon the forward upper corners of said body; a cover loosely surmounting said body; said cover comprising a frame and side lids, and said frame having an extension which projects forwardly from the dumping-body and is pivoted at its forward end; a support rising from the running-gear upon which said extension is pivoted; said rolls being adapted to run upon the under side of said frame, and the body-pivot, rolls, frame and frame-pivot being so related that at the dumping operation the rolls rise and lift the cover bodily about its pivot.

10. An ash-cart comprising a running-gear, a dumping-body thereon, a cover surmounting said body, a forward extension upon said cover, and a support whereon said extension is pivoted at its forward end, said support being fixed upon said running-gear independently of said body, whereby the cover may be swung up to clear the body at the dumping operation.

11. An ash-cart comprising a running-gear, a dumping-body thereon, a cover comprising a frame and a lid, said frame having depending flanges which inclose the top edges of said body, and a support to which said cover is pivoted at its forward end, said support being fixed upon said running-gear independently of said body.

12. An ash-cart comprising a running-gear, a dumping-body thereon, a cover comprising a frame and a pair of hoods, said frame consisting of side and end bars of angle-iron which rest upon and inclose the upper edge of said body, and end walls rising from said end bars, and said hoods being hinged together at the top and at their end portions inclosing said end walls, and a support to which said cover is pivoted at its forward end.

13. An ash-cart comprising a body and a movable cover thereon; said cover comprising an open frame resting upon the upper edge of said body, and front and rear end walls, and a rod connecting the tops of said walls; and said cover also comprising hoods hinged upon said rod and inclosing said walls.

14. An ash-cart comprising a body and a movable cover thereon; said cover comprising an open frame resting upon the upper edge of said body, front and rear end walls, and a rod connecting the tops of said walls, and hoods hinged upon said rod and inclosing said walls; each of said end walls being provided with threaded studs, and said hoods having curved slots through which said studs protrude; and locking-nuts upon said studs.

15. An ash-cart comprising a running-gear, a body pivoted thereon, rollers upon the forward portion of said body, mechanism for tilting said body, an open frame resting upon the top edge of said body in position to be engaged by said rollers, said frame being pivoted, and a lid upon said frame; said body-pivot, rollers, frame and frame-pivot being so related that the rollers may lift the frame about its pivot.

16. An ash-cart comprising a running-gear, a body pivoted thereon, a key-shaft journaled upon said running-gear, a cover mounted upon said body, and means controlled by said key-shaft for dumping the body and raising the cover.

17. An ash-cart comprising a running-gear, a body pivoted thereon, a transverse key-shaft, a sprocket-wheel upon said key-shaft, a starting-cam also fixed upon said key-shaft, a chain running over said sprocket-wheel and connected to said body, and a pivoted cover so mounted that its rear end is lifted by the movement of the body produced by turning said key-shaft.

JOHN CHARLES LEHR.

Witnesses:
HANNAH BESTHOFF,
ANTHONY C. DURSCHANG.