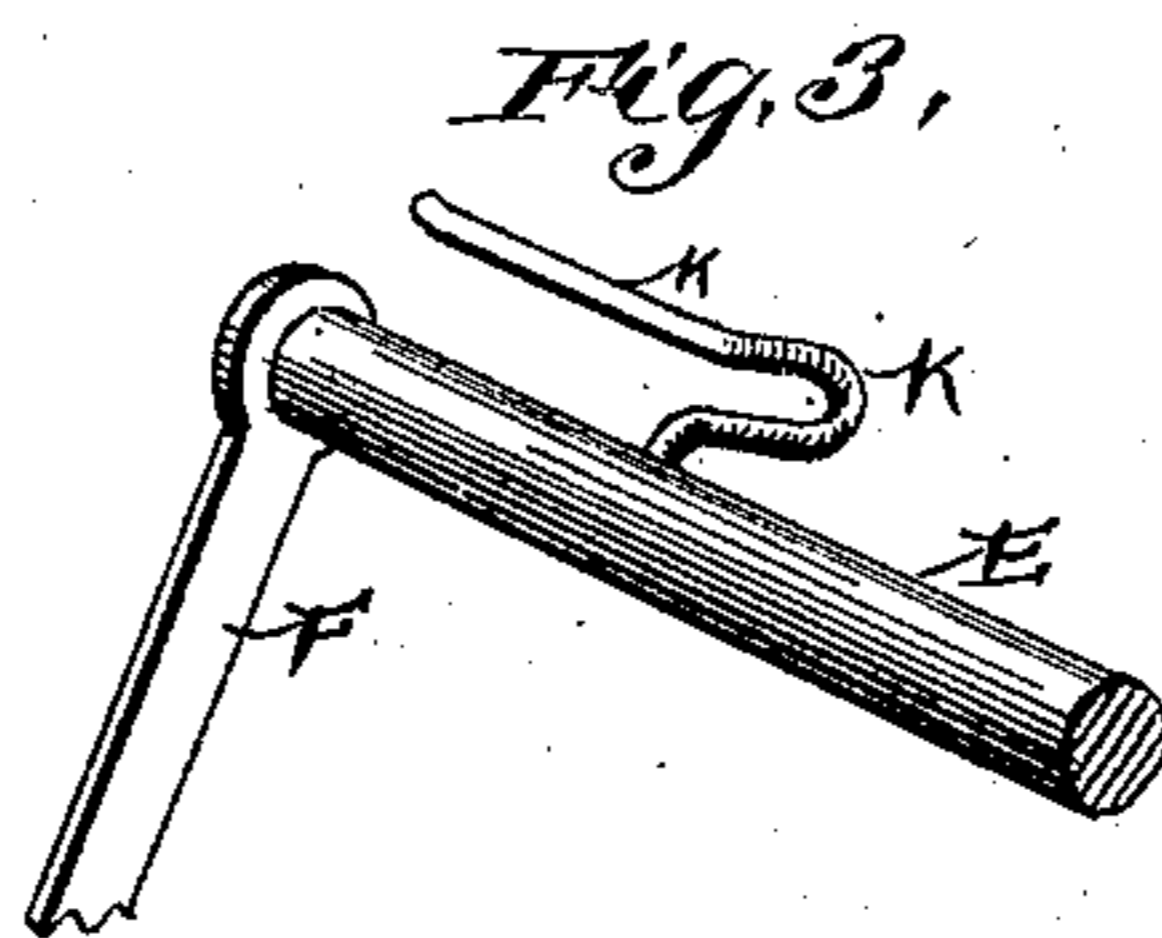
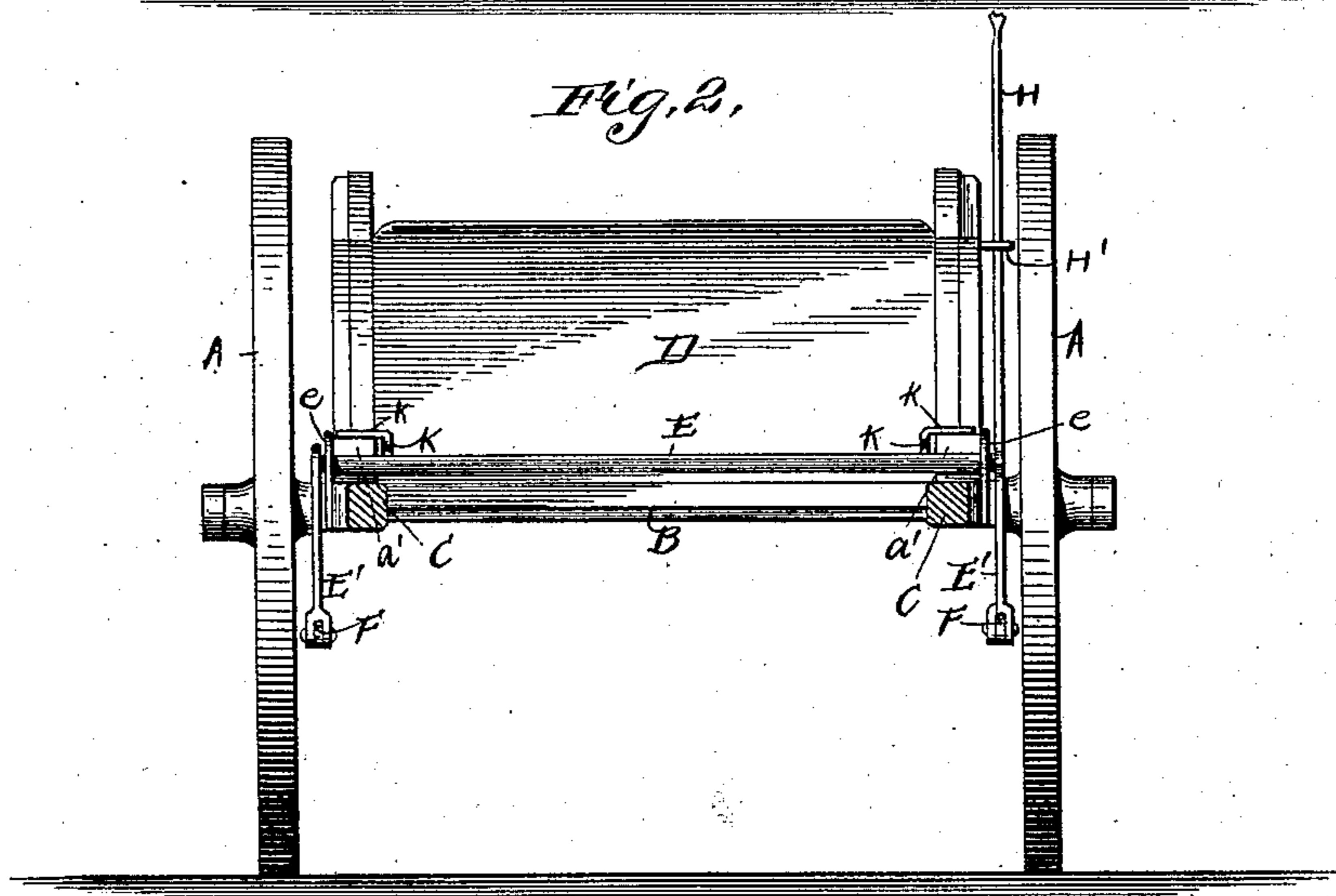
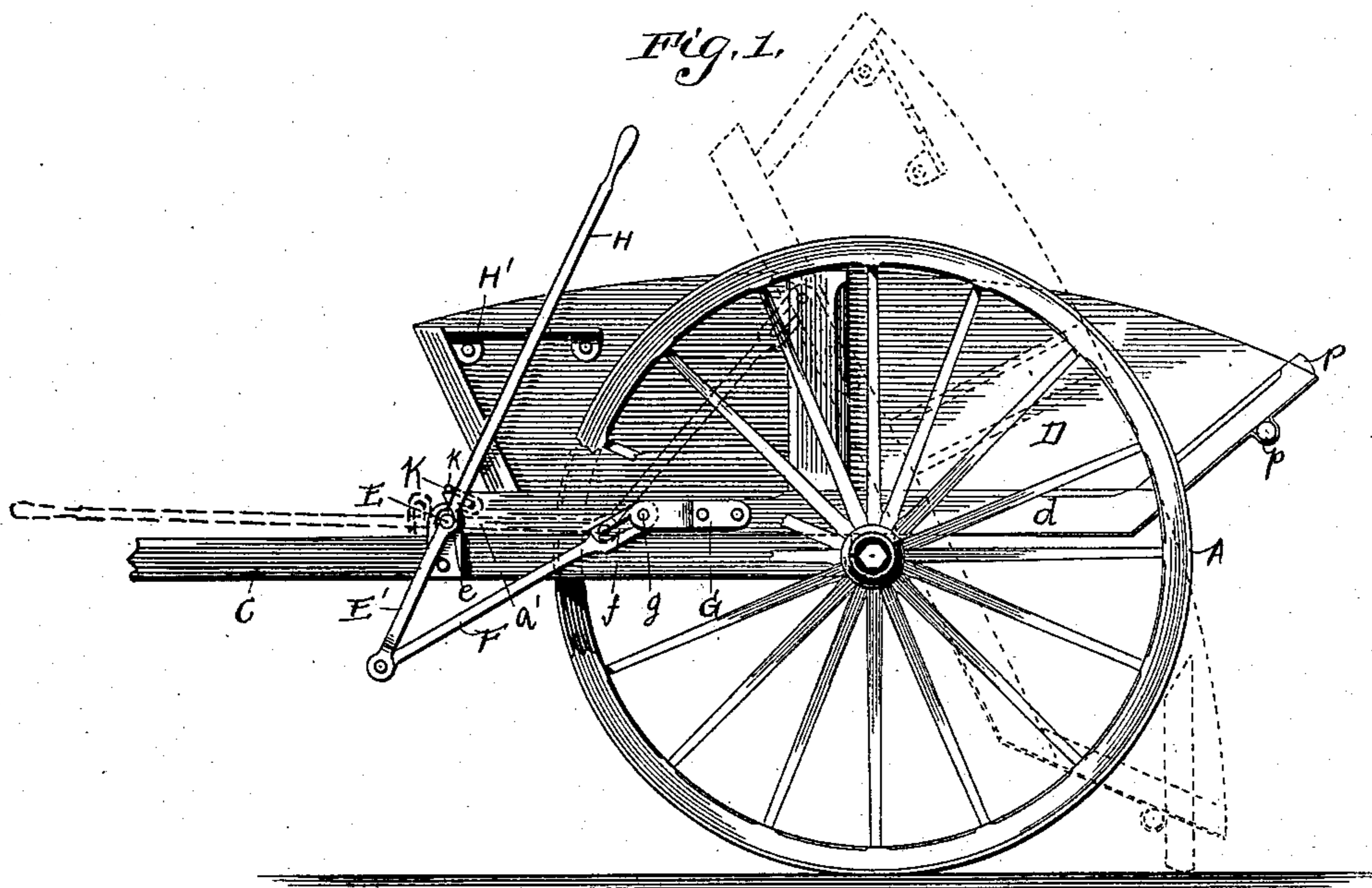


(No Model.)

C. R. MOBERLY & S. S. WELTY.
DUMPING CART.

No. 577,169.

Patented Feb. 16, 1897.



Witnesses:
Philip C. Mass
George H. Parmelee.

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their Attorney

UNITED STATES PATENT OFFICE,

CHARLES R. MOBERLY AND SCOTT S. WELTY, OF FREDERICK, MARYLAND.

DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 577,169, dated February 16, 1897.

Application filed May 2, 1896. Serial No. 589,988. (No model.)

To all whom it may concern:

Be it known that we, CHARLES R. MOBERLY and SCOTT S. WELTY, citizens of the United States, and residents of Frederick, in the county of Frederick and State of Maryland, have invented certain new and useful Improvements in Dumping-Carts; and we do 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side elevation of a cart embodying our invention, its dumping position being indicated in dotted lines. Fig. 2 is a front view of the same with the shafts in section, and Fig. 3 is a detail view showing one of the securing and stop hooks.

This invention is designed to provide a dumping-cart whose operating devices are of simple character and capable of being readily and easily actuated; and the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates the two wheels of the cart; B, the axle-beam; C, the shafts attached to said beam, and D the body, which is hingedly or pivotally connected to the rear upper portion of the said axle-beam.

E designates a transverse rock-shaft which is journaled in suitable bearings *e* on the shafts C immediately forward of the body. Said shaft has at each end, outside of the shafts, a depending arm *E'*, to which is attached a link-rod F. The opposite end portions of said link-rods are slotted, as shown at *f*, and engage studs *g* of brackets G, which are secured to the respective sides of the body forward of the axle. Connected to one end of said rock-shaft is an actuating-lever H.

H' is a notched lock-plate at the upper forward portion of the body at one side, with which said lever is designed to engage when the parts are in their normal positions.

K K are hooks, one near each end of the rock-shaft E. Each of said hooks has an arm *k*, which is parallel with and above the rock-shaft. When the body is in its normal posi-

tion, these hooks engage the forwardly-projected end portions *a'* of the sills *d* of the body (see Figs. 1 and 2) and lock it in such position. When the body is "dumped," as shown in dotted lines, Fig. 1, the arms *k* of the hooks come into engagement with the shafts, and thereby form stops to limit the backward and downward movement of the body.

The operation will be clearly understood from the drawings, the simple forward and downward movement of the lever releasing the hooks K and tilting the body. It will be observed that owing to the slots *f* in the link-bars F there is some lost movement of the lever at the beginning of its forward and downward movement. The purpose of this is to allow the lever and the links to be brought to a position where they exert a more effective leverage upon the body before their work commences. These slots also permit the arms *k* of the hooks to clear the ends of the sills in operation.

P designates the end-gate or tail-board, which is eccentrically pivoted at *p*, it being designed to swing into opened position (indicated in dotted lines, Fig. 1) by gravity and the pressure of the load upon its upper portion when the body is dumped.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination with the hinged or pivoted body, of the transverse rock-shaft journaled upon the shafts forward of said body, and having a straight downwardly and forwardly projecting arm rigidly secured to each end portion thereof, a link-rod connected at one end to the lower forward end of each of said arms, said rods at their opposite ends having slots which engage studs or the like on the lateral portions of said body, an upwardly-extending actuating-lever attached to said shaft, and locking devices carried by the said rock-shaft independently of the lever and adapted to engage and hold the body in its normal position, said devices being also arranged to engage the shafts when the body is in dumped position and thereby form stops to limit its downward and backward movement, substantially as specified.

2. The combination with the hinged or piv-

oted body, having the lateral studs forward of the axle, of the transverse rock-shaft journaled on the shaft forward of said body, and having a depending arm at each end, a link-
5 bar connected to each of said arms and having a slotted engagement with one of said studs, the actuating-lever, and the hooks carried by the said rock-shaft and adapted to engage the body to form locks therefor in its
10 normal position and to engage the shafts to form stops for said body in its tilted position, substantially as specified.

3. The combination of the body having the pivoted end-gate, the lateral studs, and the
15 lever lock-plate, of the transverse rock-shaft journaled in bearings on the shafts forward

of the said body, and having the depending arms, the link-rods connected to said arms at one end and having slots at their opposite end portions for engagement with the re- 20 spective studs of the body, the actuating-lever and the locking and stop hooks also carried by the said rock-shaft, substantially as specified.

In testimony whereof I affix my signature 25 in presence of two witnesses.

CHARLES R. MOBERLY.
SCOTT S. WELTY.

Witnesses:

ELMER BREngle,
THOMAS TURNER.