

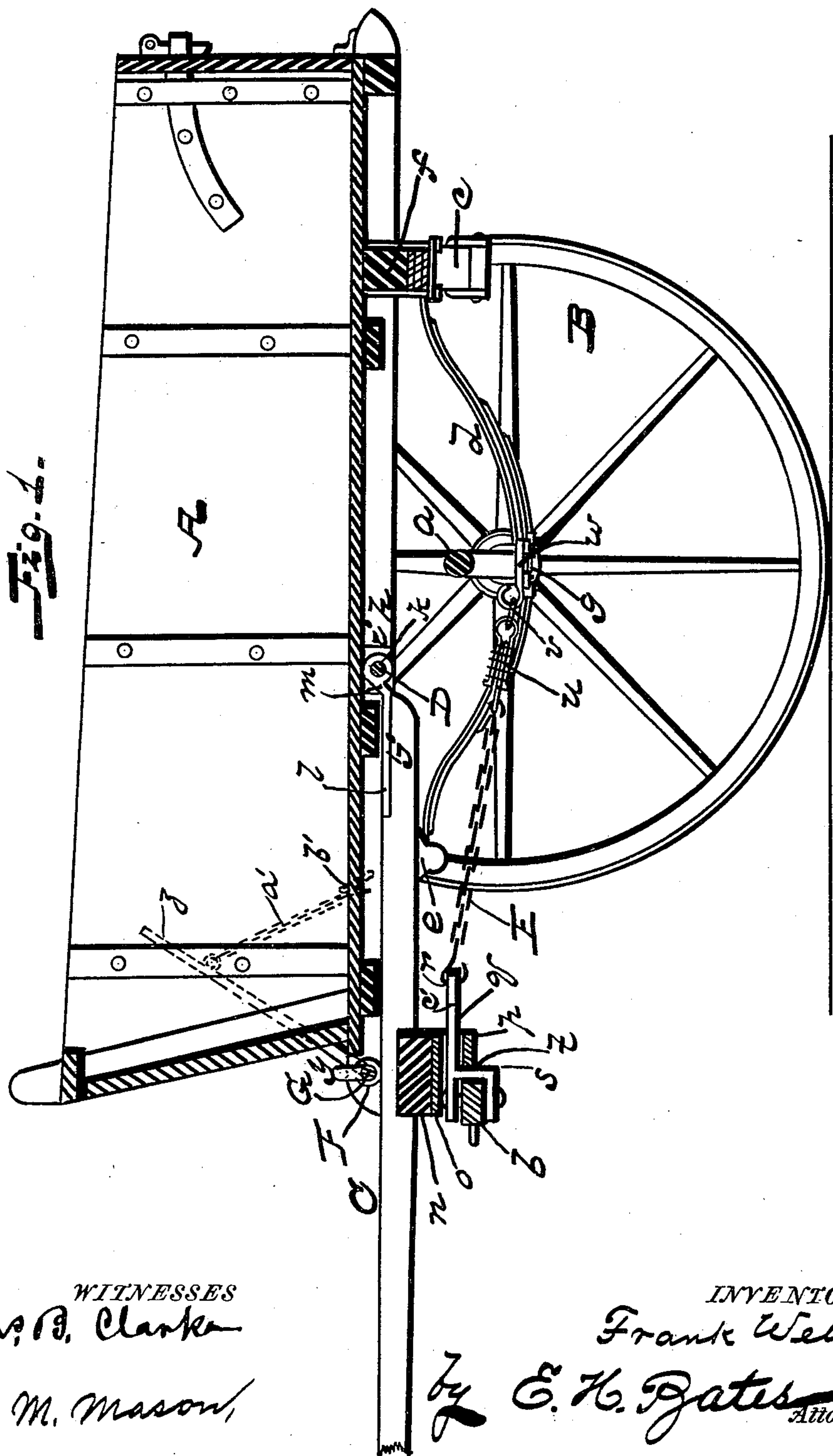
(No Model.)

2 Sheets—Sheet 1.

F. WEBER.
DUMPING CART.

No. 449,720.

Patented Apr. 7, 1891.



WITNESSES
Jas. B. Clarke
M. M. Mason,

INVENTOR
Frank Weber.
By E. H. Gates Attorney

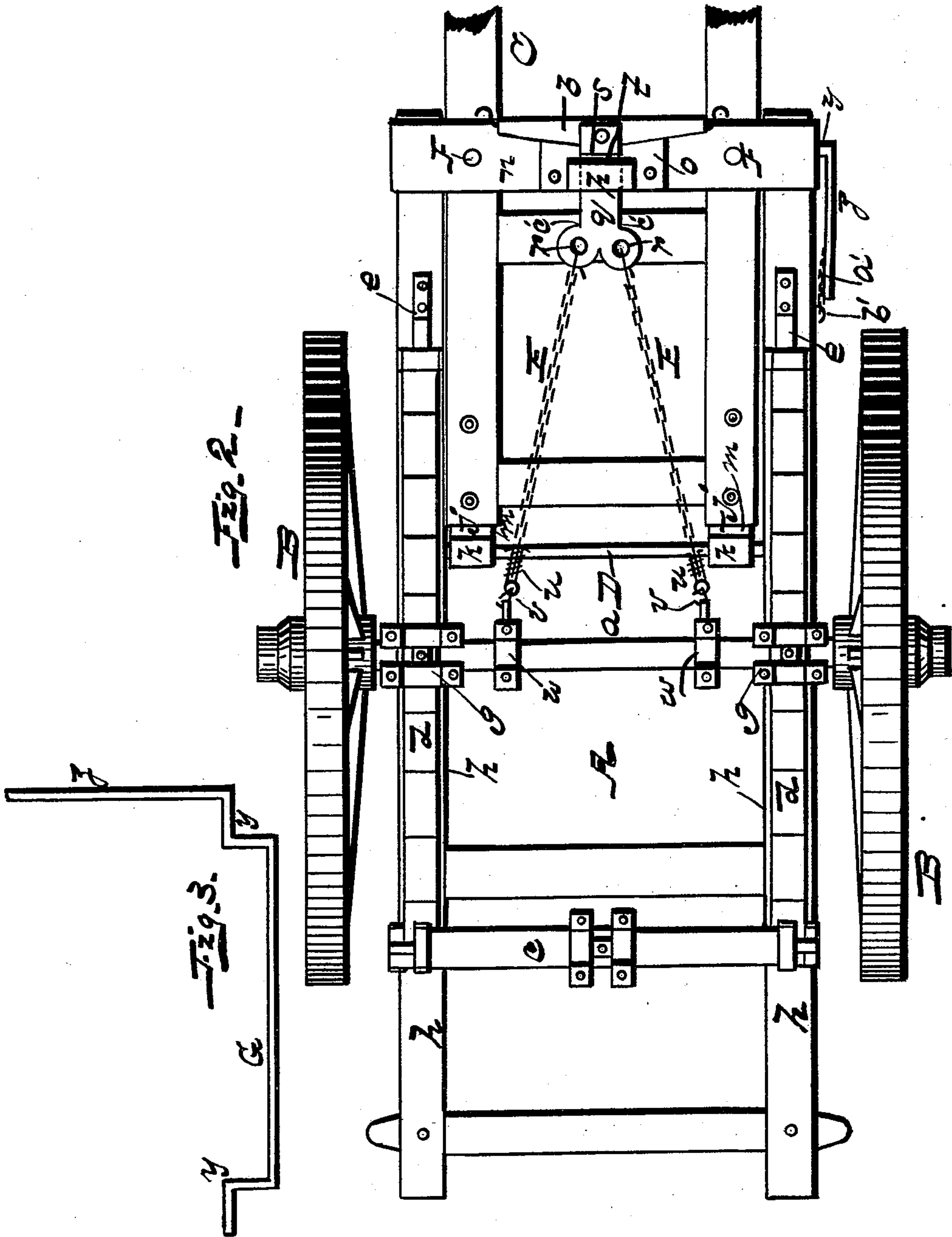
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UNITED STATES PATENT OFFICE

FRANK WEBER, OF LOUISVILLE, KENTUCKY.

DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 449,720, dated April 7, 1891.

Application filed January 20, 1891. Serial No. 378,436. (No model.)

To all whom it may concern:

Be it known that I, FRANK WEBER, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Carts; and I do declare the following to be a full, clear, and exact description of the invention, such as 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.

This invention has relation to improvements in dumping-carts; and it consists in the novel construction and arrangement and combination of parts of which it is composed, all as will be hereinafter fully described.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—

Figure 1 represents a vertical sectional view of my cart. Fig. 2 is a bottom view of the same, and Fig. 3 is a front view of the locking-rod detached from the cart.

Referring by letter to the accompanying drawings, A designates the cart, and *a* the axle thereof, while the letter B represents the transporting-wheels and C the shafts, *b* the singletree, *c* the rear cross-spring, and *d d* the two side springs. The side springs are attached to brackets *e*, secured to the under side of the side sills of the cart-body by their forward ends, and their rear ends are shackled to the ends of the cross-spring *c*, which latter in turn is clipped and bolted at its central portion to the cross-piece *f* of the body. Thus by such connections of said springs with the body the latter is supported on springs, the axle *a* being clipped and bolted to the central portion of the side springs, as shown at *g*.

D represents a transverse rod, which extends from one sill *h h* of the cart-body to the other sill, the end of which rod enters a perforation in a plate *i*, forming a bearing therefor, and said plates are bolted to the inside of the sills, somewhat in front of the cart-axle. To this rod, and adjacent to each bearing-plate, is pivoted the rear ends of the shafts by a metal plate *j j*, the eye *k* of which

the rod enters, and the flat portion *l*, extending forward of the angular portion *m*, is bolted to said shafts, thus providing a hinged connection between the rear portion of the shafts and the cart-body.

Secured to the cross-bar *n* of the shafts and on the under side thereof is a plate *o*, which is provided with a loop *p*, in which a plate *q* has a longitudinal play. This slide-plate is provided at its rear end with eyes *r r* and at its forward end with an angular plate *s*, providing a shoulder *t*, and to which end is bolted or pivoted the singletree *b*.

E E indicate two chains, the forward ends of which are connected to the eyes in the sliding plate *q*, and the rear ends thereof are attached to one end of a spring-link *u*, while said spring-link is in turn connected, as at *v*, to the cart-axle by a clip *w*. Thus it will be seen that the direct draft is from the singletree to the axle through the medium of the chains aforesaid.

F F designate eyebolts, which pass through each shaft and the cross-bar *n*, the latter extending on each side of the former, forming stops or rests for the forward extended ends of the side sills of the cart.

G indicates a locking-rod for holding the cart-body to the shafts, and the same is provided at each end with a crank portion *y y* and a lever *z*, having a chain *a'* connected to it, the opposite end thereof (the chain) engaging a hook *b'* on the side of the cart-sills, and the transverse portion of this rod is designed to enter the eyes in the bolts F F, forming a pivotal connection between said rod and shafts.

It will be observed from the above description and by reference to the annexed drawings that I provide means whereby the animal may dump the cart and draw it to its normal position after dumping. The driver, in order to dump the cart, simply loosens the chain *a'* from the hook *b'* on the side of the cart-body and throws the lever forward, which movement turns the transverse rod G in the eyebolts, thus causing the crank ends thereof to disengage the extended forward ends of the side sills of the cart, after which the animal is slightly backed. Thus by means of the shafts being hinged to the body forward of the axle, forming a lever, (the shafts,) the for-

ward portion of said cart-body is caused to rise, thereby dumping the load, the shafts forming a leverage for this purpose. When it is desired to bring the body to its normal position, the horse is moved forward and the shoulders $c' c'$ in front of the eyes in the sliding plate q will engage the plate o on the cross-piece of the shafts and will cause the draft to be directly on the shafts. In the meantime the chains beneath the body remain in a slackened position and cause the forward portion of the body to fall on the cross-piece n , after which the hand-lever is moved rearwardly, causing the cranks of the locking-rod to engage and hold the extended ends of the cart-sills to the shafts. At the same time the slack in the draft-chains beneath the cart is taken up, and when the cart is moved forward the entire draft is on these chains, the pull being between the singletree and axle, thus providing a direct draft upon the axle at all times, and the spring-links serve the purpose of preventing sudden shock to the horse, the same yielding sufficiently. At the same time the draft is directly on the axle.

It is obvious that I can, if desired, use a doubletree instead of a singletree with my cart, and also provide the usual attachments for working one horse in front of another. It will thus be seen that by my construction of a cart the weight is upon the springs and axle and the draft from the singletree is direct on the axle through the medium of the pair of chains, and the latter being provided with the spring-links there is no sudden shock or jar to the horse whether in starting the cart or on a steady pull. At the same time the cart-body has free and independent move-

ment of the wheels when the latter strike an obstruction, thereby preventing the animal from being knocked from one side to the other by the shafts, and it is durable, easily and quickly dumped, and at the same time cheap to manufacture.

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

1. The combination, with the cart-body, the springs secured thereto and to the axle, of the sliding plate having the eyes and shoulders, the chains provided with the spring-links and attached, respectively, to said sliding plate and axle, all substantially as described.

2. The cart herein described, consisting of the body, the side springs and cross-springs mounted on the axle carrying the transporting-wheels, the chains provided with the spring-links, the sliding plate constructed substantially as described, said chains interposed between the axle and said plate, the loop secured to the cross-bar of the shafts, the rod transversely arranged beneath the body and forward of the axle, the shafts connected thereto, and the locking-bar having the cranked ends adapted to engage the extended ends of the body-sills, having a hand-lever and a chain, the latter connecting removably to the hook on the side of the body, all as and for the purposes set forth.

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

FRANK WEBER.

Witnesses:

A. J. SPECKERT,
I. A. KELLY.