

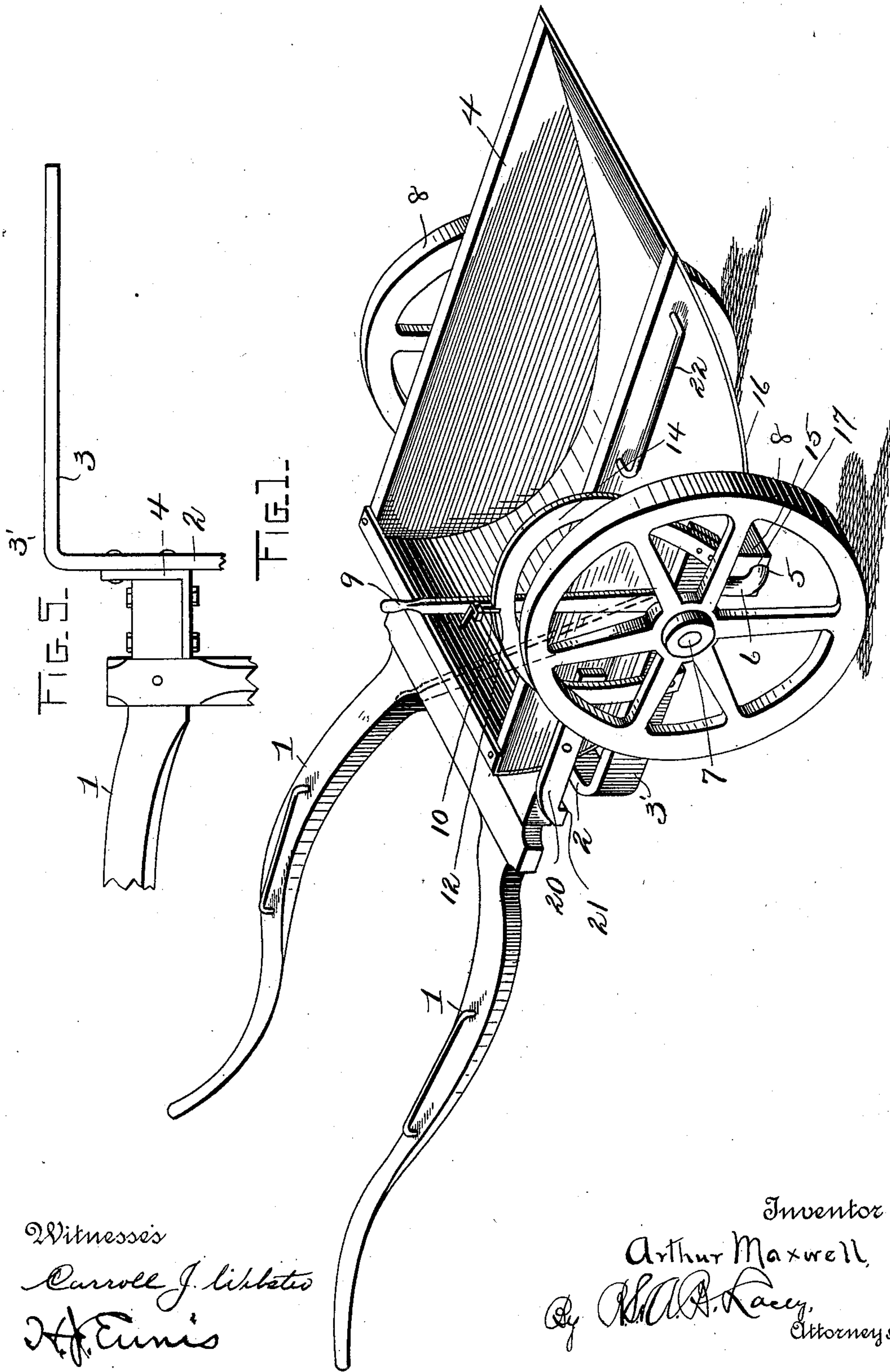
(No Model.)

2 Sheets—Sheet 1.

A. MAXWELL.  
DUMP CART.

No. 602,225.

Patented Apr. 12, 1898.



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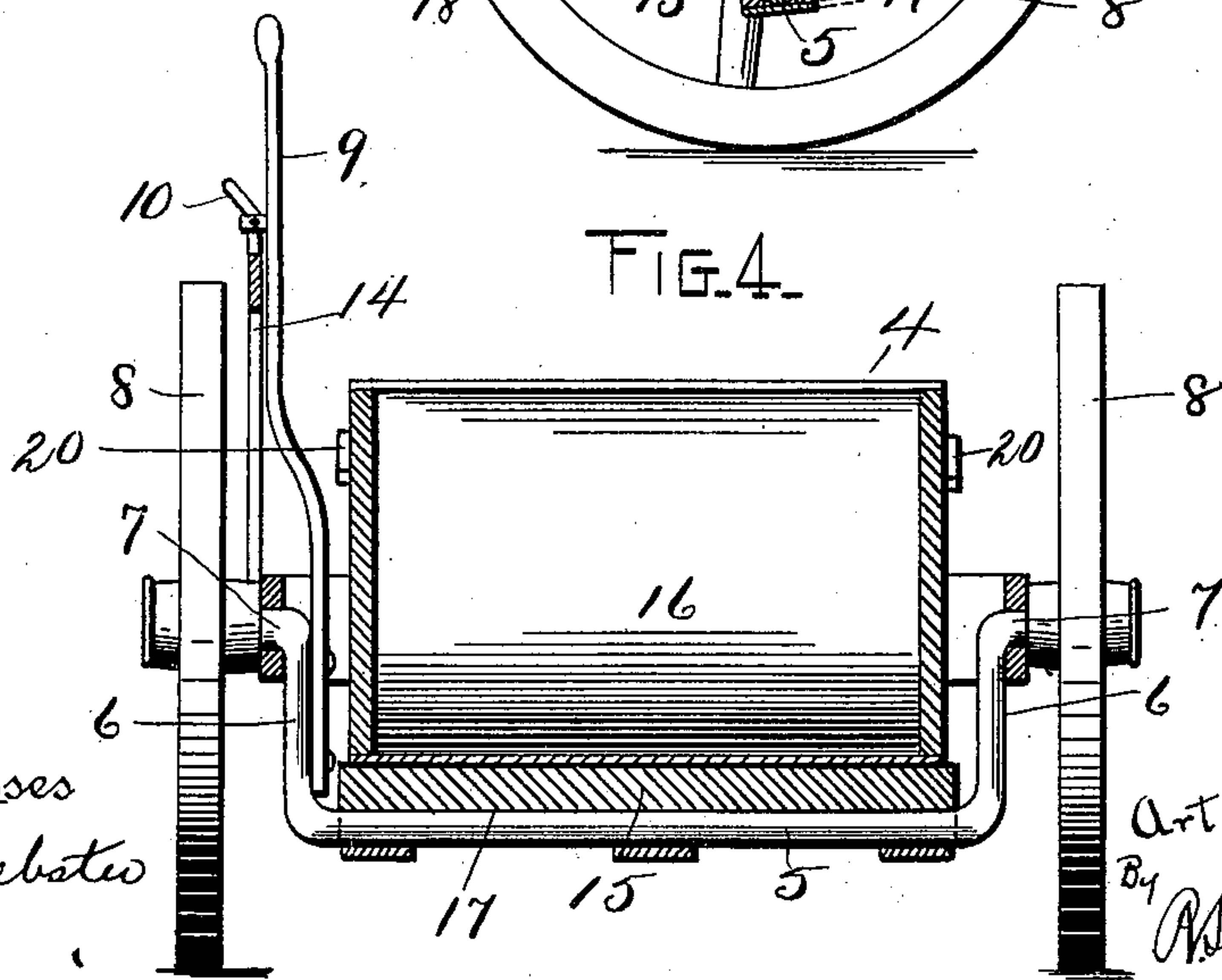
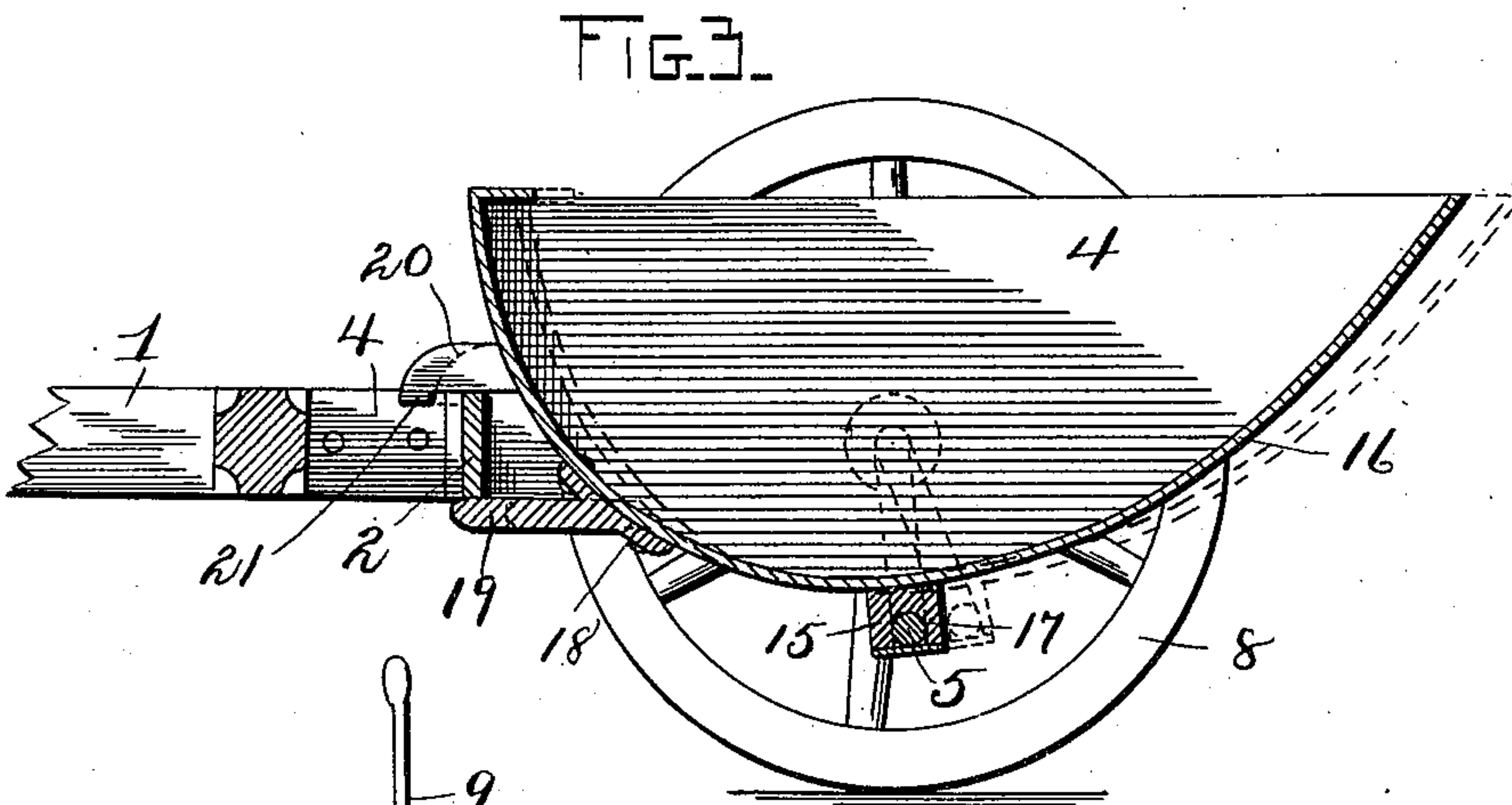
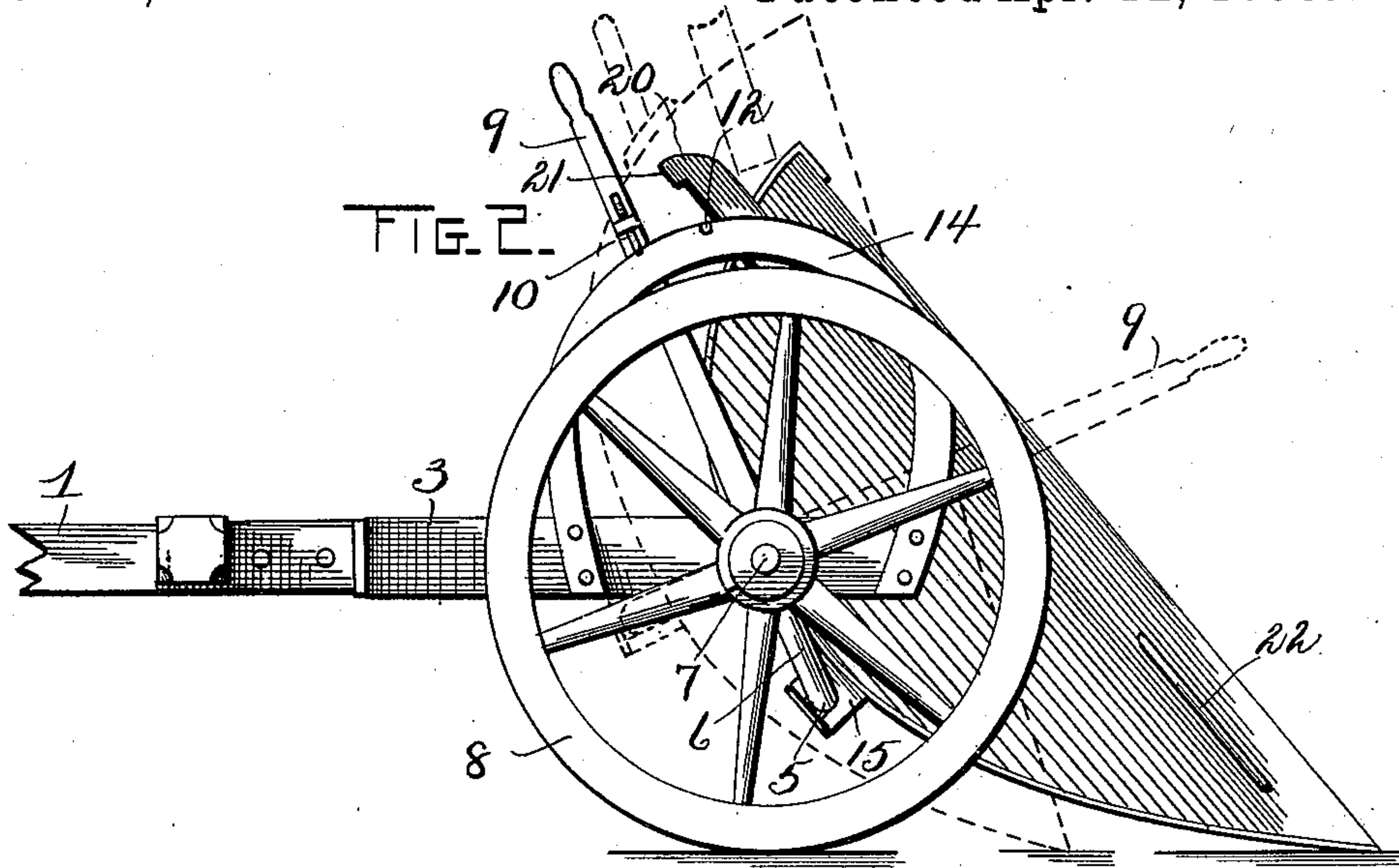
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2 Sheets—Sheet 2.

A. MAXWELL.  
DUMP CART.

No. 602,225.

Patented Apr. 12, 1898.



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# UNITED STATES PATENT OFFICE.

ARTHUR MAXWELL, OF LUDLOW FALLS, OHIO.

## DUMP-CART.

SPECIFICATION forming part of Letters Patent No. 602,225, dated April 12, 1898.

Application filed October 27, 1897. Serial No. 656,558. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR MAXWELL, a citizen of the United States, residing at Ludlow Falls, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Dump-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 same.

My invention has relation to dump-carts; and the object is to provide a simple, convenient, and durable cart of this kind.

To these ends the invention consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a perspective view of my improved dump-cart, with another position of the unlocking-lever shown in dotted lines. Fig. 2 shows the first position of the cart when dumped, and the dotted lines show the final position of the same. Fig. 3 is a longitudinal section, and Fig. 4 is a transverse section, on the lines of the dump-axle. Fig. 5 is a detail plan view of a portion of one of the thills and rectangular frame 3'.

1 1 represent the usual thills, the rear ends of which are fixed in the forward cross-brace 2 of a rectangular frame 3', the integral parallel arms 3 3 of which extend rearwardly on each side of the body.

4 4 represent horizontal knees secured to the contiguous parallel sides of the thills and the front face of the frame-brace 2 to assist in forming a rigid connection for the thills of the said brace.

5 represents the drop-axle, which supports the cart-body, and it is formed with integral vertical parallel arms 6 6 and the horizontal axle-spindles 7 7, on which the wheels 8 8 are mounted.

The spindles inside of the hub are journaled in the outer ends of the arms 3 3, and 9 is a hand-lever fixed to one of the vertical arms 6, its upper end carrying a hinged pawl 10, which is adapted to engage a detent 12 in the side rail of the semicircular rack 14, the

lower ends of which are fixed to the contiguous horizontal arms 3 of the rectangular frame 3'.

15 represents a transverse block fixed on the curved bottom 16 of the body 4, and it is provided with a semicircular groove 17, which forms a bearing for the cylindrical axle 5, which is held in place and allowed to oscillate in said groove 17 by the guard-straps.

18 represents a transverse bar fixed to the front end of the body of the cart, and it is formed with a horizontal forwardly-projecting toe 19, which extends under the frame-brace 2, and 20 20 represent two forwardly-projecting brackets secured to the opposite parallel sides of the body, and their forward ends rest upon the brace 2 and support the forward end of the body, the main weight of which is of course supported by the axle.

When it is desired to dump the load, the pawl 10 is first released and the lever 9 thrown forward, which moves the body backward in the frame 3' until the shoulders 21 of the brackets 20 20 come in contact with the front face of the cross-brace 2. The rearward movement of the cart-body in the frame 3' also withdraws the toe 19 from engagement with the frame-brace 2, thereby releasing the body, and by means of the hand-grip 22 the body may be tilted to the position shown by the full lines in Fig. 2. By now throwing lever 9 to the rear the body will be moved to the position shown by the dotted lines in the same figure. This position causes the bottom 16 of the cart to assume a position corresponding to an inclined plane, which discharges the load by gravity. The body is tilted back to its horizontal position and the lever 9 thrown backward until its pawl engages the detent in the semicircular rack to lock it in place. This movement of the lever rearward carries the body forward, so that the toe 19 projects under the frame-brace 2, which secures the body in a horizontal position.

Although I have specifically described the construction and relative arrangement of the several elements of my invention, I do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of my invention without departing from the spirit thereof.



Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

- 5 1. A dump-cart, comprising the thills, the rectangular frame 3', to which said thills are fixed in the same horizontal plane, the drop-axle 5, formed with the integral parallel arms 6 6, and horizontal spindles 7 7, the wheels  
10 8 8, mounted on said spindles, in combination with the body 4, the transverse block 15, fixed to the bottom of said body and provided with the semicircular groove 17, in which the axle is mounted, the transverse bar 18, fixed  
15 to the front end of the body and provided with the integral forwardly-projecting toe 19, and the forwardly-projecting brackets 20 20, secured to the forward ends of the sides of said body, substantially as shown and described.
- 20 2. A dump-cart comprising the thills, the rectangular frame 3', the horizontal knees 4' 4', connecting said thills and frame, the drop-axle 5, having the integral spindles 7 7, the

wheels 8 8 mounted on said spindles, the hand-lever 9, fixed to said axle 5, and provided with 25 the hinged pawl 10, the semicircular rack 14, fixed to said rectangular frame with a detent 12, located in the path of said pawl in combination with the body 4, the transverse block 15, fixed to said body and provided with the 30 groove 17, forming a bearing for said axle, the transverse bar 18, fixed to the forward end of said body and provided with a horizontal projecting toe 19, and the forwardly-projecting brackets 20 20, secured to the for- 35 ward end of the body, said toe and brackets adapted to engage the rectangular cart-frame and retain the body in a horizontal position, substantially as shown and described.

In testimony whereof I affix my signature 40 in presence of two witnesses.

ARTHUR MAXWELL.

Witnesses:

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W. B. MCKINNEY.