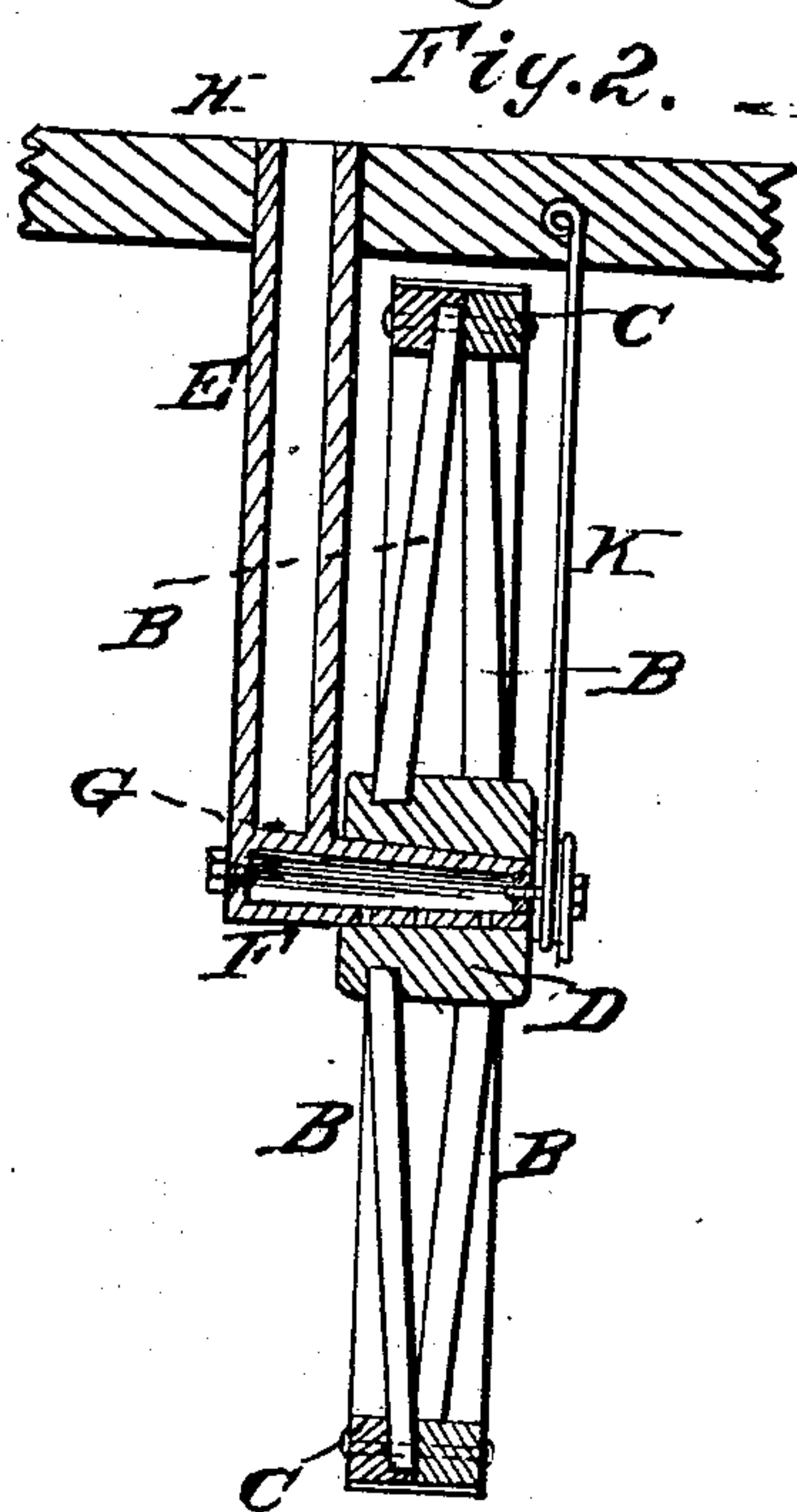
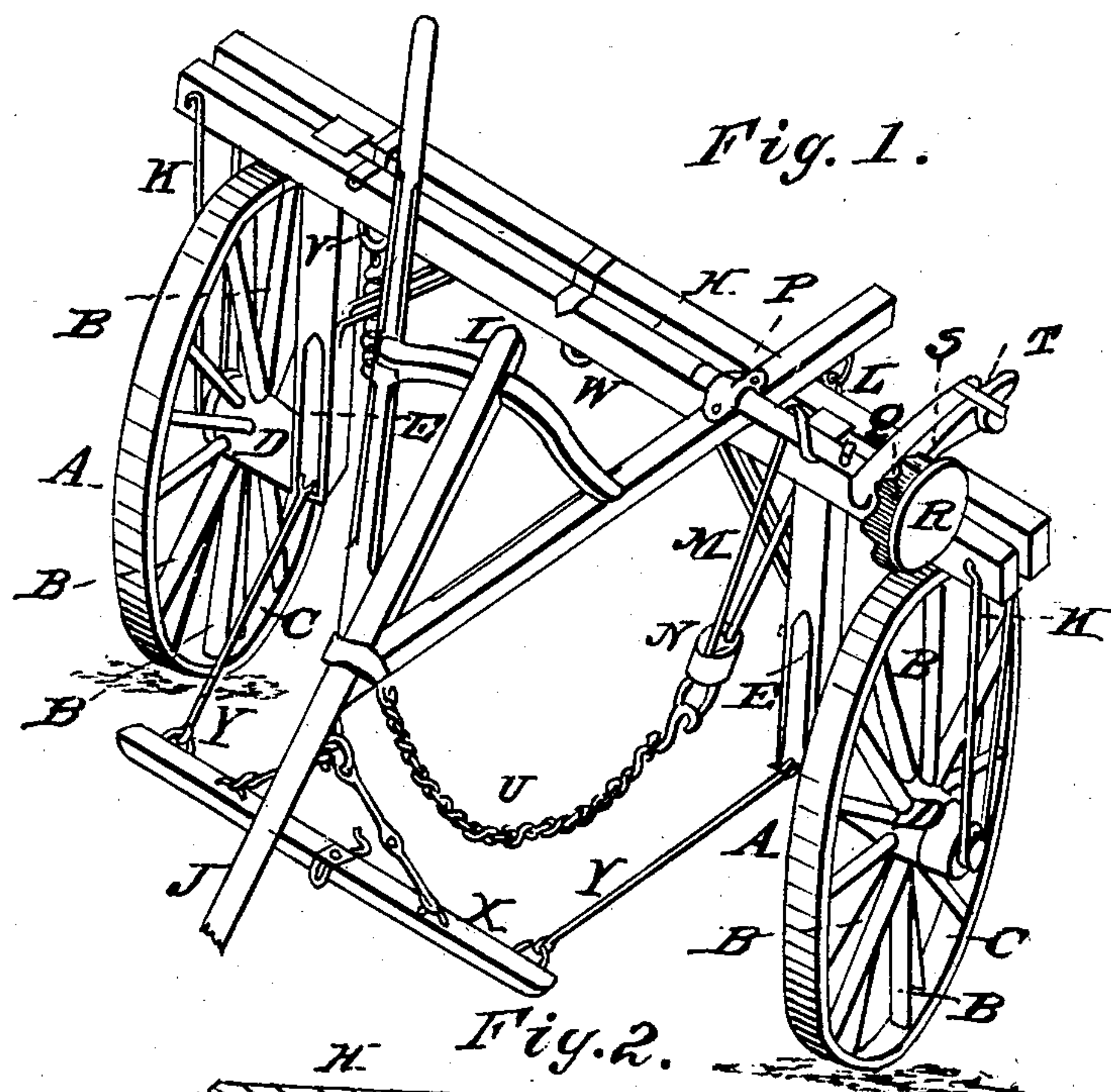


J. STITT.
Lumber Wagon.

No. 84,145.

Patented Nov. 17, 1868.



Witnesses:
Geo. Ruhlmann
Geo. Enock

Inventor:
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Per attorney
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United States Patent Office.

JOHN STITT, OF ST. JOHNS, MICHIGAN.

Letters Patent No. 84,145, dated November 17, 1868.

IMPROVEMENT IN LOG-CART.

The Schedule referred to in these Letters Patent and making part of the same.

To whom it may concern:

Be it known that I, JOHN STITT, of St. Johns, in the county of Clinton, and State of Michigan, have invented a new and useful Improvement in Cart for Hauling Logs and other heavy weights; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, and being a part of this specification.

Figure 1 is a perspective view of my invention.

Figure 2 is a vertical sectional view of the same, through the centre of the wheel and axle.

Like letters indicate like parts in each figure.

The object of this invention is to so construct a cart or carriage for the transportation heavy substances that it will possess the necessary strength, and that will enable the operator to handle such substances with ease.

In order to accomplish this end, I construct the proper wheels, A, with about the usual number of spokes, B, so arranged that each alternate one is set in the hub D with its back presented outwardly, and in such a manner that they brace from a common centre, outwardly to the rim or felloe, as shown in fig. 2.

The felloe C is constructed of two separate rims, of bent stuff, so as not to strain the tenons in putting them on and lapping them in each other, and riveting them together after setting the tire.

The axle E is cast with an arm, F, which is hollow, as shown at G, upon which the wheels A rotate to receive waste and oil for lubricating-purposes, which oil will be supplied to the boxes of the hub by means of proper apertures through the arm F, which may also be cast hollow, or in any other suitable manner.

To the top of the upright axle E are attached the cross-ties H, to which, in turn, are also fastened the hounds I and pole J.

From the ends of the cross-ties H, a brace, K, extends downwards, and engages with the end of the arm F of the axle in such a manner that it may be slipped off to allow the removal of the wheel when necessary.

By means of any proper hook, L, one end of the chain or rope M is attached to the rear end of the hounds. The other end, passing through a suitable block, N, is attached to the windlass O, which is securely attached to the top of the hounds, in front of the cross-ties, by

means of proper boxes, P, on the hounds and bearing Q.

This windlass is provided with ratchet-wheel R, pawl S, and weighted lever T, by means of which the windlass is operated and controlled.

To the block N is hooked chain U, which, at its opposite end, is attached to the cross-ties at V.

The evener X is suspended from the pole J by proper chains, so as to admit of turning freely, while its ends are connected with the axle by proper chains or rods, Y, in such a manner as to produce a direct draught from the axle.

To operate this invention, it is simply required to pass the chain U under the log to be moved. Then, by means of a suitable lever or handspike, engaging with or between the teeth of the ratchet-wheel R, the chain or rope M may be wound upon the windlass O, the weighted lever T being turned forward to compel the pawl S to engage with and hold the ratchet-wheel in position while the operator gets a fresh hold with his lever, and so on until the log is sufficiently elevated and balanced to be drawn.

To unload, the operator, with his lever, relieves the strain upon the pawl by a slight turning of the ratchet-wheel, and throws back the weighted lever T, (which is pivoted through the pawl and bearing Q,) when the pawl disengages, and the weight of the log unwinds the rope M from the windlass.

When the log is on the ground, the chain U may be unhooked, withdrawn, again hooked on, and the operation repeated.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The arm E, cast with hollow axle F, when constructed and operating substantially as herein described.

2. The weighted lever T, pawl S, and ratchet-wheel R, in combination with windlass O, rope M, block N, and chain U, when arranged and operating substantially as described.

3. The combination of the above-mentioned parts with the cross-ties H, hounds I, pole J, braces K, hook L, bearing Q, evener X, and connecting-rods Y, when constructed, arranged, and operating substantially as herein described.

Witnesses:

LOUIS C. HYDE,
GEO. SNOAD.

JOHN STITT.