

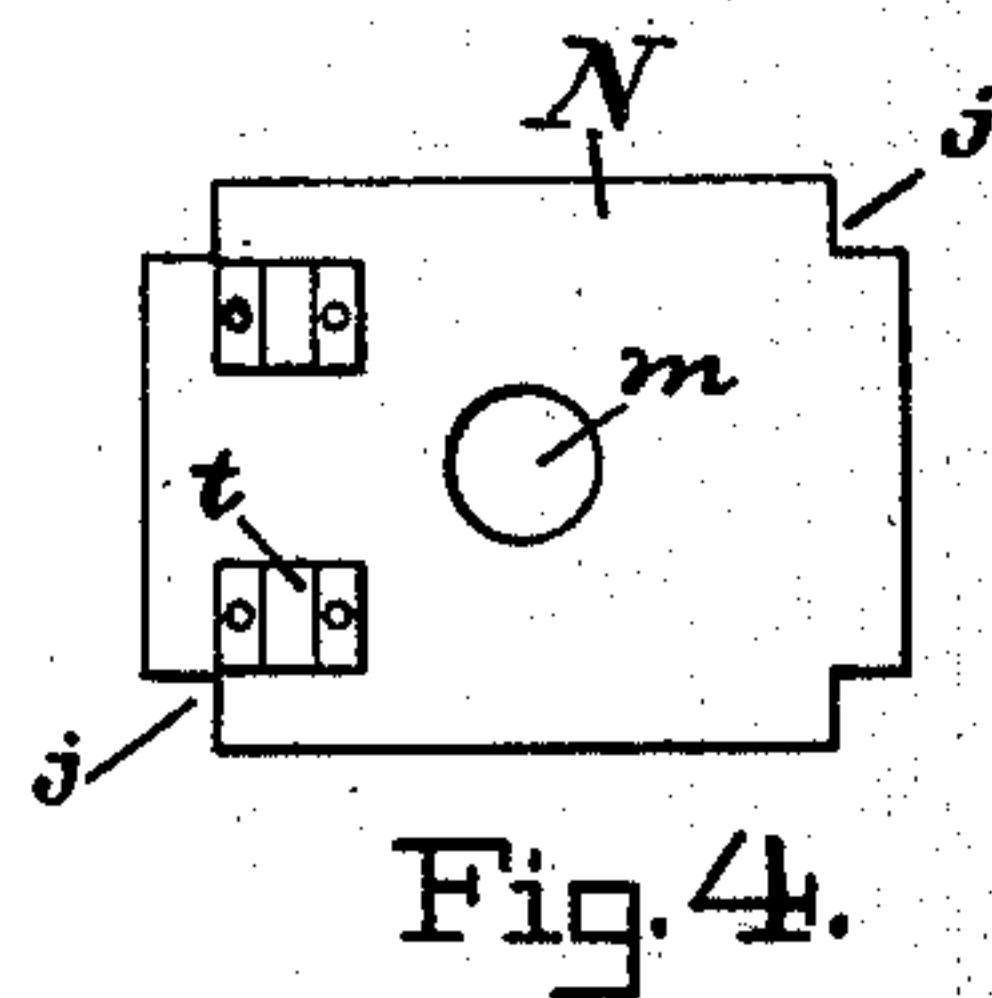
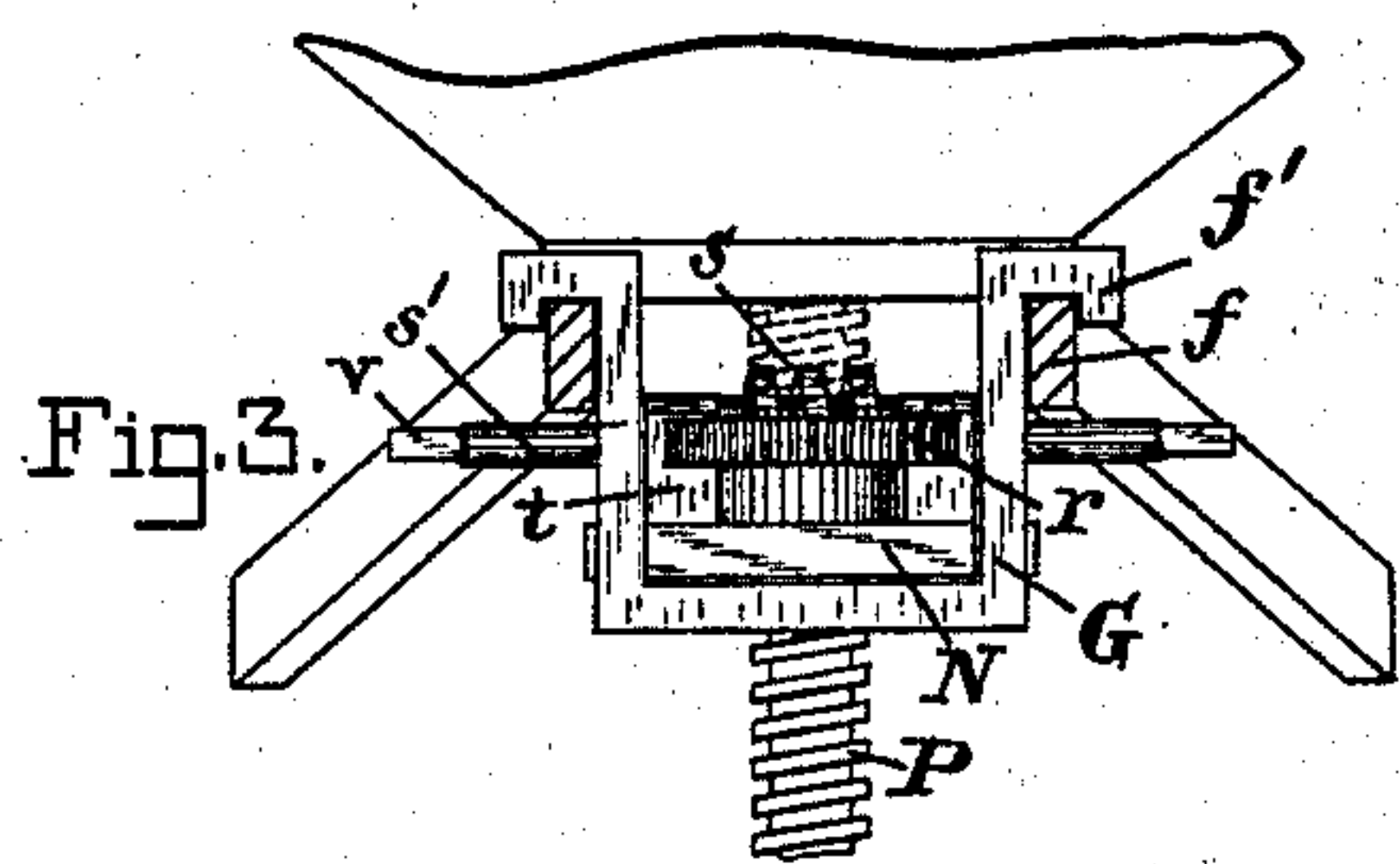
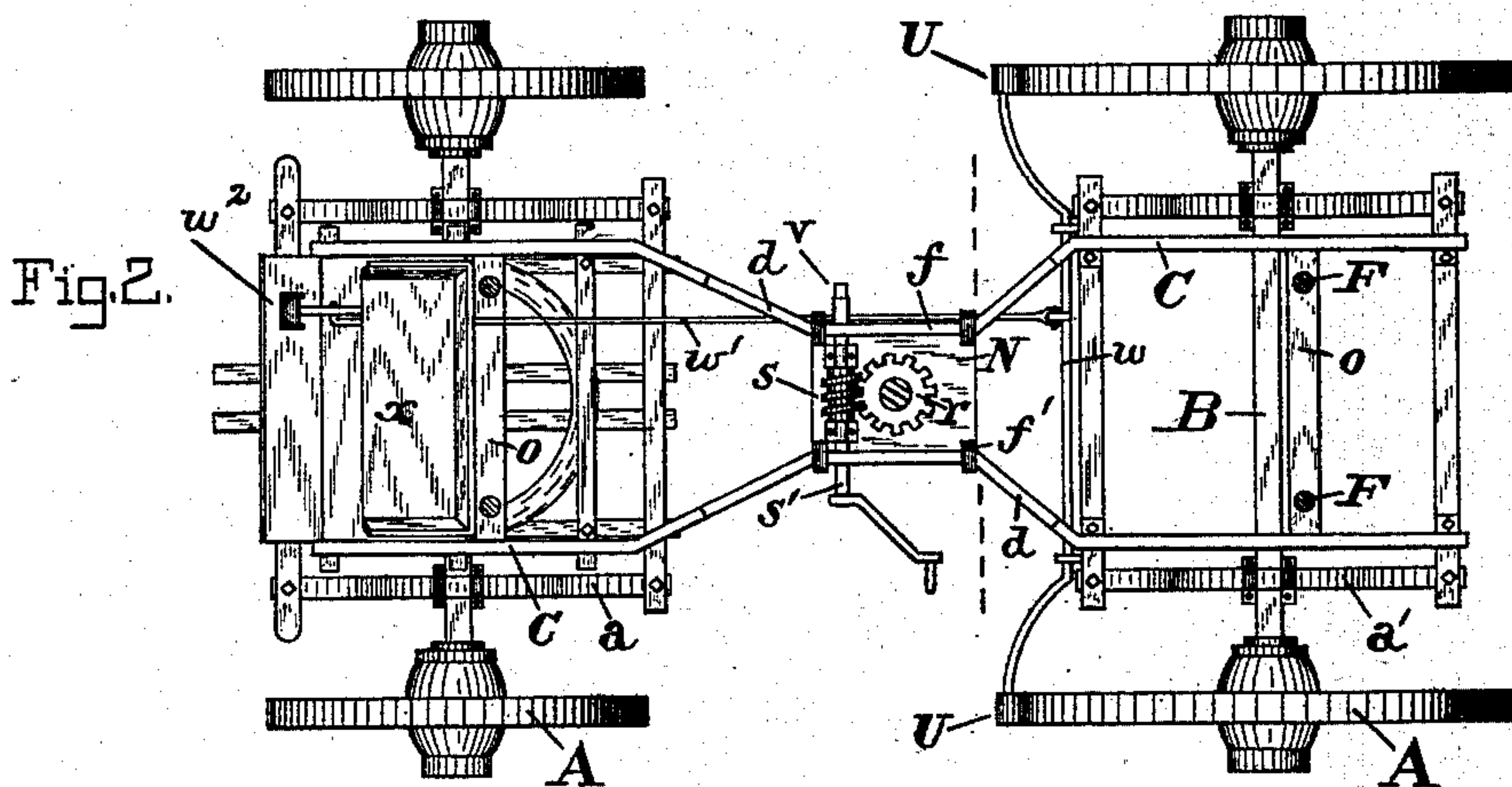
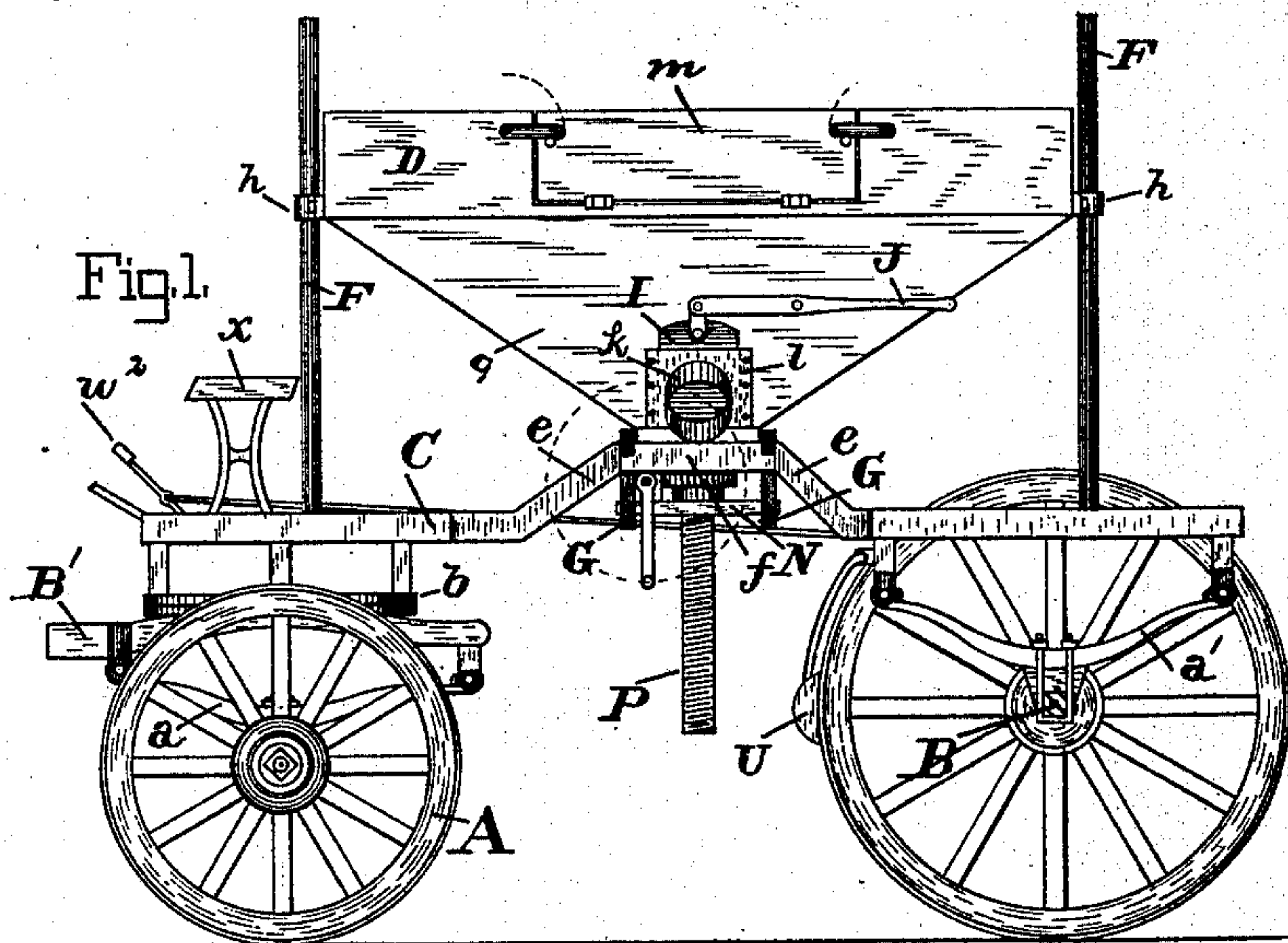
(No Model.)

J. R. SAGLE.

COAL CART.

No. 413,461.

Patented Oct. 22, 1889.



WITNESSES:

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JOSEPH R. SAGLE, OF BALTIMORE, MARYLAND.

COAL-CART.

SPECIFICATION forming part of Letters Patent No. 413,461, dated October 22, 1889.

Application filed September 7, 1889. Serial No. 323,300. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH R. SAGLE, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Coal-Carts, of which the following is a specification.

My invention relates to a wagon for hauling and delivering coal, and is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the wagon. Fig. 2 is a top or plan view of the wagon running-gear. Fig. 3 is a detail section on line 3 3. Fig. 4 is a view of the platform-plate.

The letter A designates the wheels; B, the rear axle; B', the platform on springs *a*, which are on the front axle; *b*, the fifth-wheel, and C the reach-bars, resting on said fifth-wheel and on cross-bars on the rear springs *a'*. As shown in Fig. 2, the front and rear ends of the two reach-bars C are parallel, and at the center said bars are curved or bent in, as at *d*, toward each other, and also, as shown in Fig. 1, are bent or arched upward, as at *e*. This construction provides or forms at the center a short elevated horizontal length *f* of the bars, and to this elevated part two hanger-bars G are attached. These hangers are L-shaped or swing-shaped, and at their upper ends have hooks *f'*, which take over the elevated part *f* of the two reach-bars and hang down between them. A platform-plate N has notched corners *j*, and sets upon the two hangers G, and a central hole *m* serves for the free passage of the lift-screw P. The body or box D of the wagon has a hopper-shaped bottom *g*, and at each end has boxes or bearings *h*. Vertical guide-rods F are attached by their lower ends to cross-bars *o*, extending between the reach-bars, and each guide-rod fits loosely in one of said bearings *h*. The hopper D has at its top a gate or door *m*, for facilitating the filling or loading, and has two discharge-gates I, one on a side opposite the other, and each worked by a lever J. A tubular nozzle *k* projects from the gate-casing *l*, and a spout or chute (not shown) may be attached to the said gate-nozzle *k*.

The vertical lift-screw P has its upper end fixed in any suitable way to the base or bottom of the hopper-body, and projects downward through the hole *m* in the platform-plate. A pinion *r* is internally screw-threaded, and fits on the lift-screw P and rests on the platform-plate. This pinion *r* turns like a nut on the lift-screw, but does not advance or change its position. A worm *s* is on a shaft *s'*, which turns in bearings *t* on the platform-plate. This shaft projects in a crosswise direction, and at each end has a square end *v*, for attachment of a crank-handle. The worm *s* engages the pinion *r*, and by turning the worm-shaft *s'* the lift-screw P, and consequently the body D, will be raised or lowered. The brake-shoes U are attached to a rock-shaft *w* on one of the rear cross-bars, and a rod *w'* leads to a foot-lever *w''*, by which the brake is operated.

The driver's seat *x* is shown in Figs. 1 and 2.

From the description already given the operation of the mechanism will be understood.

Having described my invention, I claim—

1. The combination of the two reach-bars C, having their front and rear ends parallel and at the center curved or bent in toward each other, and also arched upward, two hanger-bars G, attached to the center of said reach-bars and hanging down between them, a plate N, setting on said hangers, a hopper-box D, and a lift-screw P, attached to the hopper-box and passing down through the plate.

2. The combination of the reach-bars C, two hanger-bars G, attached to the center of said reach-bars and hanging down between them, a plate N, setting on said hangers, an internally-screw-threaded pinion *r*, resting on said plate, a worm engaging the said pinion and mounted on a crank-shaft *s'*, a hopper-box, and a lift-screw attached to the hopper-box and passing through said pinion.

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

JOSEPH R. SAGLE.

Witnesses:

JOHN E. MORRIS,
JNO. T. MADDOX.