

(No Model.)

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H. S. BREWINGTON & J. W. LINTON.

GARBAGE CART.

No. 413,222.

Patented Oct. 22, 1889.

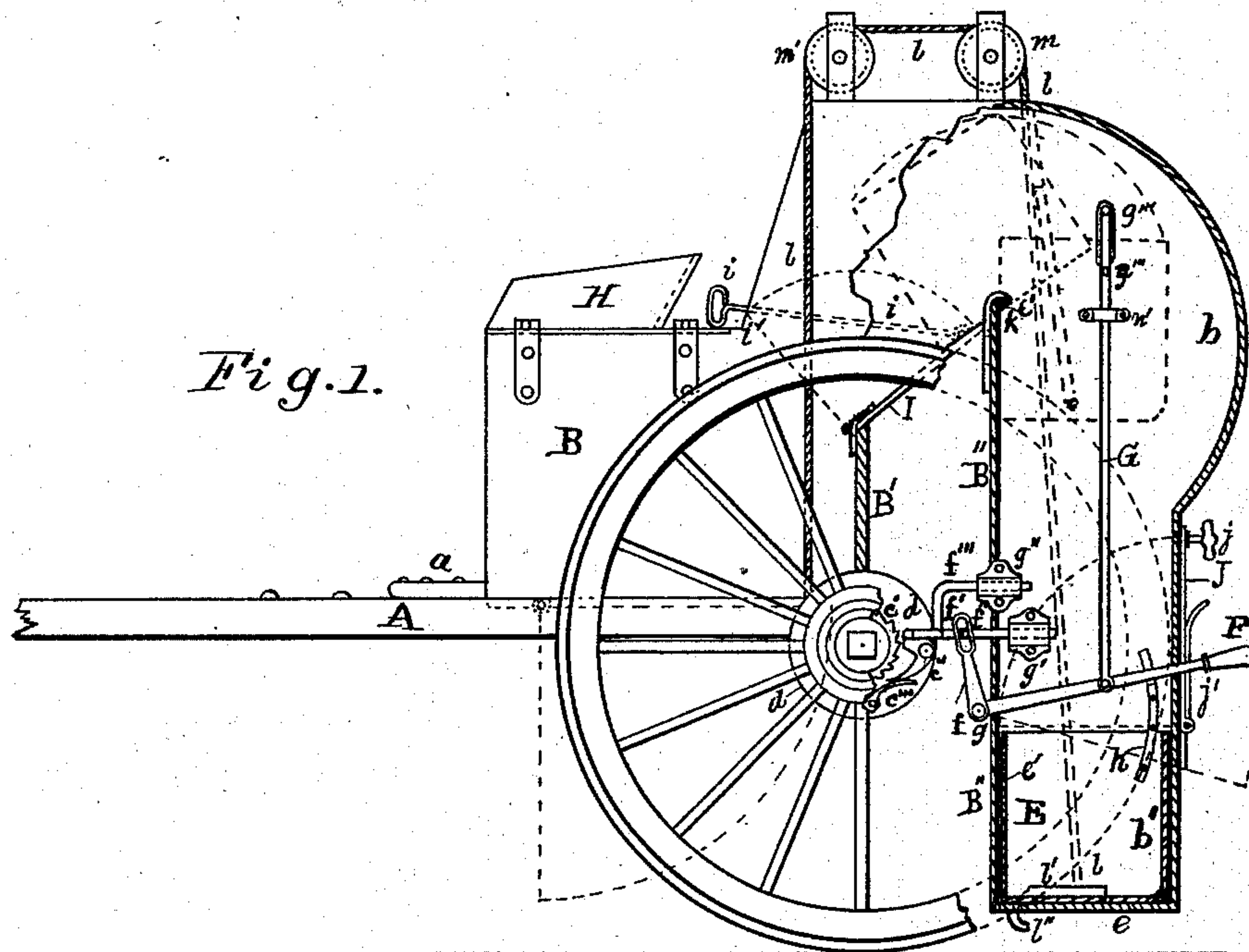
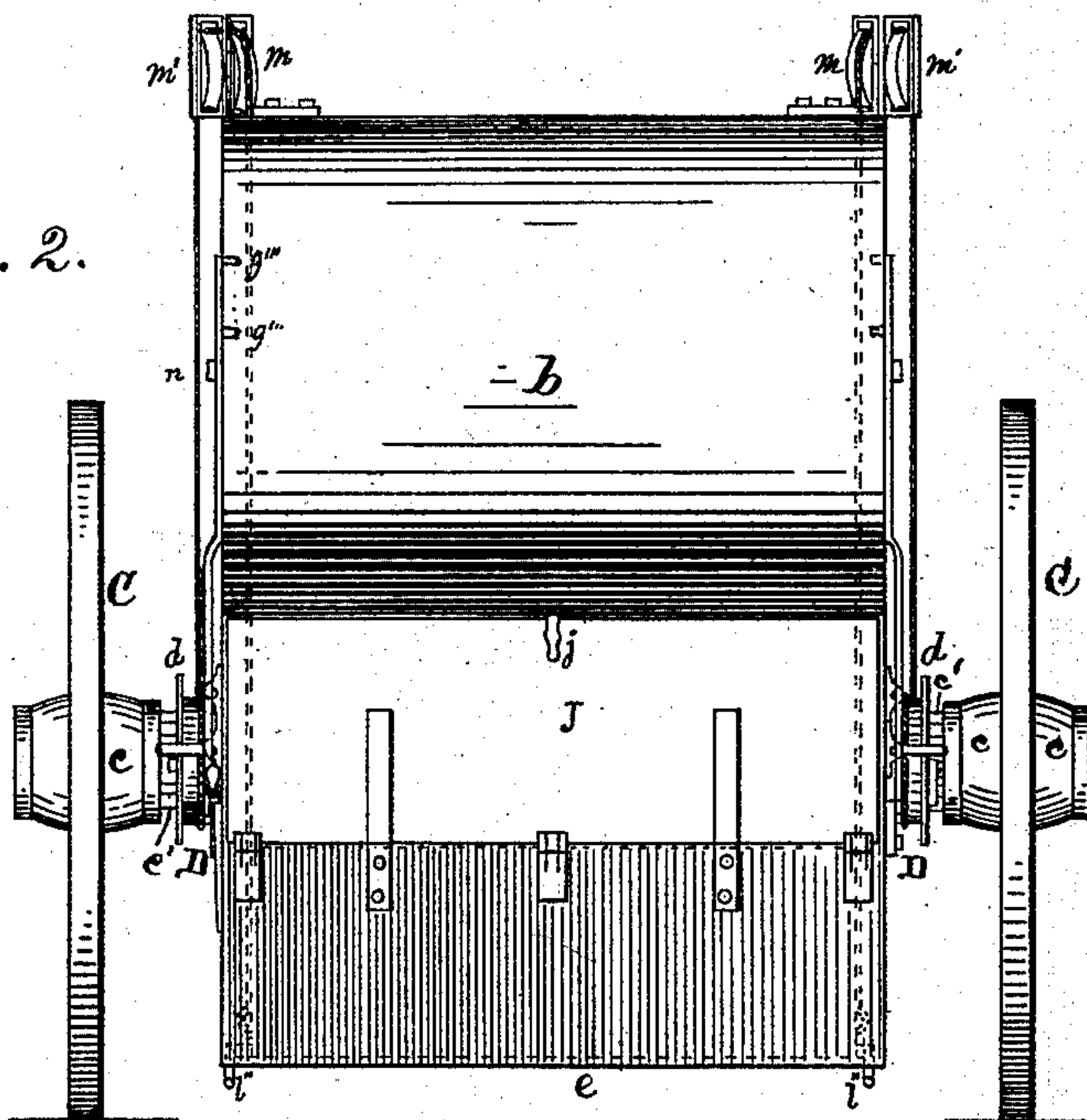


Fig. 2.



Witnesses

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John Locke

Inventors

Henry S. Brewington
John W. Linton
By their Attorney
W. R. Singleton

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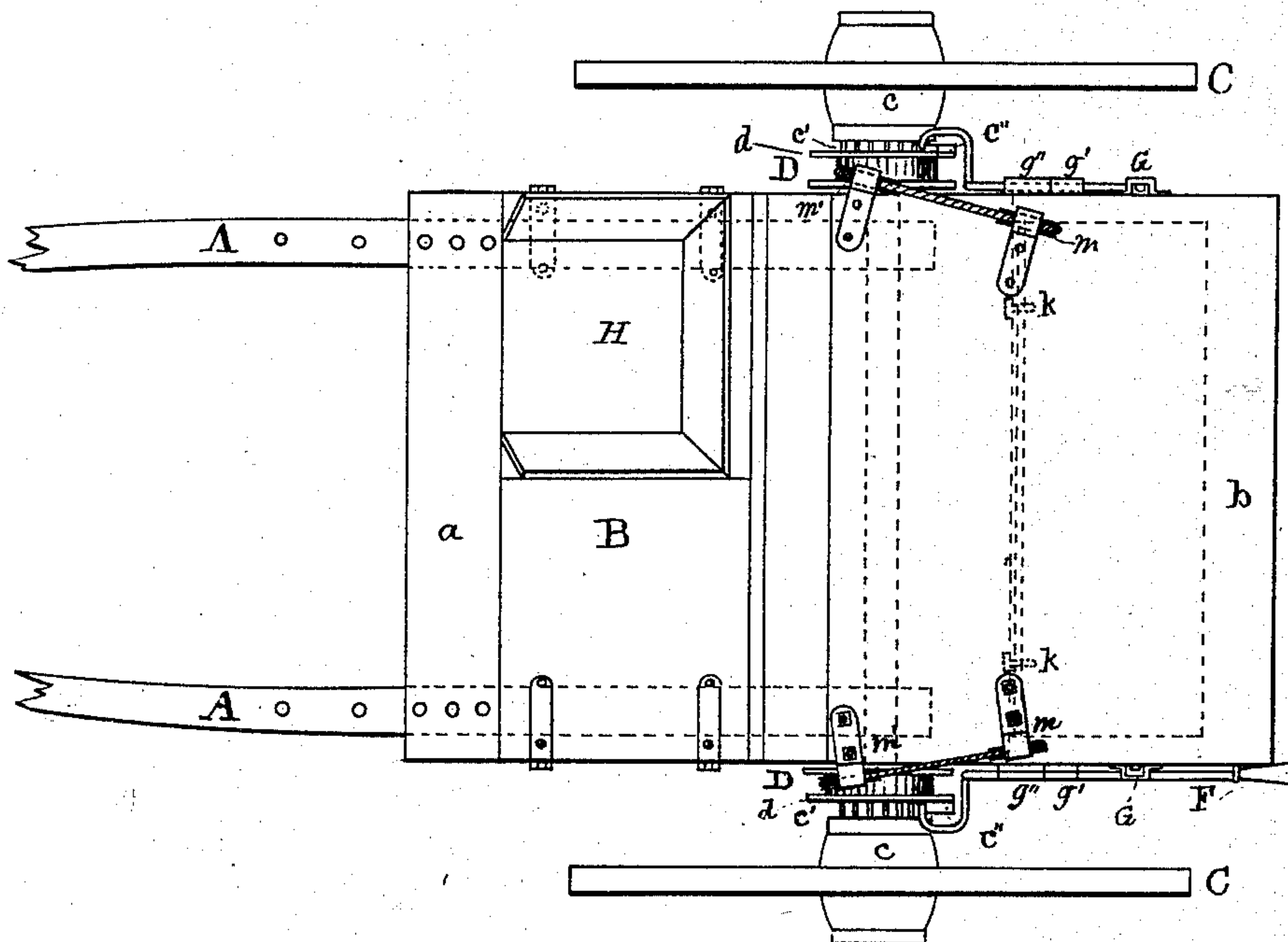
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Fig. 3.



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UNITED STATES PATENT OFFICE.

HENRY S. BREWINGTON AND JOHN W. LINTON, OF BALTIMORE, MARYLAND.

GARBAGE-CART.

SPECIFICATION forming part of Letters Patent No. 413,222, dated October 22, 1889.

Application filed January 28, 1889. Serial No. 297,835. (No model.)

To all whom it may concern:

Be it known that we, HENRY S. BREWINGTON and JOHN W. LINTON, citizens of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Garbage-Carts; and we do hereby declare the following to be a 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.

This invention relates to certain improvements in carts for conveying garbage, ashes, &c., which will be hereinafter more particularly described, and pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of a cart, having the rear part in a vertical section to show the interior. Fig. 2 is an end view, and Fig. 3 is a top view.

A A represent the shafts of the cart; B, the box or body; C, the wheels.

a is the foot-board.

b is the rear end of the body or box, and is made on a curve, the center of which may be so arranged that the bucket E can turn freely within the circle, as shown in dotted lines in Fig. 1.

The hubs *c c* of the wheels are supplied with ratchets *c' c'*. Pawls *c'' c''* and springs *c''' c'''* are attached to the sides *d d* of drums D D, which are loose on the axle. The pawls *c'' c''* have cams on the free end, on which cams rest the ends of sliding bolts *f' f'*, which bolts *f' f'* have on them pins *f'' f''*, projecting through slots in the arms *f* of bent levers F, said levers being pivoted to the sides of the cart-body at *g*. The bolts *f' f'* have branches *f''' f'''*. The bolts *f'* and branches *f'''* work in boxes or guides *g' g'*, secured to the cart-body. Near the middle of the straight arms of levers F are attached vertical connecting-rods G G, having at the upper ends bent parts *g'''*, which pass through slots in the sides of the body of the cart, as seen in Fig. 2. An arc of a circle *h*, having stops *h'* arranged thereon, is secured to the body, so that the levers F may be stopped at any point of the arc desirable.

The body B of the cart extends at the rear down within a few inches of the ground, as at *e*, and it extends across the rear of the

axle, having the same width as the cart-body in front. The body B is divided into two chambers, No. 1 and No. 2, by a partition B', which extends up about two-thirds of the height of the sides. The rear end of the back chamber, No. 2, extends upward about as high as the front end, as will be seen in Fig. 1. A cover I is hinged to the partition B', and from it extends a rod *i* and handle *i'*, so that the cover can be moved over by the driver in direction shown by the curved dotted line. This cover I can be made double and perforated with a series of holes or slots, so that by moving one plate on the other the openings can be closed or opened. The purpose of this arrangement is to regulate the cover I so that when ashes and garbage are mixed in the vessels on the street the driver by sliding one plate of the cover on the other can open the holes, so that when the contents of the bucket E are discharged on the cover the ashes will drop into chamber No. 2 and the garbage will slide down into chamber No. 1. When ashes and cinders alone are to be dumped, the cover I is turned back to *i'*, so as to leave chamber No. 2 uncovered. When slops and garbage are to be emptied into chamber No. 1, the cover I is let down to cover No. 2 and the holes are closed, so that the liquid and garbage will slide into chamber No. 1. The bottoms of the two chambers are swung on hinges and have fastenings, so that the contents of each can be separately discharged. The front chamber, No. 1, has a hinged cover H. At the top of the rear partition B' are two hooks *k k*, which are shown in section in Fig. 1 and dotted in Fig. 3, the purpose of which will be hereinafter explained.

A bucket E is placed in the "drop" part of the cart-box in the rear of the partition B', which is extended to the bottom *e*. This bucket nearly fills the space lengthwise as well as in width, and at each end (inside) is secured a cord *l* at *l'*. These cords pass up to pulleys *m m'*, secured in suitable brackets on top of the box B. Thence the cords pass down to suitable drums D D on the axle of the cart, and when not required to hoist the bucket the axle will revolve freely within them when the cart moves ordinarily.

On the inside of each hub *c* is the ratchet

c' and pawl c'' and spring c''' , heretofore described.

Whenever the driver desires to lift the bucket E, he can pull down the levers F, as shown in dotted lines, Fig. 1. The bent arm f will move the bolts f' backward and release the cams on pawls c'' , and the springs c''' will force the catches of the pawls into the notches of ratchets c' . This fastens the ratchets and the drums together, so that when the wheels move forward the drums D are rotated and the cords are wound up, and thus carry up the bucket E until it reaches the hooks k , when two catches e' on the side of the bucket E engage the hooks k , as shown in broken lines, Fig. 1. The cords continuing to ascend, the bottom of the bucket E is carried over into the tilting position shown in broken lines and the contents are discharged upon the cover I, which being completed, the hooks l'' , being properly located on the bottom or sides of the bucket E, will engage the pins g''' on the connecting-rods G, which will then be down to the lowest point, so that the hooks l'' will carry up again the rods G, which lift the levers F and release the pawl c'' from the ratchet c' . The drums D being also released, the bucket E will descend by its own weight, the cart in the meantime moving onward to the next place, when the same operation can be repeated.

The rear end of the box has a door J, which is hung upon hinges and has a handle j and a spring j' , so that when the contents of a vessel have been emptied into the bucket E and withdrawn the door will be immediately closed to prevent the dust being blown about the streets.

• We claim—

1. A cart for garbage, ashes, &c., having a closed cover, in combination with a bucket located in the rear and operated automatically by the rotation of the wheels when the cart is in motion, as described.

2. A garbage-cart having two compartments or more with a movable double sliding cover supplied with holes or slots, as described, and a bucket hung on cords, and operative mechanism for elevating and dumping the bucket automatically.

3. A garbage-cart having two or more compartments and a movable cover to them made of two plates constructed with holes or slots therein to be opened or closed, substantially as and for the purpose described.

4. The bucket suspended by cords, in combination with the pulleys, drums, and ratchets attached to the hubs of cart-wheels, whereby the bucket is elevated and detached automatically, as described.

5. The bucket E, suspended by cords l , in combination with the pulleys m , drums D on the axle, ratchets c' , attached to the hubs of the wheels, the pawl c'' , spring c''' , bolts f' , and the lever F, substantially as and for the purpose described.

6. The lever F, vertical connecting-rod G, having a bent end g''' , and the bolt f' , in combination with the pawl c'' , ratchet c' , wheel-hub c , and drum D, substantially as and for the purpose described.

7. The bucket E, having pins e' on its side and hook l'' on or near the bottom, in combination with the vertical rod G, having a pin g''' at its end, whereby the pins e engage the hooks k and the hook l'' elevates the rod G to automatically release the ratchets and drums to let the bucket fall to its place, as described.

In testimony whereof we affix our signatures in presence of two witnesses.

HENRY S. BREWINGTON.
JNO. W. LINTON.

Witnesses:

N. G. W. WOODALL,
JOHN J. DUNN.