(No Model.)

2 Sheets—Sheet 1.

N. F. REILLY.

DUMPING CART.

No. 366,428. Patented July 12, 1887.

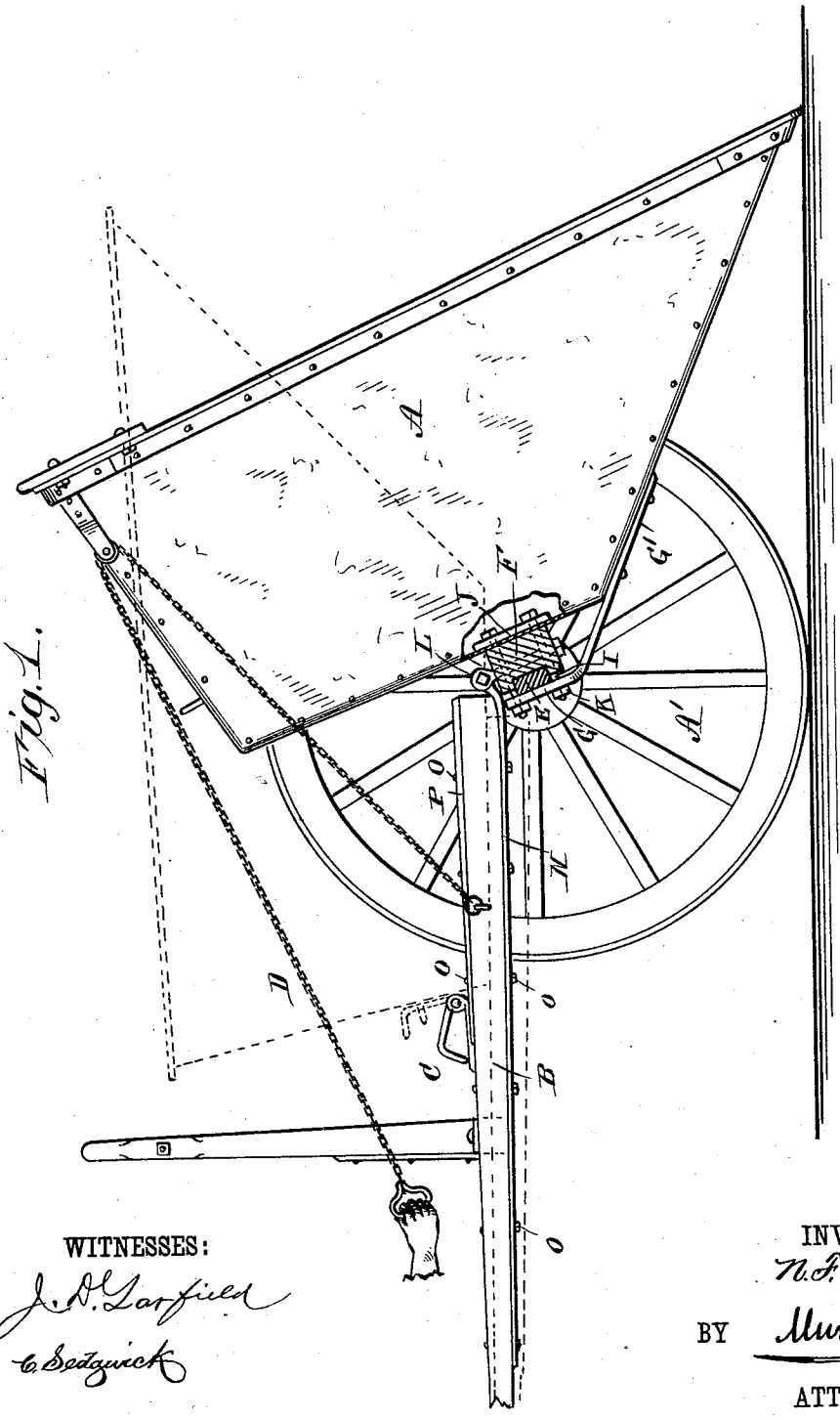


Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

N. F. REILLY.

DUMPING CART.

No. 366,428. Patented July 12, 1887.

Fig. 2.

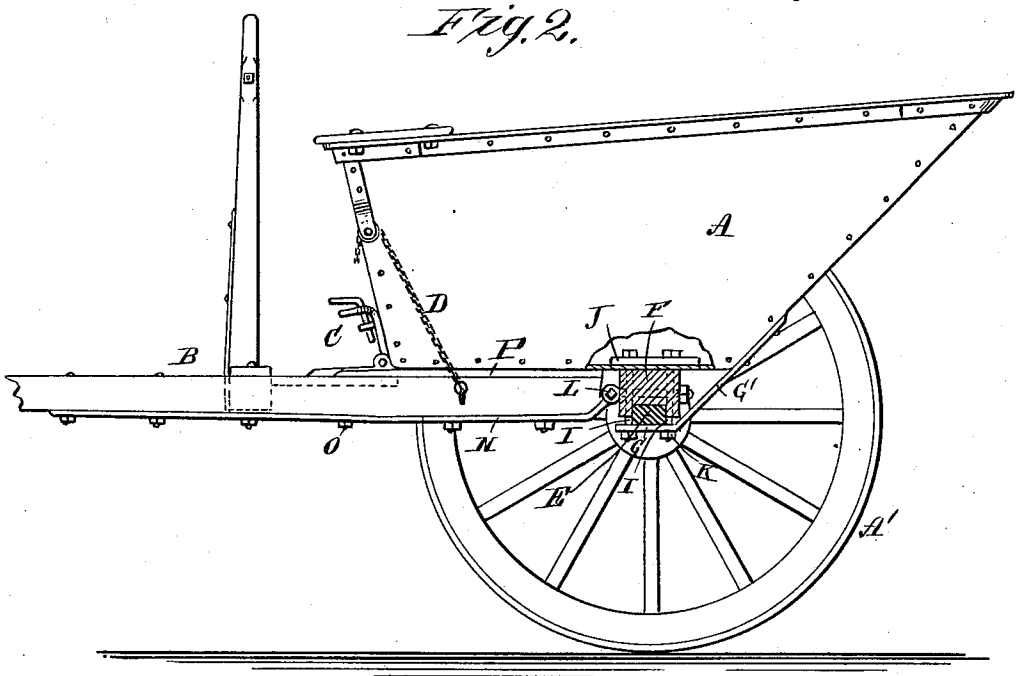
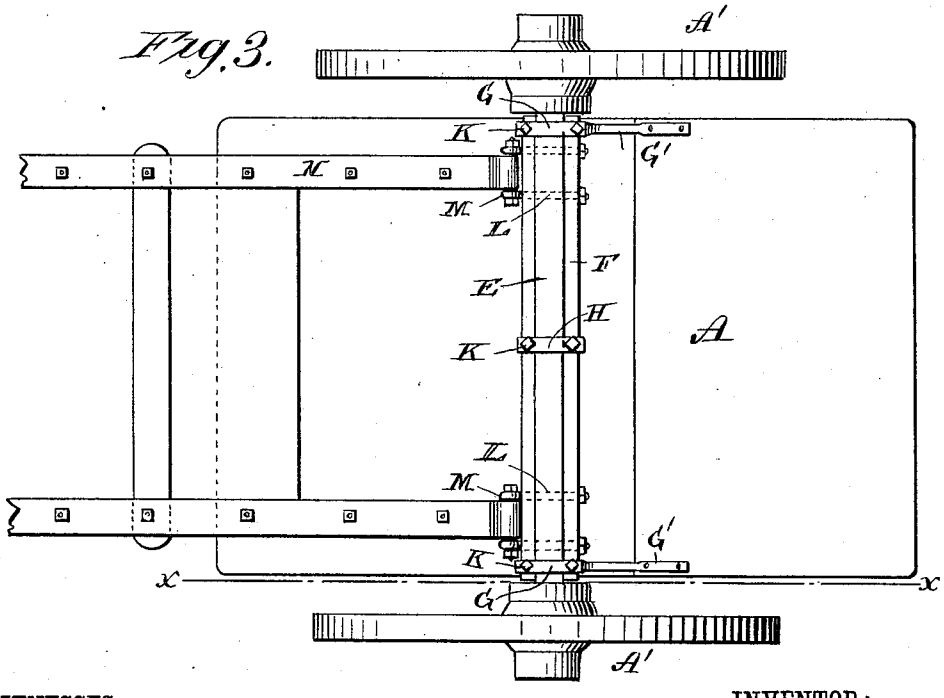


Fig. 3.



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UNITED STATES PATENT OFFICE.

NICHOLAS F. REILLY, OF NEW YORK, N. Y.

DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 366,428, dated July 12, 1887.

Application filed April 19, 1887. Serial No. 235,358. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS FRANCIS REILLY, of the city, county, and State of New York, have invented a new and Improved Dumping-Cart, of which the following is a full, clear, and exact description.

My invention has reference to that class of dumping-carts in which the box is of sheet metal and tilts bodily with the axle, to which the thills are connected by hinge-joints.

The invention has for its object to so simplify and improve the construction and arrangement of this style of dumping-cart that extreme lightness and economy are obtained with the greatest strength and durability; and to this end the invention consists in certain novel features of construction and combinations of parts hereinafter fully described, and then definitely claimed.

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

Figure 1 is a side elevation illustrating a dumping-cart to which my improvements have been applied, the box being tilted, part being broken out, and other parts in section. Fig. 2 is a similar view, the box being in its normal position. Fig. 3 is an inverted plan view of the same.

A designates the box of the cart, having an inclined top, front, and back, and constructed of sheet metal, preferably iron, braced at the edges and corners by angle-iron in the usual way, and A′ the wheels.

B designates the thills, C an ordinary catch for locking the box in its upper position, and D the usual chain by which the box is adjusted.

The axle-body E is sunken in a groove in the axle-bed F, and the whole, constituting the axle, is rigidly secured to the sheet-metal bottom of the box A by the devices forming the first part of this invention. These consist of outer and middle cross-straps, G H, respectively held against the under side of the axle-body E, bolts I, passed vertically through each strap G H, at either side of the body E, through the bed F and the bottom of the box A, and correspondingly-arranged straps J, resting on said bottom, and nuts K, screwing on the bolts I to securely clamp the parts together and take up wear.

The outer bottom straps, G, are extended to form braces G′, which are bent upward at an angle corresponding with the inclined back of the box A, to which they are securely riveted or bolted. With this construction the sheet-metal box is held fixedly in its relation to the axle in all positions, while extreme strength and simplicity are secured.

The rest of the invention relates to the construction of the hinged thills B with reference to the box and axle.

Pairs of eyebolts L are passed transversely through the axle-bed F near its ends and support the horizontal hinge-pins M of the thills B in the usual way. The said pins are passed through and the heads of the bolts L embrace eyes formed on the ends of the long stiffening plates N, which are secured to the under sides of the thills by series of bolts O, passed vertically through said plates N and thills.

Plates P are secured to the upper sides of the thills, and extend somewhat beyond the forward end of the box, the bolts O, used for fastening the lower plates, N, at that part of the thills, being also passed through the plates P, to form a sort of truss by which the thills are given extreme stiffness to withstand the weight of the box. The upper plates, P, extend from the inner ends of the thills, and the inner ends of the lower hinge-plates, N, are bent upward at the rear lower corners of the thills to bring the hinge joints at an equal distance from the top of the upper plates, P, and the under side of the box, so that when the box is returned to its normal position, after dumping, the shock from its weight will come equally upon the bearing-plates P for their entire length. The bearing-plates P, being strengthened by their truss-like connection with the bottom stiffening-plates, firmly resist such distributed shock, so as to prevent all danger of breakage of the thills, as often happens with carts of the ordinary construction.

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

1. In a dumping-cart, the combination, with

the metallic box, the axle-bed, and the axle-body sunken therein, of cross-straps resting on the bottom of the box, correspondingly-arranged cross-straps held against the under side of the axle-body, and bolts passed vertically through the upper straps, the bottom of the box, the axle-bed, and at either side of the axle-body through the lower straps, some of said lower straps being extended to form braces, which are secured to the back of the box, substantially as shown and described.

2. In a dumping-cart, the combination, with the box, axle, thills, and the hinge-joints of the same, of long stiffening-plates secured to the under sides of the thills, bearing-plates on the tops of the thills, and bolts passed vertically through each stiffening-plate, thill, and bearing-plate, the hinge joints being so arranged with respect to the bearing-plates, thills, and box that the latter has a continuous bearing for the full length of the bearing-plates, substantially as shown and described.

NICHOLAS F. REILLY.

Witnesses:
JAMES MACKEAN,
WILLIAM T. HAYWARD.