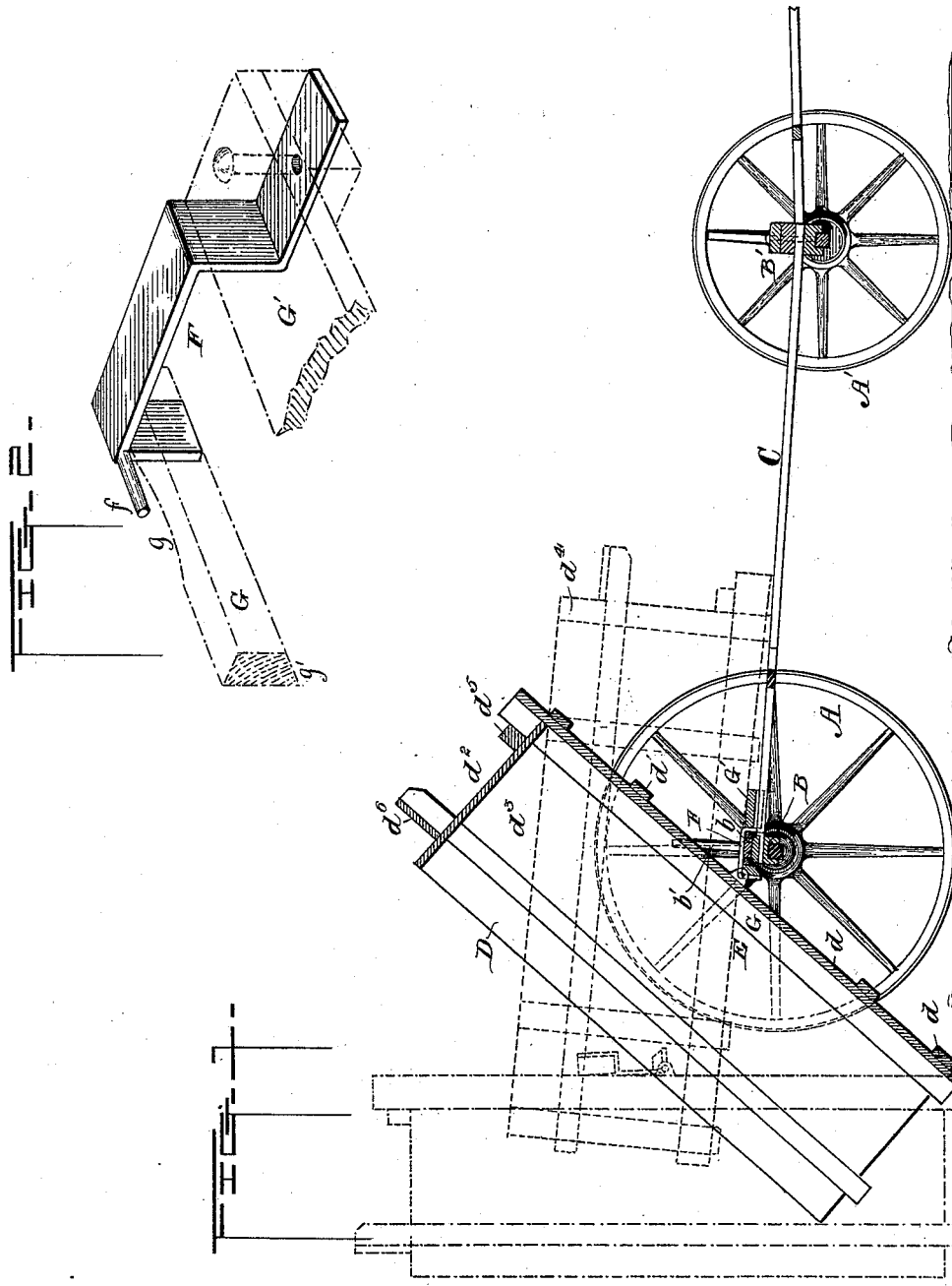


(No Model.)

F. M. GIBSON.
DUMPING CART.

No. 422,518.

Patented Mar. 4, 1890.



WITNESSES

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UNITED STATES PATENT OFFICE.

FRANCIS MARION GIBSON, OF GOOD HOPE, OHIO.

DUMPING-CART.

SPECIFICATION forming part of Letters Patent No. 422,518, dated March 4, 1890.

Application filed November 23, 1889. Serial No. 331,288. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS MARION GIBSON, a citizen of the United States, residing at Good Hope, in the county of Fayette and State of Ohio, have invented certain new and useful Improvements in Dumping-Carts; and I 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to vehicles, and especially to those four-wheeled wagons in which it is desirable either to use the running-gear for the transportation of lumber and the like or to have a body for such loads as require it.

My invention aims at providing the body with appliances that enable it to be readily placed upon or removed from the running-gear, and also adapt it to be used as a dumping-cart.

The invention consists, mainly, in a peculiar hinged hook-shaped device by which the body is united to the running-gear, as hereinafter set forth, and particularly pointed out in the claims.

In the drawings, Figure 1 is a longitudinal vertical section of a wagon embodying my improvements, and Fig. 2 is a detail of the hinge-joint.

The running-gear, consisting of the wheels A A', the bolsters B B', and the reach C, is of the usual construction.

The body D may be of any desired construction. It is shown as consisting of a floor *d*, secured to battens *d'*, a front *d''*, and sides *d'''*, secured to uprights *d''''*. The bottom board of each side projects forward of the front end, and a cleat *d'''''* is fastened across them to strengthen the front. A narrow board near the top of each side is similarly extended forward to support the seat *d''''''*. When the side is formed by one board, it may be similarly extended to support the seat.

Secured to the under side of the floor of the body, preferably near the edge, is an eye or staple E, which engages with a pintle *f*, formed upon or attached to the hook-shaped metal strap F. There are preferably two of these

straps secured at or near the ends of the bars G G', the parts being so proportioned that the bars may lie close to the rear bolster B on each side thereof, while the straps pass over the same. To give the straps and bars a good bearing, the bolster should be rather wide, and if the improvement is to be applied to a wagon having a narrow bolster the latter may be widened by securing a cleat or cleats *b* along one or both sides. The bar G is cut away slightly at *g*, adjacent to the pintles *f*, to give the eye E room to turn on the pintle. It will be seen that the straps and the bars form a kind of hook adapted to drop down over the rear bolster B and prevent the body D from sliding forward or backward. Lateral movement of the body, by which it might come in contact with the wheels A, is prevented by standards *b'*, inserted in the ends of the bolster. The eyes E are preferably located slightly in the rear of the center of gravity of the body D, so that when the latter is in a horizontal position, as shown in dotted-line elevation, it tends to remain in place. When the load is to be dumped, the body can easily be tilted on the pintles *f* to the position shown in full lines. If it is then desired to take off the body, it is only necessary to back the team, when the body will be tipped up on end, as shown in dotted lines, the hinged joint F G G' being automatically lifted off the bolster B by the movement of the body into an upright position. When the body is replaced upon the running-gear, the adjustment of the bars G G' is facilitated by the fact that the inner lower edge of the former is beveled off, as shown at *g'* in Fig. 2. It is evident that either one of the bars G G' may be omitted, provided the straps are suitably formed to engage snugly with the bolster. If the straps are permanently hinged to the body, instead of using the separable eye and pintle, it might be possible to dispense with both the bars G G'.

The facility with which the body can be placed upon or removed from the running-gear by one person is an important advantage.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A dumping-cart having hinged to its

body a hook-like device adapted to fit removably over the bolster, substantially as and for the purposes described.

2. The combination, with the bolster of a wagon, of a body having hinged to its under side a pair of hook-shaped straps adapted to fit removably over the bolster, substantially as and for the purposes described.

3. The combination, with a wagon-body, of the hook-shaped straps hinged thereto, and one or more bars uniting said straps, substantially as and for the purposes described.

4. The combination, with a wagon-body provided with eyes near its edges, of hook-shaped straps having pintles to engage with

said eyes, and a bar uniting said straps, substantially as and for the purposes described.

5. The combination, with the bolster B, of the body D, having the eyes E, the straps F, having pintles *f* engaging with the eyes, and the bars G G', secured to the straps and lying on each side of the bolster, substantially as described.

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

FRANCIS MARION GIBSON.

Witnesses:

WALTER E. MAYNARD,
FRANK A. CHAFFIN.