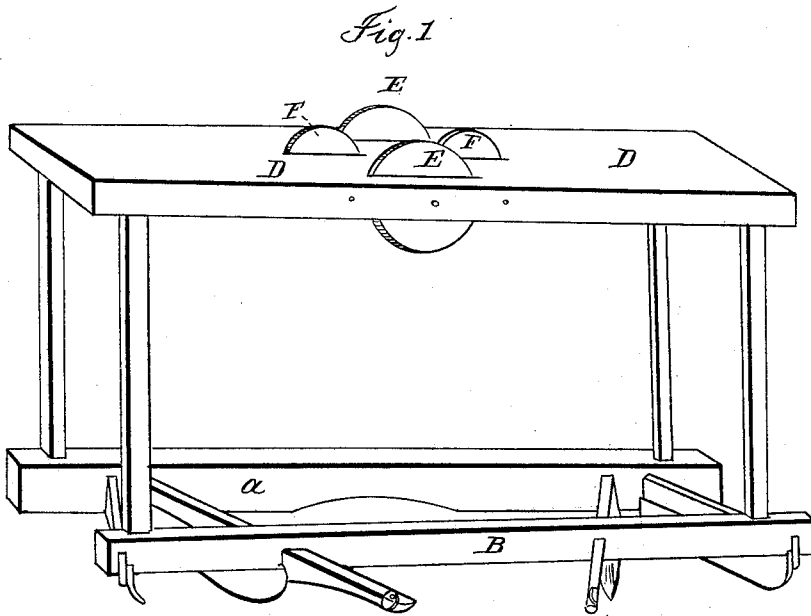


F. MONROE.

Dumping-Wagon.

No. 34,158

Patented Jan. 14, 1862.



Witnesses:
H. C. Holloway
J. M. Holloway

Inventor:
Frederic Monroe
By his atty
Amos Broodney

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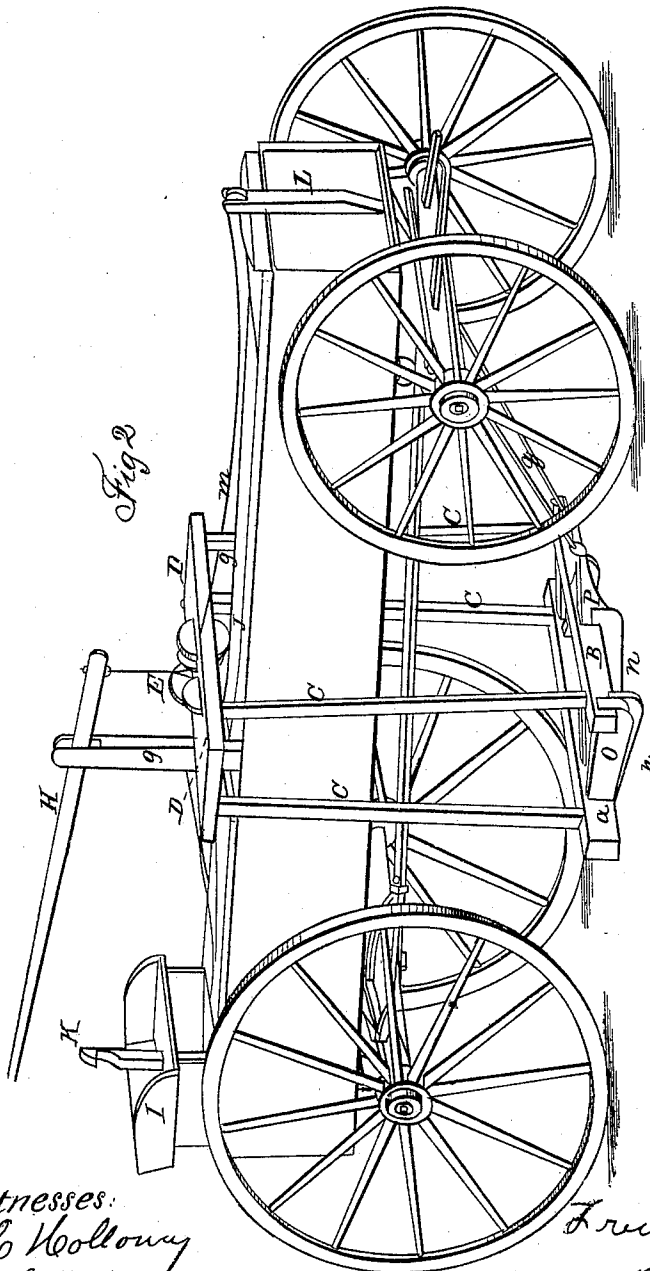


Fig 2

Witnesses:
 V. C. Holloway
 J. M. Holloway

Inventor:
 Freedom Monroe
 By his atty
 Amos Bloodgood

UNITED STATES PATENT OFFICE.

FREEDOM MONROE, OF ROMEO, MICHIGAN.

IMPROVEMENT IN MACHINES FOR FILLING WAGON-RUTS ON HIGHWAYS.

Specification forming part of Letters Patent No. 34,158, dated January 14, 1862.

To all whom it may concern:

Be it known that I, FREEDOM MONROE, of Romeo, Macomb county, Michigan, have invented a new Machine for Filling Wagon-Ruts in Highways; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention is four scrapers, which are attached to an arm and wing at each end of a frame that stands between the forward and hind wheels of a common two-horse wagon, the forward end of the scrapers standing apart, so as to fill the rut immediately after the wheels. The whole is attached to the fore axletree by two hooks.

To enable others skilled in the art to make and use my invention, I proceed to describe its construction and operation.

The sill (marked A) is seven feet long, eight inches wide, by two and one-half inches thick, the girt B, to hold the scraper-wings and arms, to be seven feet long and three by three inches. Four posts C, mortised into each end of the sill and girt, stand two on each side of the wagon-box and of length to clear the bench D on top of the wagon two inches when in use, the bench D to be seventeen inches wide, three inches thick, and seven feet long, of light wood, (the rest of the timber of hard wood.) At the center of the bench are two wheels E, and each side of the center are two other wheels F, which are partly between the wheels E. These four wheels stand on a platform I. The object of these wheels is to raise the scrapers from the ground, so that the wagon can be turned round, and when the scraper is not in use to keep it from the ground. At the center and back of the

bench is a post G and lever H to raise the bench. The driver's seat J is in the back end of the wagon-box. At the left hand, a little one side of the center in the back end of the wagon, is a post K to hold the back end of the lever. At the fore end of the box is a pulley-post L to draw out the platform by means of the cord M. The four scrapers N are to be of cast-iron, twenty inches long, five inches wide and one-half inch thick, their lower edges sharp and standing in one inch, the forward ends rounded up on the under sides, to be fastened to the wings O and the arms P by two one-half-inch bolts each, the arms and wings to be two inches thick and widest place ten inches wide, and two bands of iron round the forward axletree near each wheel, with eyes to hook into by a round bar of iron 2, one inch in diameter, bent suitably and attached to the arms. The forward ends of each pair of the scrapers are to be twenty inches apart at the fore end and two and one-half inches apart at the hind end. The platform E F is drawn back under the wheels by means of a cord attached to each side of it, which passes back under the driver's seat.

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

The frame-work, which stands upon the ground, the posts each side, the bench and wheels on top the post and lever, the pulley and cord, the platform, the driver's seat and the post passing up through the same, the hooks, bands, and straps round the axletree, in combination.

FREEDOM MONROE.

Witnesses:

ELISHA F. MEAD,
I. M. SMITH.