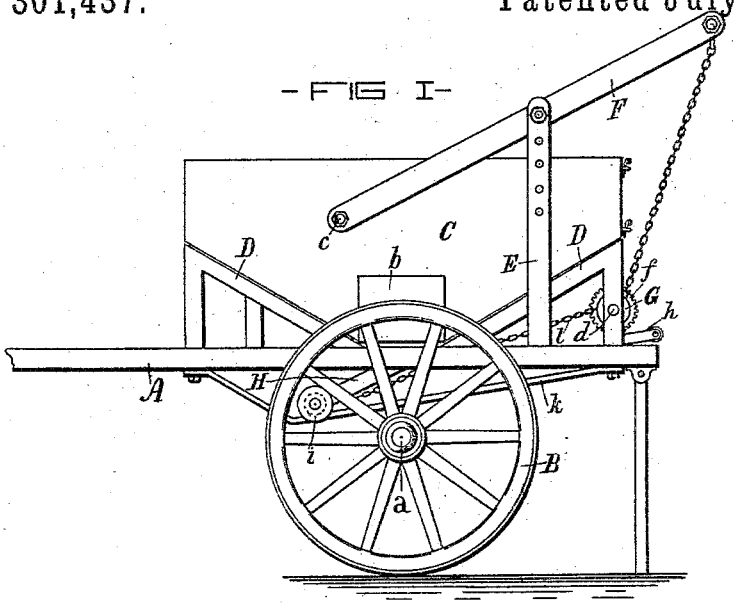
(No Model.) 2 Sheets—Sheet 1.

C. C. EGERTON.

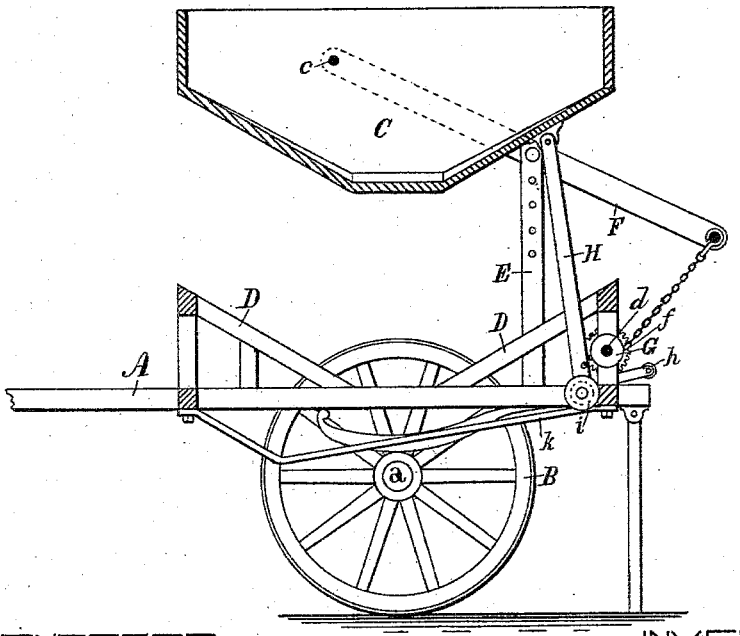
COAL CART.

No. 301,437. Patented July 1, 1884.

-FIG I-



-FIG II-



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(No Model.) 2 Sheets—Sheet 2.

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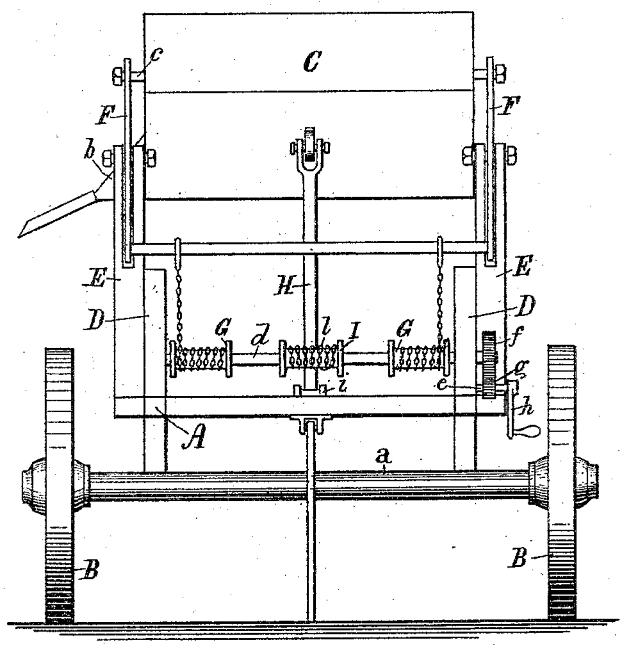
-FIG III-



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UNITED STATES PATENT OFFICE.

C. CALVERT EGERTON, OF BALTIMORE, MD., ASSIGNOR OF ONE-HALF TO JOHN N. KUNKEL AND REUBEN A. McCAULEY, BOTH OF SAME PLACE.

COAL-CART.

SPECIFICATION forming part of Letters Patent No. 301,437, dated July 1, 1884.

Application filed November 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, C. CALVERT EGERTON, of the city of Baltimore, State of Maryland, have invented certain Improvements in Coal-Carts, of which the following is a specification.

This invention relates to certain improvements in that class of coal-carts in which the hopper is susceptible of elevation independently of the body, to admit of its contents being rapidly discharged through a chute directly to the coal-cellar, as will hereinafter fully appear.

In the accompanying drawings, forming a part hereof, Figure I is an exterior side elevation of the improved coal-cart with the hopper resting in its seat. Fig. II is a sectional side view of the cart with the hopper elevated. Fig. III is an end view of Fig. II.

A is the body of the cart, supported by axle *a* and wheels B B, in the usual manner.

C is the hopper, having an inclined bottom, (shown particularly in Fig. II,) whereby its contents are readily discharged through the chute-opening *b*. (Shown only in Fig. I.) The body A has a frame-work, D, corresponding in shape to the bottom of the hopper C, on which the said hopper rests when loaded and during transportation.

E E are standards, to which levers F F are pivoted. The levers F F are connected at one end to the hopper C by means of a rod, *c*, and at the other end are attached by chains to winding-drums G on a shaft, *d*, supported in bearing-boxes secured to the frame D. The shaft *d* is revolved from another, *e*, through the medium of gear-wheels *f g* and crank *h*. The rod *c* is situated considerably forward of the center of gravity of the hopper, in order that in the elevation of the hopper the front end thereof is fully supported by the levers F F. The rear end of the hopper is sustained during and after its elevation by means of a post, H, hinged at its upper end to the bottom of the hopper. The lower end of the post passes through a slot in the body A, and is provided with a flanged sheave, *i*, which rests on an inclined bar, *k*. The post is connected by a chain, *l*, to a winding-drum, I, similar to those before alluded to, situated centrally of the shaft *d*, and as the hopper C is elevated the post H is drawn out and sustains its rear end.

If desired, a second post, located at the forward end of the hopper, may be used in connection with the first; but this is not considered necessary, as the said end is fully supported by the levers F F.

The bar *k* may be toothed to form a rack, and the lower end of the post adapted as a pawl; but with this construction, in order to lower the hopper, the post would have to be first disengaged from the rack.

I claim—

1. In a coal-cart, a wheeled body, a hopper susceptible of elevation independently of the body, a pair of levers having their fulcra on standards projecting from the body, pivoted at one end to the hopper, and at the other end attached by chains to winding-drums, all combined substantially as and for the purpose specified.

2. In a coal-cart, a wheeled body, a hopper susceptible of elevation independently of the body, a pair of levers having their fulcra on standards projecting from the body, and pivoted to the hopper at a point forward of the center of gravity thereof, and winding-drums and chains to operate the levers, combined with a post hinged at its upper end to the rear portion of the body, and at its lower end resting on an inclined box, and a chain to unite the said post with a winding-drum, whereby in the elevation of the hopper one end thereof is sustained independently of the elevating-levers, substantially as specified.

C. CALVERT EGERTON.

Witnesses:
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CHAS. B. CASSADY.