No. 649,925. Patented May 22, 1900.

A. FISHER.

FARM DUMP CART.

(Application filed Mar. 8, 1900.)

(No Model.)

Fig. 1.

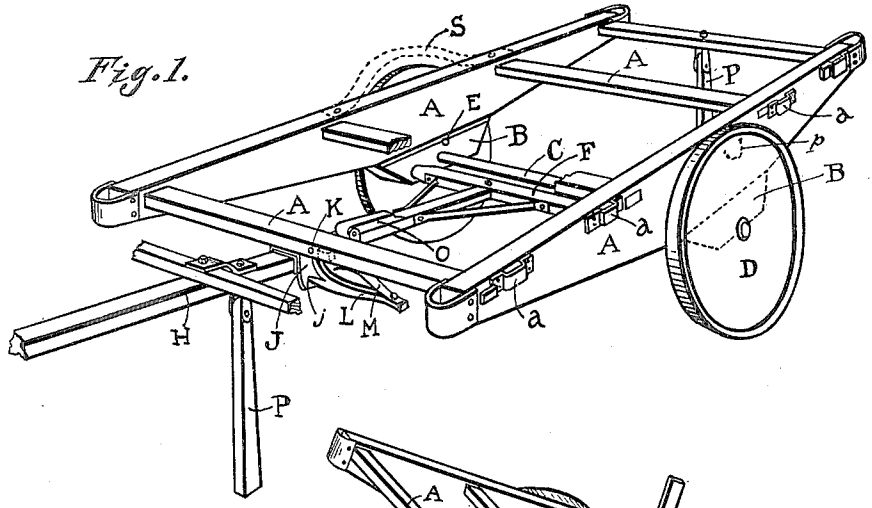
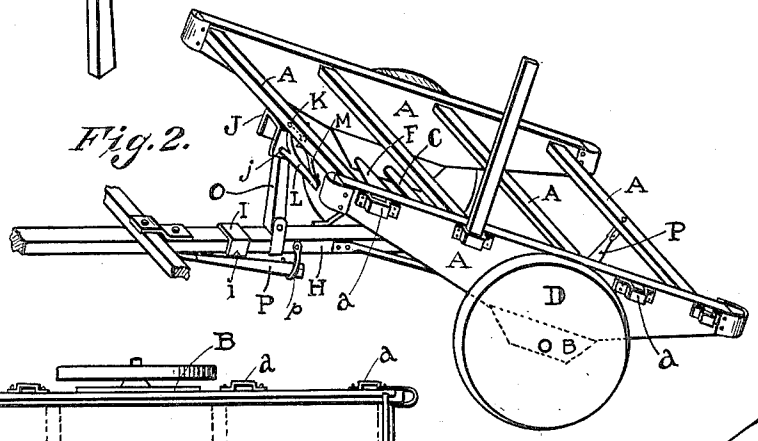


Fig. 2.



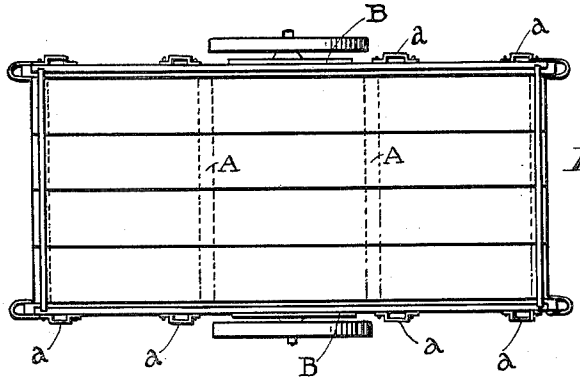
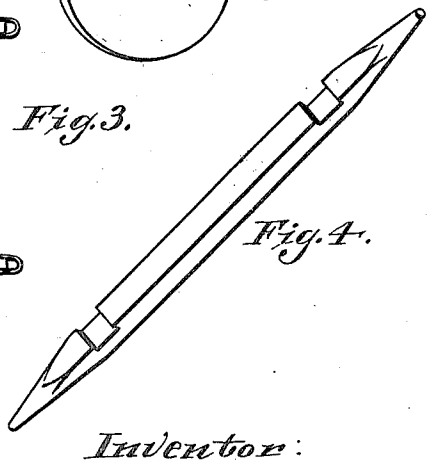


Fig. 3.

Fig. 4.



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UNITED STATES PATENT OFFICE.

ALEXANDER FISHER, OF EASTON, MISSOURI.

FARM DUMP-CART.

SPECIFICATION forming part of Letters Patent No. 649,925, dated May 22, 1900.

Application filed March 8, 1900. Serial No. 7,827. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER FISHER, a citizen of the United States, residing at Easton, in the county of Buchanan and State of Missouri, have invented certain new and useful Improvements in Farm Dump-Carts; and I do declare the following to be full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in carts, and especially to improvements in carts adapted to the use of farmers and horticulturists, where crops to be gathered are frequently so located that it is difficult to use a four-wheeled vehicle because of lack of space for turning or other reasons, and that is also adapted to be loaded and unloaded more speedily and with much less physical labor than with the vehicles in common use.

The object of the invention is to provide a cart that is, first, simple, inexpensive, durable, and strong, and therefore especially suited to the use of farmers and horticulturists, and constructed, preferably, with a pole or tongue, and thus adapted to be used with two horses, be hauled wherever a team can travel, and carry heavy loads; second, the body of which may be tipped at its rear until it touches the ground, thus facilitating loading and unloading; third, that is provided with standards at the front and rear to prevent the tipping of the body when the horses are detached or at any time, and a support to hold the body in position when tipped for loading or unloading; fourth, the tongue of which is detached from any direct connection with the axle-shaft of the cart, thus avoiding strain and wear on said shaft, and, fifth, that is provided with a novel spring mechanism adapted to securely attach the frame to the tongue and to instantly release it when it is desired to let the rear of the frame drop into contact with the ground. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the invention with the frame in a horizontal position supported by standards. Fig. 2 is a perspective view showing the frame released from connection with the tongue and held at the front in an elevated position by its support while the rear end of the frame is lowered. Fig. 3 is a top view of the frame and the wheels connected therewith, and Fig. 4 is a perspective of a wooden shaft and axles that may be used as a substitute for an ordinary iron axle.

Similar letters refer to similar parts throughout the several views.

In the drawings herewith A A represent the frame, and *a a* are for use in attaching the sides and front and end gates that may be placed on said frame or to receive uprights in case the frame is used for carrying wood. A floor may be fitted loosely on or fastened rigidly to the top of said frame. Bolted or otherwise permanently attached to the lower edge of each side of frame A is an extension B, preferably of hard wood, adapted to carry the shaft C and axles, which axles carry wheels D D. Extensions B B are made of greater thickness than the sides of frame A, thereby serving as guards to prevent wheels D D in their revolutions grazing the outsides of the frame and on the insides admitting of an aperture E in the top of each extension, (see Fig. 1,) which aperture extends down to the shaft carried by it and through which said shaft may from time to time receive the necessary grease or oil. On a line practically horizontal with and in front of said shaft there is a roller F, the ends or axles of which are also carried by said extensions B B. Rigidly attached at the middle of said roller F and braced is the pole or tongue H of the cart carrying an ordinary doubletree. At a point on said tongue vertically below the front cross-piece of frame A there is a metal band I, grasping the tongue. On one of its sides said band is cut away from the bottom upward, leaving a notch *i* in the form of an inverted V, Fig 2. To the under side of said front cross-piece a metal strip or clasp J is attached rigidly, its ends turned vertically downward, said strip and its turned ends being adapted in form and size to fit over and closely clasp band I. Through the turned

end of clasp J, which closes over the inverted-V notch *i*, there is an orifice *j* on a plane horizontally opposite the point of said inverted-V notch. Said cross-piece underneath, near clasp J, is slotted lengthwise, across which slot there is a pivot K. A spring-support L, having somewhat the form of a boot, carries a metal strip-spring M, rigidly fastened at one end, the opposite curved end being adapted to bear against the lower side of said cross-piece of frame A in close proximity to the end of the slot, Figs. 1 and 2. The toe of said piece L is hung upon pivot K in the slot, the pivot thus carrying both piece L and its spring M. The pointed heel of said piece L is adjusted to register in orifice *j*, said point reaching through said orifice and within the point of the inverted V into contact with the pole or tongue. When clasp J drops into position over band I, the tension of spring M drives said pointed heel through said orifice and holds it in position, and the front of the frame is thus held down securely on the tongue, as shown in Fig. 1. When it is desired to dump a load, it is simply necessary to press the outer end of piece L upward, thereby instantly releasing the heel of said piece from orifice *j* and from connection with the point of the inverted V and the tongue. The frame being released at its front and raised, as shown in Fig. 2, to prevent it from dropping, support O, hinged or pivoted on top of the tongue just back of band I, is swung up and its upper end brought into connection with the frame at clasp J. Two standards P P—one swung under the tongue, the other under the rear cross-piece of the frame—are provided to hold the frame at an equilibrium when the horses are unhitched from the cart or at any time when needed. These standards are provided with hooks *p p*, by which the lower ends may be held up. A guard S is provided at each side of the frame to protect loads that spread from interference with the wheels.

An inexpensive form of shaft and axles made of hard wood and adapted to be set under and riveted to extension-pieces B B is illustrated by Fig. 4.

What I claim, and desire to secure by Letters Patent, is—

1. The combination in a farm dump-cart of the frame, the pole, the metal band clasping said pole and provided with a notch of inverted-V form, the clasp rigidly attached to the front cross-piece of the frame, the orifice in the side thereof, the spring-support and attached spring bearing up against said cross-piece supported by a pivot across a slot in said cross-piece, and the pointed heel of the spring-support adapted to register through said orifice into said notch, substantially as described and set forth.

2. In a dump-cart combination, a spring-support of boot shape the toe of which is carried upon a pivot and the heel of which contacts with the cart-tongue through openings in the clasp and band on a plane horizontally opposite, and a spring one end of which is rigidly attached to said support and the other end of which contacts with the cart-frame at a point in close proximity to said pivot, substantially as specified.

3. In a farm dump-cart, the combination of frame A, extensions B B, shaft C and its axles, the roller F and the tongue H rigidly fastened thereto, all carried by the wheels D D, the band I and the notch *i* therein and clasp J attached to frame A at its front and the orifice *j*, said clasp being adapted to take hold upon said band I, the spring-support L with a toe adapted to work on pivot K in a slot in the front cross-piece of the frame and a heel to register in said orifice and notch and the spring M to retain said heel in its registered position, the support O to uphold the front of the frame when said heel is released from the orifice and notch and the front of the frame is elevated, and standards P P to, when necessary, preserve the equipoise of said frame, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ALEXANDER FISHER.

Witnesses:
JOHN S. BOYER,
W. T. FRANS.