

No. 810,980.

PATENTED JAN. 30, 1906.

J. L. RIDDLE.
LOGGING WAGON.
APPLICATION FILED JUNE 19, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

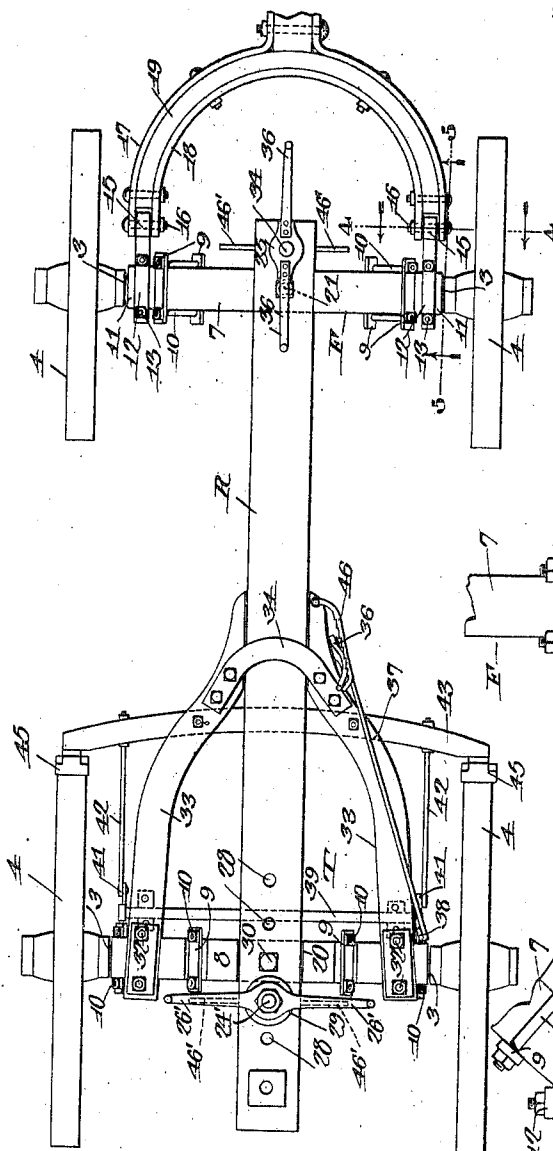


Fig. 5.

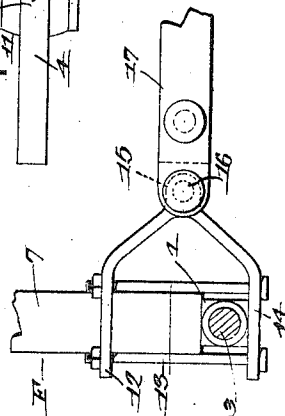
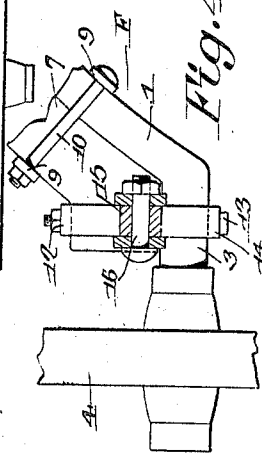


Fig. 4.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

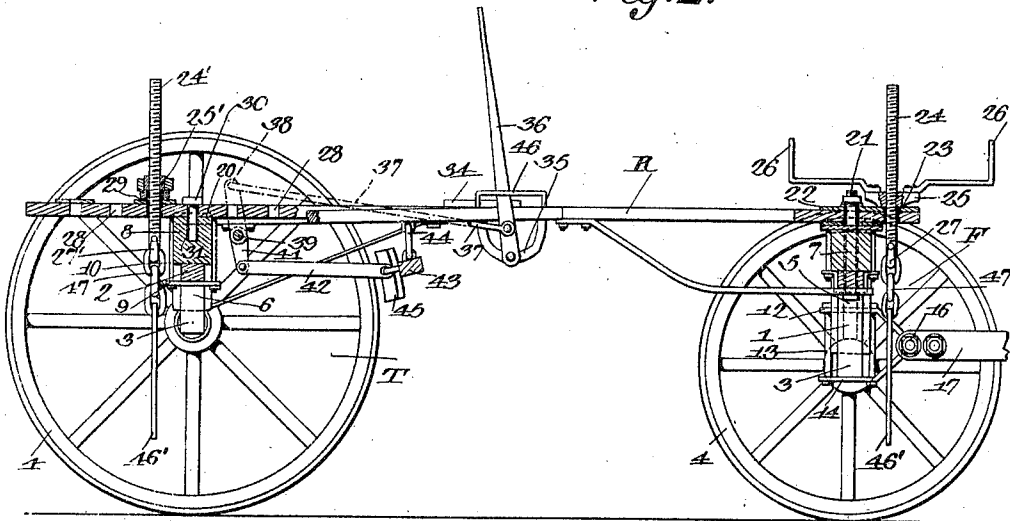
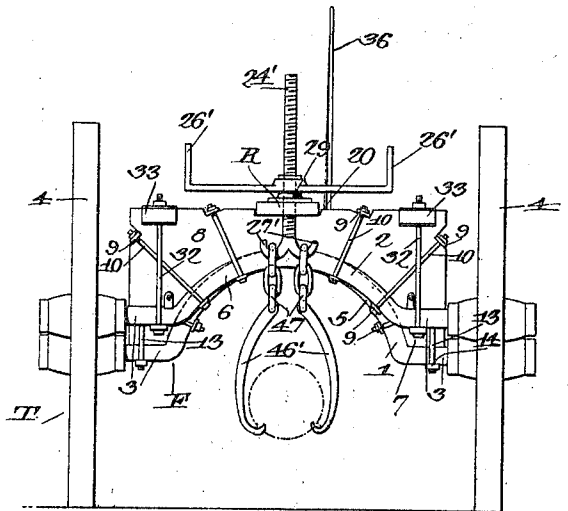


Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES L. RIDDLE, OF LOGANA, KENTUCKY.

LOGGING-WAGON.

No. 810,980.

Specification of Letters Patent.

Patented Jan. 30, 1906.

Application filed June 19, 1905. Serial No. 265,977.

To all whom it may concern:

Be it known that I, JAMES L. RIDDLE, a citizen of the United States, residing at Logana, in the county of Jessamine and State of Kentucky, have invented a new and useful Logging-Wagon, of which the following is a specification.

This invention relates to logging or lumber wagons; and the object of the invention is to simplify and improve the construction and operation of this class of wagons, to provide an improved construction for lengthening or shortening the wagon by spacing the trucks at various distances apart, and to generally improve the construction of the component parts of the device.

With these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a top plan view of a logging-wagon constructed in accordance with the principles of the invention. Fig. 2 is a longitudinal sectional elevation. Fig. 3 is a rear elevation. Fig. 4 is a sectional detail view, enlarged, taken on the plane indicated by the line 4 4 in Fig. 1. Fig. 5 is a sectional detail view, enlarged, taken on the plane indicated by the line 5 5 in Fig. 1.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The logging-wagon, which constitutes the present invention, is composed of a front truck F, a rear truck T, and a reach R.

The front and rear axles 1 and 2 are provided with spindles 3, upon which the wheels 4 are mounted for rotation. Said axles, intermediate the spindles at the ends thereof, are arched, as shown at 5 and 6, in order that

logs of considerable dimensions may be hoisted for transportation beneath said arched axles. Said axles support bolsters 7 and 8, which are securely connected with said axles, as by means of cross-plates 9 and bolts 10, such connecting means being freely employed in locations where they will be serviceable for the purpose of securely connecting the bolsters upon their respective axles.

The front bolster 7 is provided near the ends thereof with shoulders or offsets 11, upon which are seated plates 12, which are connected, by means of bolts 13, with similar plates 14, abutting upon the under side of the front axle. The plates 12 and 14 are provided with forward extensions terminating in transversely-perforated lugs or ears 15 for the reception of transverse bolts 16, whereby the said plates 12 and 14 are connected with the hound-plates 17 and 18, which latter are spaced apart by a spacing member 19, which is approximately semicircular in shape and which is connected with the rear end of the tongue, which latter, however, is not shown. The hound-plates greatly reinforce the construction of the hounds and, being directly connected with the plates or draft members 12, 14, a construction is provided which is of great strength and able to resist heavy strains. The draft plates or members 12, 14 not only serve for the attachment of the hounds, but also to bind together the front axle and the bolster, and by the construction described the draft is applied at points considerably beneath the arch of the front axle. The tongue, it will be seen, is spaced by the hounds a considerable distance in front of the front axle, so that the load may extend forward of the latter without interfering with the action of the draft-animals, which are hitched in the usual manner to the tongue by means of an equalizer and swingletrees. (Not shown.)

The bolster 8, which is supported upon the rear axle, has a flat upper side, and it is provided with a recess 20 for the accommodation of the rear end of the reach, the front end of which is supported upon the front bolster 7 and is connected with the latter by means of a king-bolt 21, which also extends through the arch of the front axle. The king-bolt 21 extends through a wear-plate 22 upon the reach, and said wear-plate also serves as a

bushing, having a perforation 23 for the passage of a screw-threaded stem 24, upon which is mounted a nut 25, having divergent handles 26, whereby it may be rotated upon the stem 24 for the purpose of raising or lowering the latter. Said stem is bifurcated at its lower end and terminates in a pair of hooks 27.

The reach is provided near its rear end with a plurality of perforations 28, through one of which extends a screw-threaded stem 24', the lower end of which is bifurcated and terminates in hooks 27'. The stem 24' extends through a bushing or wear-plate 29, which is movably supported upon the reach and which supports a nut 25', having divergent handles 26', whereby it may be rotated upon the stem 24' for the purpose of raising or lowering the latter. The reach is connected detachably with the rear bolster 8 by means of a drop-pin 30, extending through one of the perforations 28 and into a recess 31, provided for its reception in the bolster. It will be seen that by removing the nut 25' and the stem 24', as well as the pin 30, the bolster 8, with its related parts, may be shifted to different positions upon the reach and that it may be secured in any of its adjusted positions by replacing the pin 30, the stem 24', and the nut 25', as well as the bushing 29.

Connected with the rear bolster, as by means of clip-bolts 32, are the rear ends of the rear hounds 33, which latter converge forwardly and abut upon the sides of the reach member R, said hounds being connected by means of a cross-bar 34, straddling the reach, as will be best seen in Fig. 1. One of the hound members carries a bracket 35, upon which is fulcrumed a brake-lever 36, which is connected, by means of a link-rod 37, with an arm 38, radiating from a shaft 39, which is supported in bearings upon the under sides of the hounds. Said shaft is provided with downward-extending arms 41, which are connected, by means of links 42, with a brake-beam 43, suspended, by means of links 44, under the hound members and carrying brake-shoes 45, adapted to engage the hind wheels. Means, such as a ratchet-bar 46, are provided to engage the brake-lever for retaining the latter in various positions to which it may be adjusted.

It will be seen that the brake mechanism is connected with and forms a part of the rear truck, so that it will operatively engage the hind wheels in any of the various positions to which the rear truck may be adjusted with relation to the reach. Thus by providing a reach of sufficient length the rear truck may be adjusted within limits which will enable the wagon to be used successfully for the purpose of transporting logs of different lengths.

In connection with this device single log-

hooks, as 46', will be employed, said log-hooks being provided with short lengths of chain 47, whereby they may be adjustably suspended upon the hooks 27 27' of the stems 24 24', as will be clearly seen in Figs. 2 and 3 of the drawings.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of this invention will be readily understood by those skilled in the art to which it appertains. The construction is simple, inexpensive, and durable. In order to transport a log, the wagon is simply driven astride the log, and the members 24 and 24' are lowered until the hooks 46' engage under the log, as seen in Fig. 3. This engagement may be effected in most cases without necessity of the operator stepping down from the wagon. By operating the nuts upon the screw-threaded stems the latter will be raised, and the log will thus be lifted one end at a time to the desired elevation, it being obvious that the two ends may be elevated simultaneously, if so desired, by having one operator at each end. A log may thus be loaded without necessity of passing chains thereunder, and extremely heavy loads may be elevated with comparatively slight expenditure of power, so that practically any boy capable of driving a team will be able to operate the device. Small logs, telegraph-poles, and the like may be tied together by means of chains to form a load of any desired size, which may then be operated upon in precisely the same manner as a single log.

Having thus described the invention, what is claimed is—

1. A reach member, a front truck, a king-bolt extending through and connecting said reach and front truck, a rear truck adjustably connected with the reach, a lifting-screw extending through the front end of the reach in advance of the front truck, and a lifting-screw adjustable in one of a plurality of perforations in the reach in rear of the rear truck.

2. In a logging-wagon, a pair of trucks, a reach supported upon said trucks, a bearing-plate upon the front end of the reach said bearing-plate and reach being provided with registering apertures, a king-bolt extending through the bearing-plate and reach and connecting the latter with the front truck, a lifting-screw extending through the bearing-plate and reach in front of the front truck, and a nut engaging the screw adjacent to the bearing-plate.

3. A truck including an axle and a bolster connected therewith said bolster having shoulders at the ends thereof, plates and bolts connecting said axle and bolster said plates having forward extensions terminating in

ears having alining perforations, tongue-
hounds including spaced plates and inter-
posed segmental spacing-blocks, and bolts
pivotaly connecting the hound-plates with
5 the perforated ears of the plates connecting
the axle and bolster.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
the presence of two witnesses.

JAMES L. RIDDLE.

Witnesses:

J. W. MITCHELL,

Z. T. CHRISMAN.