

G. B. WIESTLING.

DUMPING-CART.

No. 170,654.

Patented Nov. 30, 1875.

Fig. 1

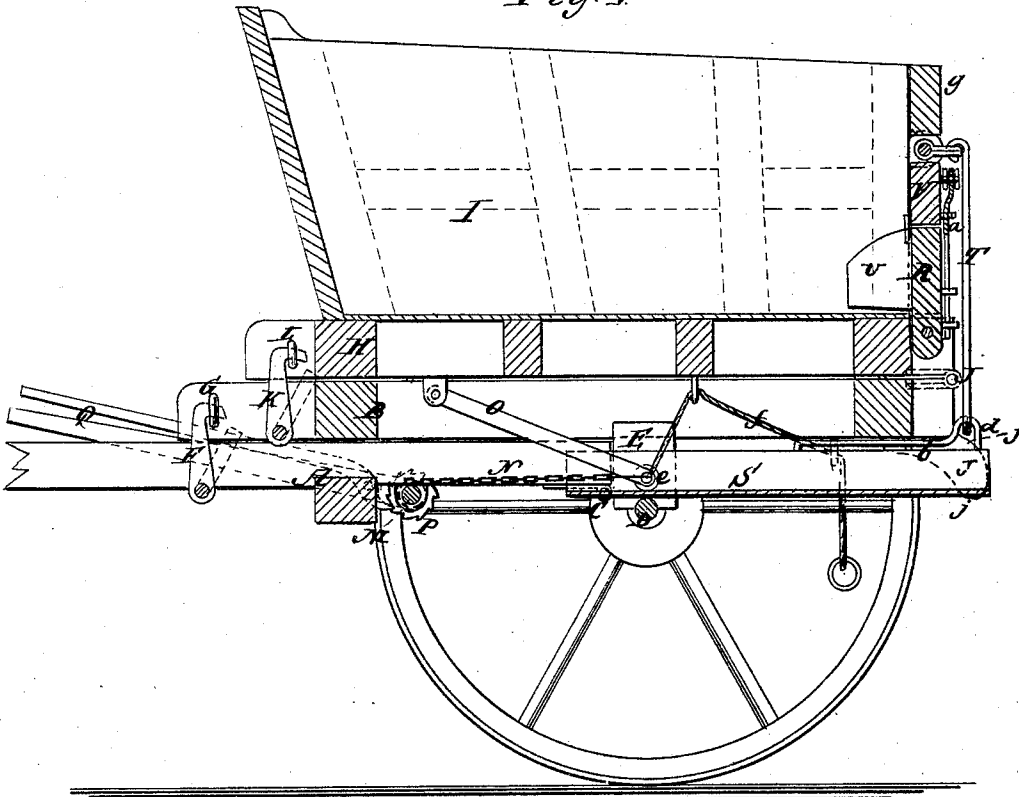
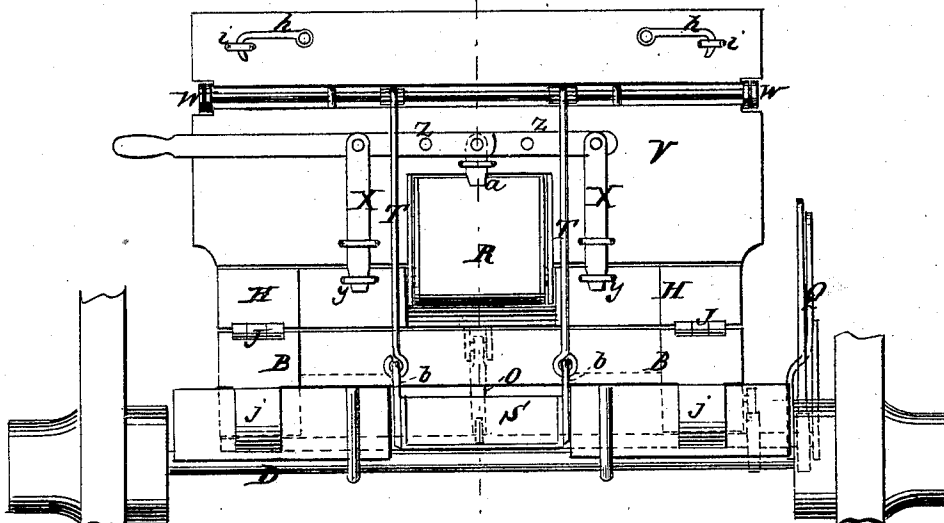


Fig. 2



WITNESSES:

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GEORGE B. WIESTLING, OF MONT ALTO, PENNSYLVANIA.

IMPROVEMENT IN DUMPING-CARTS.

Specification forming part of Letters Patent No. **170,654**, dated November 30, 1875; application filed October 8, 1875.

To all whom it may concern:

Be it known that I, GEORGE B. WIESTLING, of Mont Alto, in the county of Franklin and State of Pennsylvania, have invented a new and Improved Dump-Cart, of which the following is a specification:

My invention is an improvement in the class of dumping-wagons which, while adapted to dump in the ordinary way, may be also adjusted for shooting the load through a chute, over the curb-stone, into the coal-hole, without discharging onto the pavement or into the gutter. The invention relates particularly to the combination and arrangement hereinafter specified and claimed.

Figure 1 is a longitudinal sectional elevation of my improved dump cart. Fig. 2 is a rear-end elevation.

Similar letters of reference indicate corresponding parts.

A represents the ordinary shaft-frame, to the rear end of which the extra frame B is jointed by hinges C. This frame rests on the axle D by the pillow-block E, and tilts thereon to dump in the ordinary way. The front end of said frame is fastened to the shaft-frame by hooks F and staples G. H is the bed-frame of the box I. It is hinged at its rear end to the rear end of the frame B by joints J, and fastened down at the front by hooks K and staples L, and to raise it on the joints J a shaft, M, chain N, toggle-bar O, ratchet P, and ratchet-lever Q are provided, as shown, the object being to raise the box, and support it at such inclination as will cause the load to shoot out behind, through the small gate R and the chute S, into the coal-hole, the chute being suitably adjusted under the gate, which swings down from the top, and is suspended by the rods T. The gate has sides U, making it a portion of the chute, and it is fitted in the main gate V, which opens upward on the hinges W, and is fastened by slide-bolts X and staples Y, the bolts being worked by the compound lever Z, which also works the fastening a for gate R. The suspending-rods T are connected to the chute by the long staples b, which allow the chute to be shifted along the rod, as shown, to adjust it on the axle under the cart-body for carrying it along

the road, and to prevent the chute from shaking and jolting back the staples have a loop, d, at the rear end to keep the rods thereat. The toggle-bar O is jointed to the box-frame, so as to swing back, and thus not project downward rigidly, which might be objectionable on account of obstructions that it might encounter, and also so that it can be adjusted over the chute, as shown in Fig. 1, and made to bear by tightening the chain N to keep the chute steady, and in practice it will have a rubber washer, e, to prevent noise. The cord f is attached to this bar for pulling it back over the chute. The end-gate V is made somewhat lower than the sides of the box to lessen the height of lifting the greater portion of the load in loading, and an extra piece, g, is provided to put on and make up the end even with the sides, said piece being secured by the hooks h and staples i. The end frame B is provided with striking-pieces j, to drop on the ground and sustain the shocks when dumping in the ordinary way.

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

1. The extra frame B, combined with the cart-body and the axle, and having the rear end of the body hinged to its rear end, substantially as specified.
2. The combination of the ratchet mechanism, shaft M, chain N, and toggle-bar with the cart-body, hinged at its rear end, as described.
3. The combination of the slide-bolts X and a of the two gates with the compound lever Z, as shown, to fasten one door by one and the same movement that unfastens the other.
4. The loop d in the staples b, in combination with the chute S and suspending-rods T, substantially as specified.
5. The toggle-bar O, jointed to the cart-body, and arranged in combination with the chute S, to hold it steady by the chains N, substantially as specified.

GEORGE B. WIESTLING.

Witnesses:

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