H. KLEHN.

Unloading Header Wagons.

No. 151,601. Patented June 2, 1874.

Fig. 1.

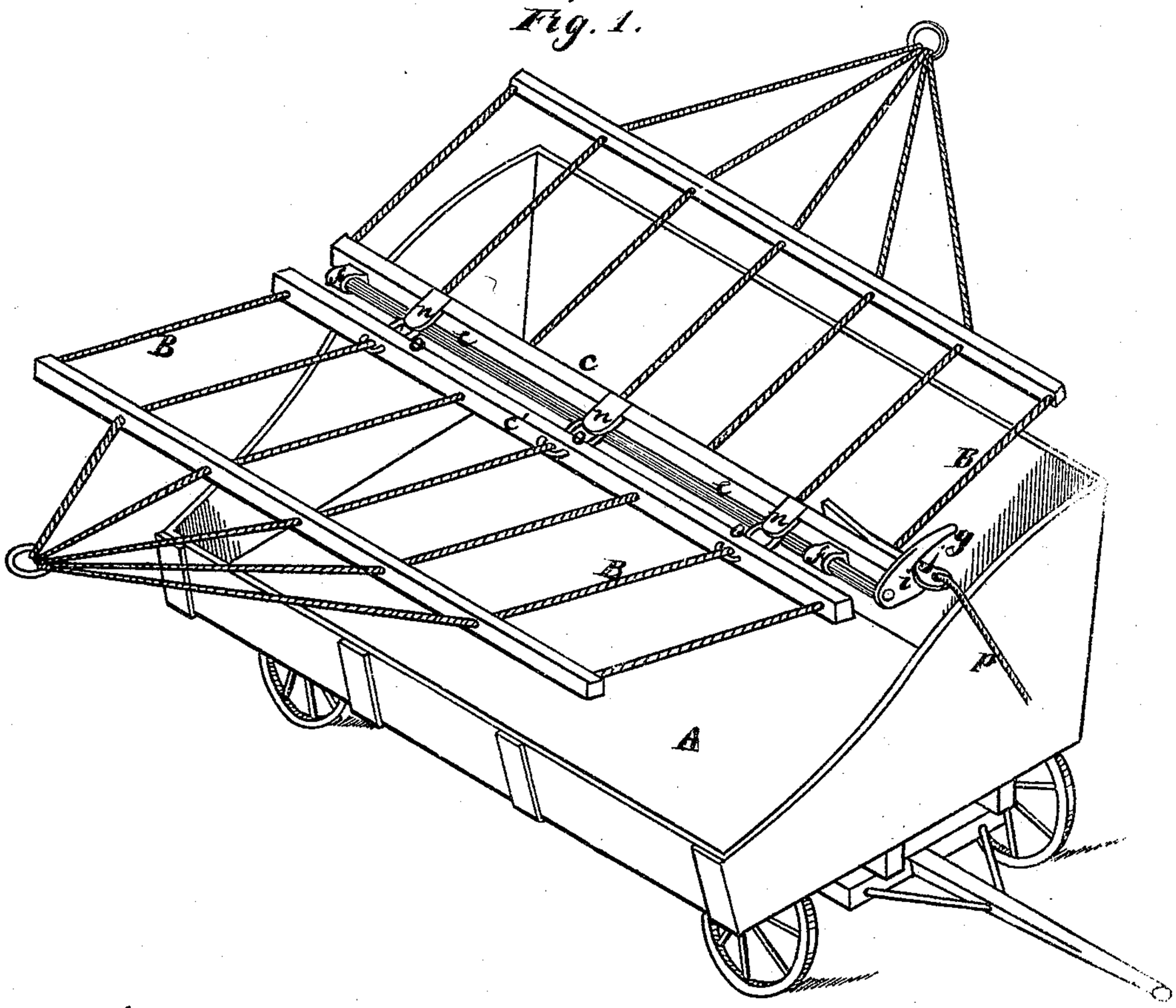


Fig. 2.

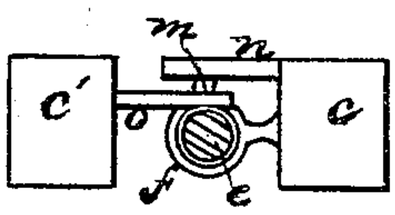
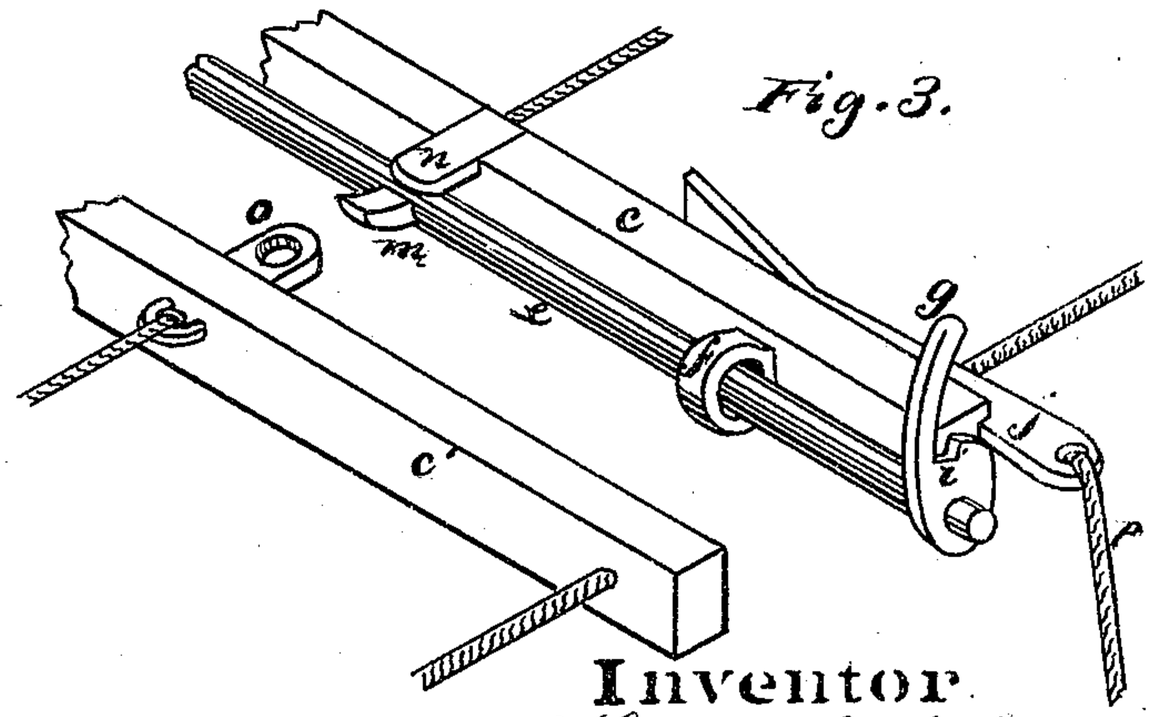


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

HENRY KLEHN, OF CROW'S LANDING, CALIFORNIA.

IMPROVEMENT IN UNLOADING HEADER-WAGONS.

Specification forming part of Letters Patent No. **151,601**, dated June 2, 1874; application filed April 21, 1874.

To all whom it may concern:

Be it known that I, HENRY KLEHN, of Crow's Landing, Stanislaus county, State of California, have invented an Improvement in Unloading Header-Wagons; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to an improvement in the construction and manner of operating the false bottom or load-lifter for unloading header-wagons, for which a patent was issued to Richard Threlfall on the 24th day of December, 1872. My invention consists in certain details of improvement, as hereinafter more fully described, in constructing the false bottom or load-lifter in two parts, and connecting these two parts in the middle, by means of a suitable detaching apparatus, so that the load of grain, when lifted from the wagon-bed, can be dumped by releasing the connection, and thus cause the parts to separate along the under side of the load.

In order to more fully describe my invention, reference is had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a perspective view of my invention as applied to a header-wagon. Fig. 2 is an end view. Fig. 3 is a view showing the parts separated.

A is the header-wagon, such as is used for receiving the grain from a header, and conveying it to the stack or thrashing-machine, as convenient. B is the false bottom or load-lifter, which, according to Threlfall's patent, is placed over the bottom and sides of the wagon-bed, and upon which the cut grain is deposited until the wagon-bed is filled, so that the wagon can be unloaded by taking up the corners of the netting or false bottom, so as to form a sack or bag, which can be lifted by means of the usual derrick, and dumped wherever desired. My improvement consists in making this netting or false bottom in two parts. At one end of each part I secure a bar or rail, *c c'*, as shown, so that when the parts are united, these rails will come together along the middle line of the wagon. Against the outside of the rail *c* of one part, and parallel with it, I secure a rod, *e*, in eyes or hinges *f*, so that it can rotate. To one end of this rod I secure a cam-arm, *g*, having a recess, *i*, formed in it, so that when the cam-arm is thrown over across the end of the rail *c*, a spring-latch, *j*, which is secured on the opposite side of the rail, so as to project beyond its end, will engage with the notch or recess *i*, and hold the rod firmly until the catch is released. At intervals along this rod, I form or secure two or more short lugs or fingers, *m*, and directly above each finger I secure a projecting plate, *n*. The rail *c'* of the opposite half of the lifter I provide with eyes *o o*, opposite the fingers *m* of the rail *c*, so that the eyes *o* can be hooked over the fingers, when, by rotating the rod *e*, so as to engage the cam-arm *g* with the spring-latch *j*, the eyes will be prevented from coming off the fingers, thus providing a sure and safe connection of the two parts.

This netting or load-lifter, when thus connected, is placed over the bottom and sides of the wagon-bed, so that the line of connection, or bars *c c'*, will lie along the middle line of the wagon-bed.

When the wagon has been loaded, and it is desired to unload it, the corners or opposite ends of the netting are gathered up and attached to the derrick fork or hook, and the whole load lifted bodily, as in a bag.

A rope, *p*, which is attached to the spring-latch *j*, is suddenly pulled when it is desired to drop the load. This pull releases the cam-arm, when the weight of the load causes the rod to rotate and release the eyes *o* from the fingers *m*, so that the two parts of the bag separate, and allow the load to fall out.

By this arrangement the load is readily dumped; whereas, when the entire netting is employed, and the dumping accomplished by releasing one corner of the bag, as described in Threlfall's patent, the load of grain will fall upon and entangle the freed end, so that much inconvenience results.

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

The bar *c'*, having the eyes *o*, in combination with the bar *c*, rod *e*, with the lugs *m*, and notched lever *i*, and the spring-latch *j*, all constructed, arranged, and operated as set forth.

In witness whereof I hereunto set my hand and seal.

HENRY KLEHN. [L. S.]

Witnesses:
I. P. CROW,
JAMES A. CROW.