

(No Model.)

3 Sheets—Sheet 1.

F. D. F. MÜLLER.
COAL CART.

No. 593,305.

Patented Nov. 9, 1897.

Fig. 1.

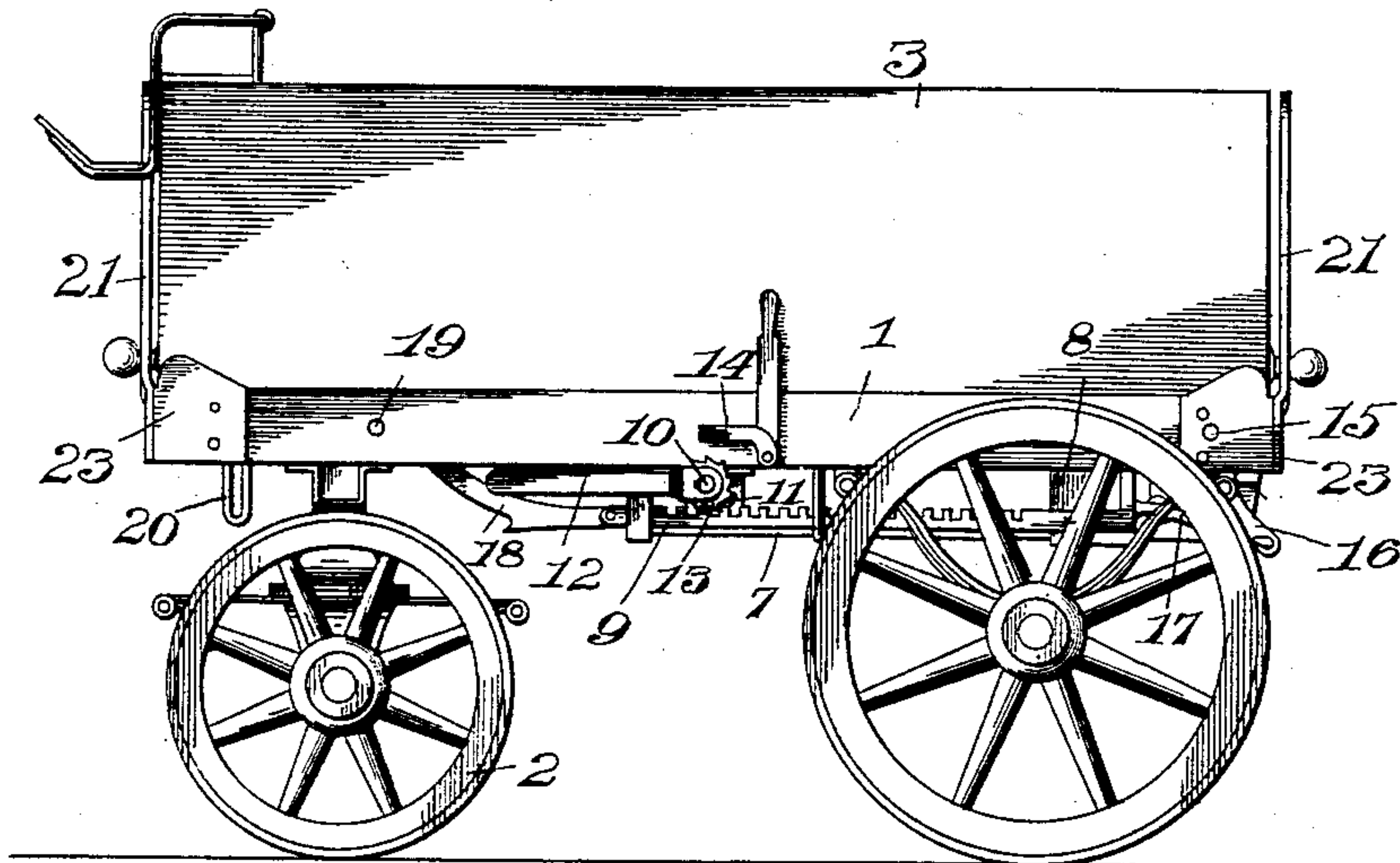
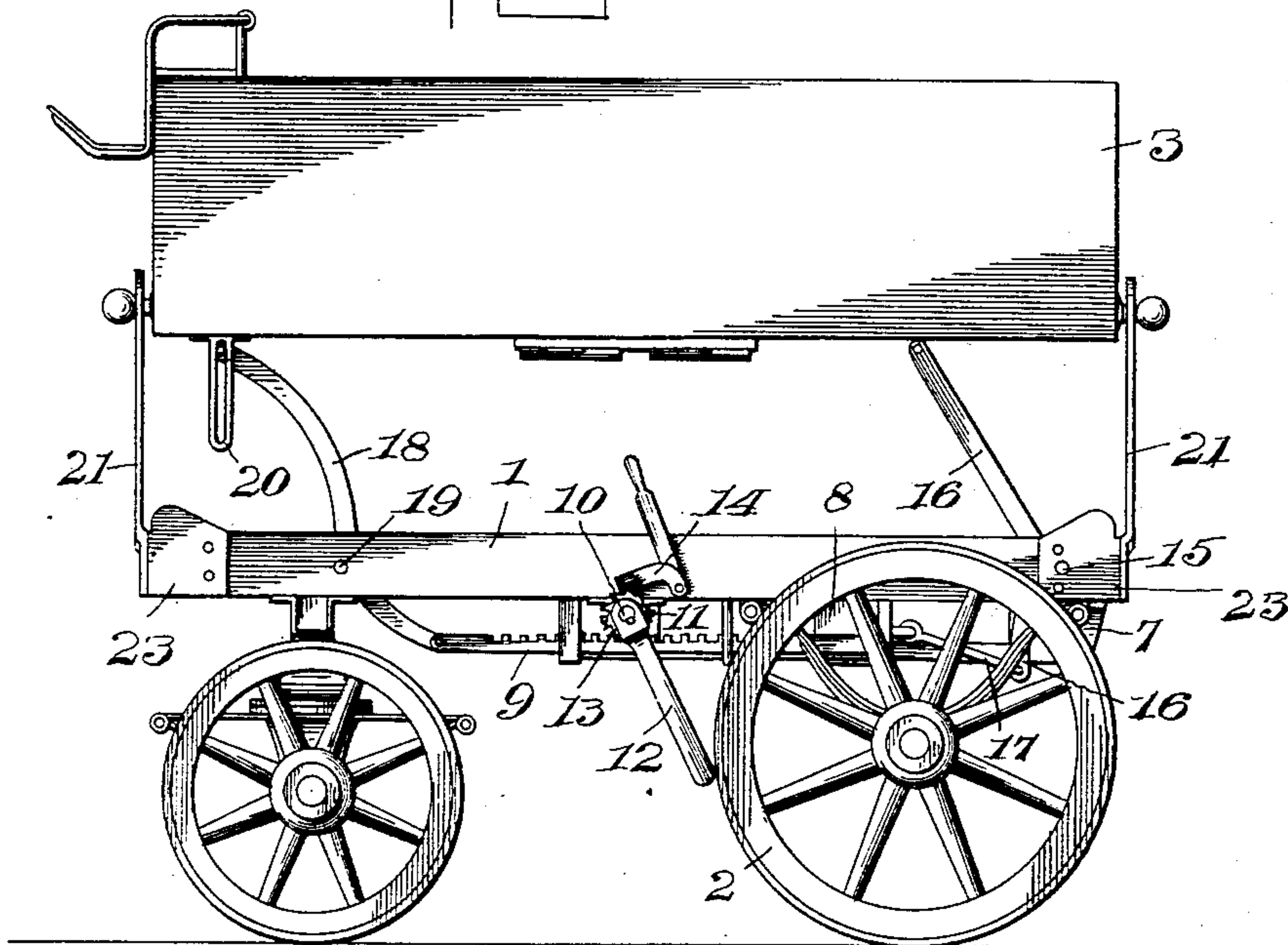


Fig. 2.



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Fig. 3.

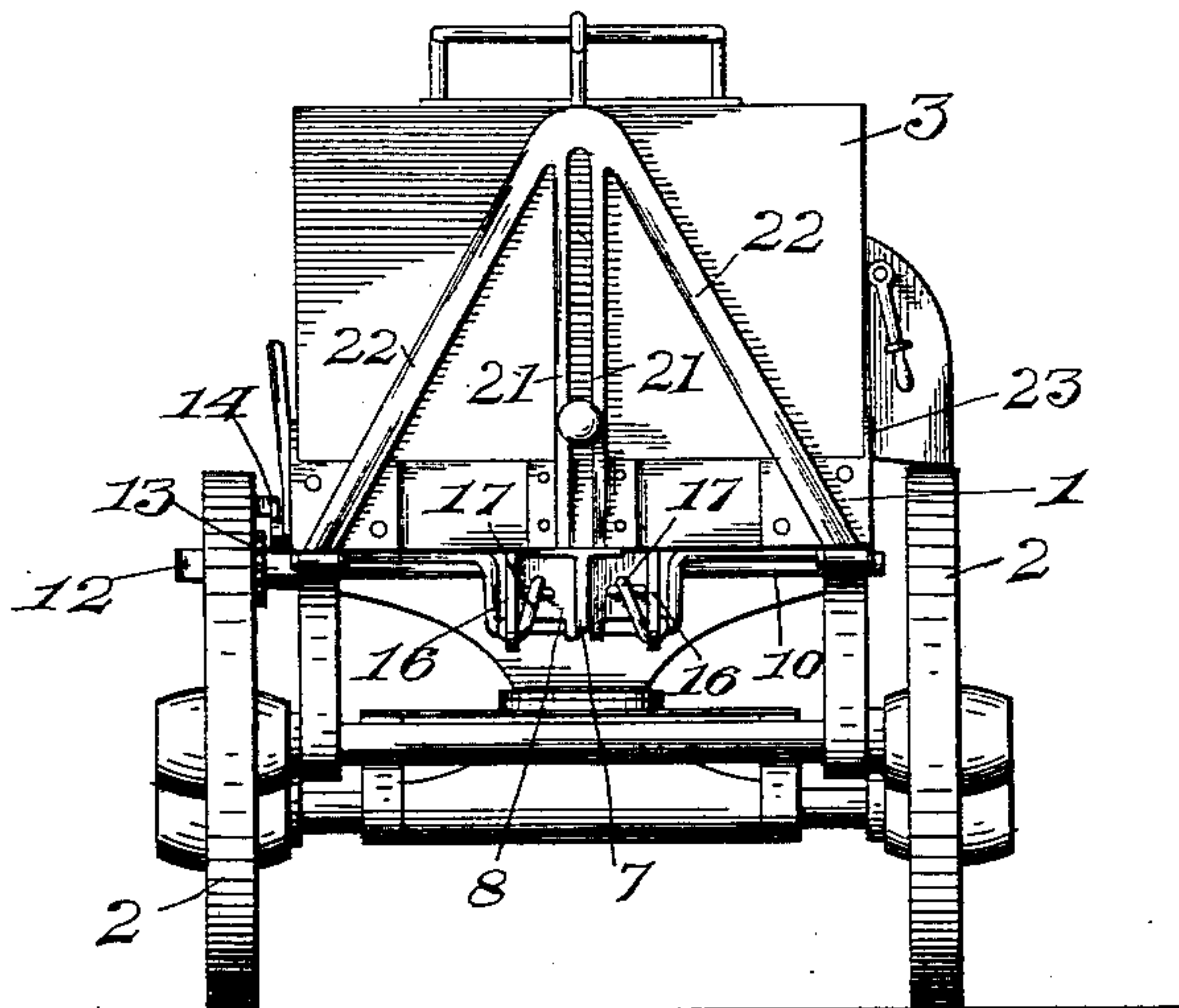
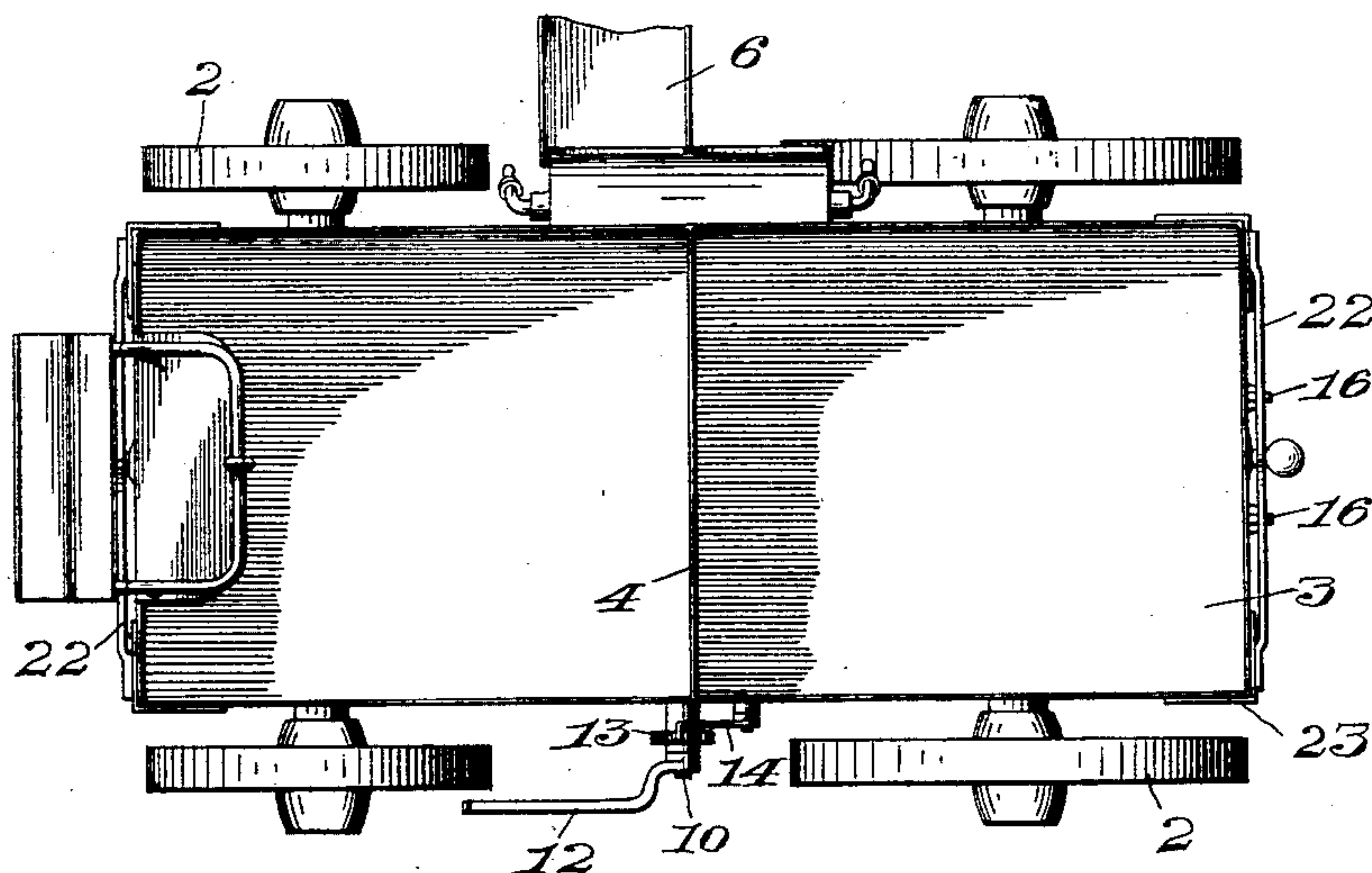


Fig. 4.



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Fig. 5.

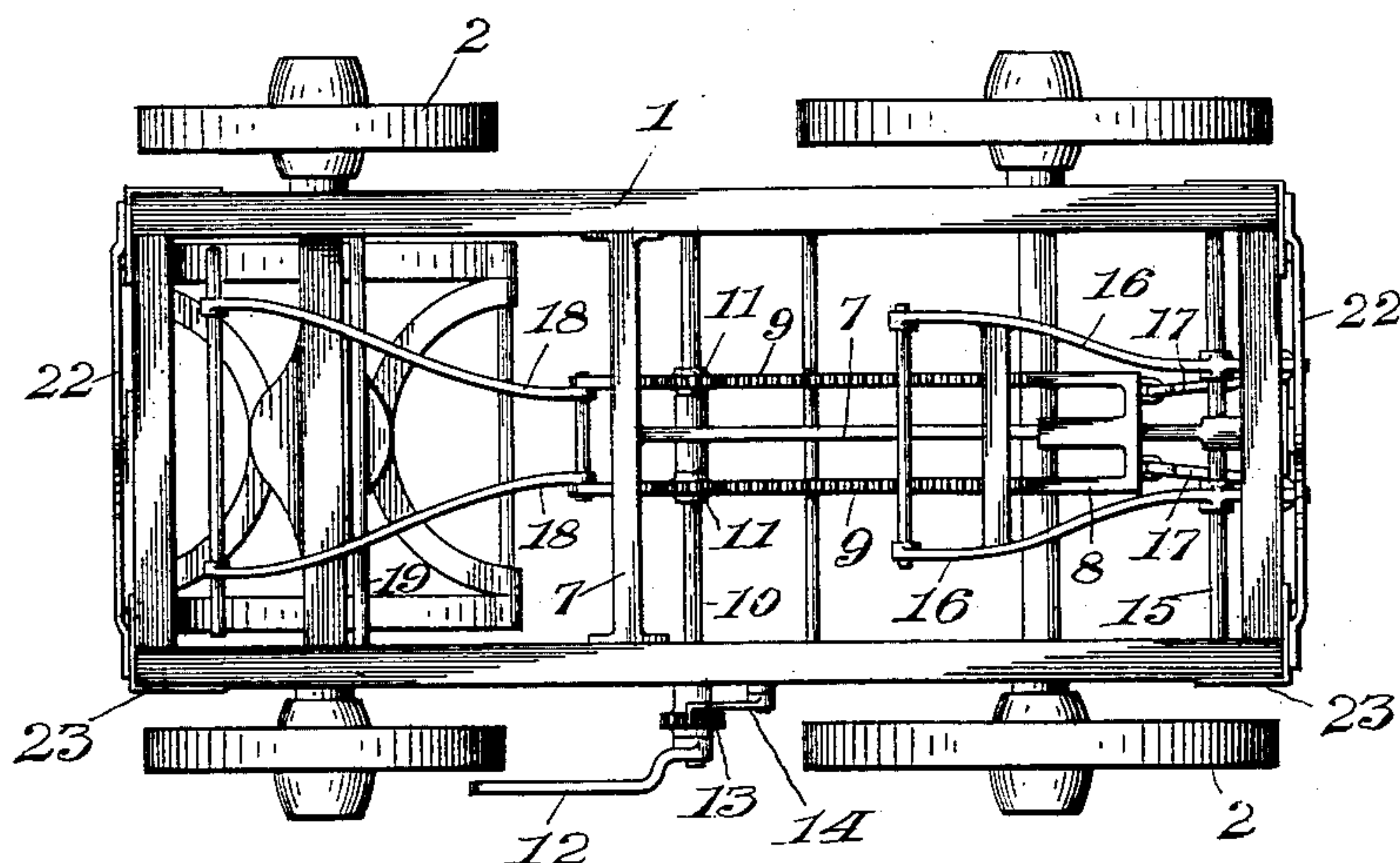
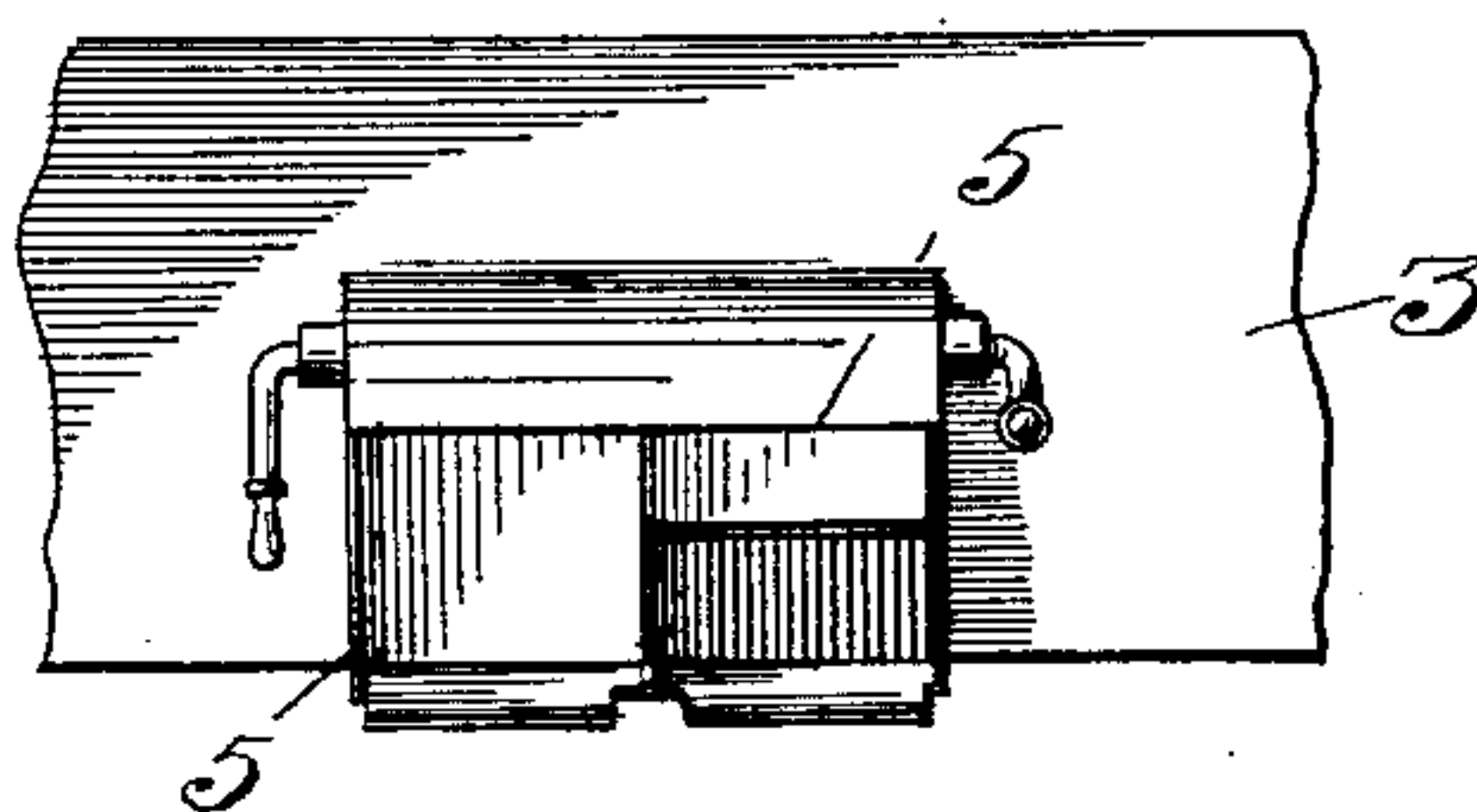


Fig. 6.



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UNITED STATES PATENT OFFICE.

FRIEDRICH D. F. MÜLLER, OF NEW YORK, N. Y.

COAL-CART.

SPECIFICATION forming part of Letters Patent No. 593,305, dated November 9, 1897.

Application filed June 10, 1897. Serial No. 640,213. (No model.)

To all whom it may concern:

Be it known that I, FRIEDRICH D. F. MÜLLER, of New York, in the county of New York and State of New York, have invented certain
5 new and useful Improvements in Coal-Carts; and I 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
10 same.

My invention relates to coal-carts; and its object is to provide a simple form of cart that may be dumped from the side without the necessity of backing up against a curbstone.

15 To this end my invention consists of certain new and useful features of construction hereinafter described in the specification, illustrated in the drawings, and set forth in the claims.

20 In the accompanying drawings, Figure 1 is a side elevation of my improved coal-cart in its lowered position. Fig. 2 is a similar view in its raised position. Fig. 3 is a rear view. Fig. 4 is a top plan view, and Fig. 5 is a top
25 plan view with the body removed. Fig. 6 is a detail of my coal-doors.

The numeral 1 indicates the frame of my improved cart, which is supported on wheels 2. Suitable springs serve to connect said
30 wheels to said frame. The body portion 3 is divided transversely by a partition 4. Gates 5 are formed in each of the transverse portions. A chute is adapted to be attached to either one of said gates. A guide 7 is held
35 upon said frame, preferably at about the median line thereof. A movable carriage 8 is supported upon said guide. Rack-bars 9 are held upon either side of said carriage. A transverse shaft 10 extends across said frame.
40 Gears 11 are attached to said transverse shaft and mesh with said rack-bars, being thus adapted upon the rotation of said shaft to cause said rack-bars to move to and fro. A lever 12, held upon said shaft, is adapted to rotate the same. A ratchet 13 is attached
45 thereto. A pawl 14, held upon said frame, is adapted to coact with said ratchet. A transverse shaft 15 extends across said frame near the rear thereof. Levers 16, preferably bent,
50 are fulcrumed upon said shaft. Rods 17 serve to connect said levers with said rack. The free ends of said levers press upon the

bottom of said coal-cart body and when said levers are moved slide thereon and raise the same. Rods 18 are pivotally attached to the
55 forward end of said rack-bars. A bar 19 extends across said cart beneath said levers. Guides 20, attached to said cart, receive the free end of said levers. Guides 21 are securely held upon the ends of said frame and
60 are supported by brace-rods 22. Guides 23 are also formed upon said frame.

It is obvious that upon the rotation of the shaft the rack-bar will be forced forward, raising the front end of the body by means of
65 the rods and the rear ends by means of the levers. It is also plain that the body will be steadied in its upward movement by the guides at the ends thereof and will further be limited in said motion.
70

I thus have provided a cart which may be driven directly to the side of the street and emptied without the necessity of backing up to the curb, thus obstructing such a large
75 proportion of the roadway.

It is obvious that many minor changes may be made in the form of my device without departing from the material principles thereof. I do not therefore desire to confine myself to the exact form herein shown and described, but wish to include all such as properly come within the scope of my invention.
80 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—
85

1. In a coal-cart, the combination with a body portion, of a frame, a guide supported upon said frame, a carriage held upon said guide, rack-bars held upon said carriage, rods connecting the ends of said rack-bars and
90 said body portion, levers connecting the opposite ends of said rack-bars with said body portion, and means for actuating said carriage and holding the same in position.

2. In a coal-cart, the combination with a
95 body portion, of a frame, guides supported upon said frame, a carriage held to move longitudinally of said frame upon said guides, rack-bars held upon said carriage, levers fulcrumed upon said frame, rods connecting
100 said levers to said rack-bars, rods connecting said rack-bars to said body portion, a transverse shaft extending across said frame provided with gears adapted to mesh with said

rack-bars, means for rotating said shaft and actuating said rack-bars, and means for holding said shaft when so rotated, substantially as described.

5 3. In a coal-cart, the combination with a body portion, of a frame, guides supported upon said frame, a carriage held to move longitudinally of said frame upon said guides, rack-bars held upon said carriage, levers ful-
10 crumed upon said frame, rods connecting said levers to said rack-bars, rods connecting said rack-bars to said body portion, a lever carried upon a shaft adapted to rotate the same, a ratchet held upon said shaft, and a pawl held
15 upon said frame adapted to coact with said ratchet, substantially as described.

4. In a coal-cart, the combination with a body portion, of a frame, guides supported upon said frame, a carriage held to move lon-
20 gitudinally of said frame upon said guides,

rack-bars held upon said carriage, levers fulcrumed upon said frame, rods connecting said levers to said rack-bars, rods connecting said rack-bars to said body portion, a lever carried upon a shaft adapted to rotate the same, 25 a ratchet held upon said shaft, a pawl held upon said frame adapted to coact with said ratchet, end guides adapted to direct and limit the upward motion of said body portion, and guides upon said frame adapted to 30 receive said body portion when the same is depressed, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

FRIEDRICH D. F. MÜLLER.

Witnesses:

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