No. 649,687. Patented May 15, 1900.

H. A. DIRKES.

DUMPING CART.

(Application filed Mar. 10, 1898. Renewed Oct. 20, 1899.)

(No Model.)

Fig. 1.

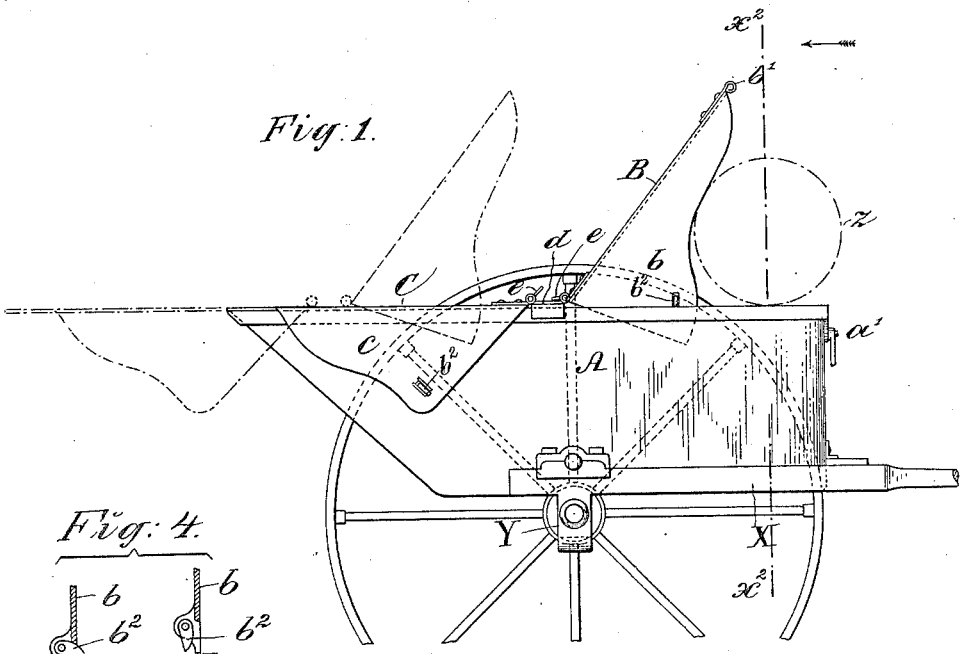


Fig. 4.

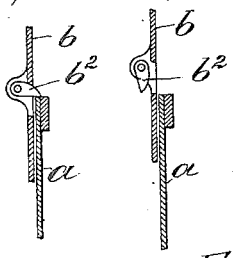


Fig. 2.

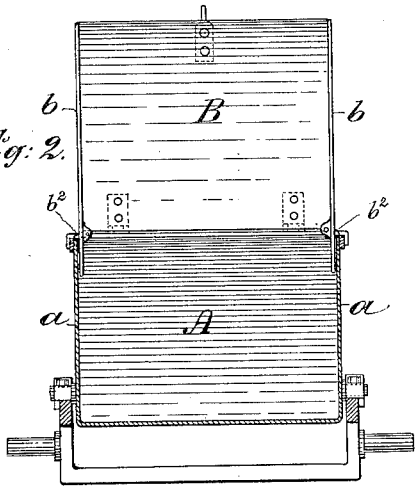


Fig. 3.

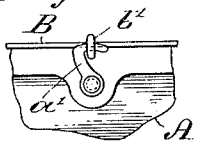


Fig. 5a.

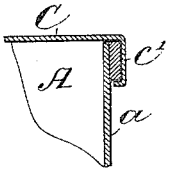
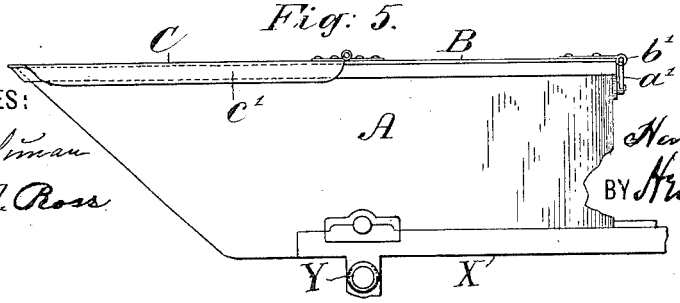


Fig. 5.



WITNESSES:

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DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 649,687, dated May 15, 1900.

Application filed March 10, 1898. Renewed October 20, 1899. Serial No. 734,269. (No model.)

To all whom it may concern:

Be it known that I, HENRY A. DIRKES, a citizen of the United States, residing in the borough of Manhattan, in the city, county, and State of New York, have invented certain new and useful Improvements in Dumping-Carts, of which the following is a specification.

My invention relates to the class of dumping-carts employed for collecting ashes and the like from houses. In using this class of carts it is the common practice to lift the barrel or can to be emptied, rest it on the side of the cart-body, and roll it along the same as the ashes flow out in order to loosen the mass compacted in the barrel; and the object of my invention is to provide the cart-body with a cover which will to a good degree prevent the ashes from being blown about by the wind while emptying the receptacle and which will at the same time not offer any material or notable obstacle to the filling of the cart.

In the drawings which serve to illustrate my invention I have shown several embodiments thereof.

Figure 1 is a side elevation of a cart provided with my invention in its preferred form, and Fig. 2 is a cross-section of the same at line x^2 in Fig. 1. Figs. 3 and 4 are views, on a larger scale, illustrating minor details of the construction. Figs. 5 and 5^a are views illustrating a slightly-modified construction of the rear section of the cover.

A represents the body of a cart or vehicle in which my invention is embodied. This body may be of sheet metal of the usual form and be mounted in a known way on a frame X, which in turn is mounted on an axle Y. These parts are common and not claimed herein. The body A has a cover consisting of a front portion or section B and a rear portion or section C. The front section B is hinged so that it may be lifted up, as seen in Fig. 1, and is made in the form of a hood by being furnished with side plates *b b*, which when the section B is closed pass down into the body A close to the sides *a* of the latter. When closed, the section B is secured to the body by a suitable fastening device, as the hook *a'* and eye *b'*. (Illustrated on a relatively-large scale in Fig. 3.) When the section B is raised to the proper inclination, it is upheld by a suitable supporting device adapted to rest on the upper edge or top rail of the side of the body A. Fig. 4 illustrates a device suited for this purpose, the figure showing the device in its supporting position in the view at the left and in the other position in the view at the right. The detent device consists of a short latch-bar b^2, hinged at its upper end to the inner face of the side plate *b* opposite to a slot in said plate, and when the section B is lifted, as seen at the right in Fig. 4, the bar b^2 may be and is swung outwardly through the said slot, so that it may rest on the upper edge or top rail of the side *a* of the body, as seen at the left in Fig. 4. The section B is hinged to a narrow cover-plate *d*, Fig. 1, or directly to the edge of the section C, Fig. 5, as preferred. The section C of the cover has by preference side plates *c c*, which are exterior to the body A, as shown in Fig. 1, and when these are employed they may have supporting devices similar to b^2 to rest on the top rail of the body when the section C is elevated. There may also be a securing device to hold the section C when it is closed, and this may be a hook-and-eye device similar to that already described with reference to Fig. 3. When not secured at its ends, the cover may be moved to and fro over the body A longitudinally. If both cover-sections be raised when the cover is moved or slid along the body, the supporting latch-bars b^2 will slide along the top rail or upper edge of the body, and lateral movement will be prevented by those portions of the side plates which extend down into the body below the top rails thereof.

In loading the cover-section is raised, as seen in Fig. 1, and the barrel of ashes or the like to be emptied is raised and rested on the top rail of the body at the side, as indicated by the dotted circle *z* in Fig. 1. The operator rolls the barrel along on the side of the cart, its contact with the front edge of the side plate *b* pushing or sliding back the cover over the body, one position of the cover when so pushed back being represented in dotted lines in Fig. 1. In filling the body from the rear end the section C will be raised and the

operation will be the same, the side plates which hood the cover-sections preventing the wind from blowing the ashes about too freely.

The object in placing the side plates *c* exterior to the body A is to permit the cover to be slid back in filling from the front end, where most of the load is usually filled in and sometimes all of it. If placed inside the body, these side plates would strike the sloping bottom of the body at the rear end. After the cart is filled the cover is closed, but on arriving at the dumping-ground the rear section C is unfastened, so that it may rise and allow the material to escape when the body is tilted backward.

I do not limit myself to side plates on the rear section C to form a hood, nor, indeed, to this section being adapted for elevation at all, as good results may be obtained if this section have keeper-flanges, as *c'* in Figs. 5 and 5ª, to take over the top rail of the body at its sides and keep the cover-section C down while it is still permitted to slide. Fig. 5 is a view similar to Fig. 1, but showing the cover closed, and Fig. 5ª is a cross-section, on a larger scale, showing how the keeper *c'* takes over the top rail on the body.

In dumping the load of a cart constructed as in Figs. 5 and 5ª the cover must be unfastened and slid forward, so as to open a way at the rear for the ashes or other material to flow out. To let down the elevated hooded cover-section, it is only necessary to push back the latch-bars b^2, so as to free them and then lower the cover. Any simple device of this character may be employed for supporting the cover. To prevent the cover-sections from being raised too high or above a predetermined elevation, they may have stops *e* at their hinging edges, as seen in Fig. 1.

Of course the hooded feature of the cover-section may be produced in any manner. The section may be all in one piece, or the side plates may be secured to the cover portion by rivets or otherwise. So long as the hood affords protection in some degree against the wind it will satisfy the conditions of this invention. The side plates *b* might of course fit down outside of the body A; but the arrangement shown in Fig. 1 is preferred.

Having thus described my invention, I claim—

1. A cart or vehicle having a body and a sectional cover adapted to slide as a whole on and over the said body longitudinally, a section of the cover being hinged so as to be elevated and having means for supporting it when elevated, substantially as set forth.

2. A cart or vehicle having a body and sectional cover adapted to slide as a whole on and over said body longitudinally, a section of said cover being hooded and hinged so as to be elevated and having means for supporting it when elevated, substantially as set forth.

3. A cart or vehicle having a body, a cover on said body and adapted to slide as a whole longitudinally thereover, said cover being in sections and having its front section hooded and hinged, and means substantially as described for supporting the hooded cover-section when elevated, substantially as set forth.

4. A cart or vehicle having a body and a cover mounted to slide longitudinally thereon, said cover comprising two hinged sections, B and C, both having side plates to form hoods, and means for supporting said sections when elevated, substantially as set forth.

5. A cart or vehicle having a body mounted for dumping and having a cover which slides as a whole thereover and which has a hinged portion or portions, substantially as set forth.

In witness whereof I have hereunto signed my name, this 5th day of March, 1898, in the presence of two subscribing witnesses.

HENRY A. DIRKES.

Witnesses:
HENRY CONNETT,
PETER A. ROSS.