

(No Model.)

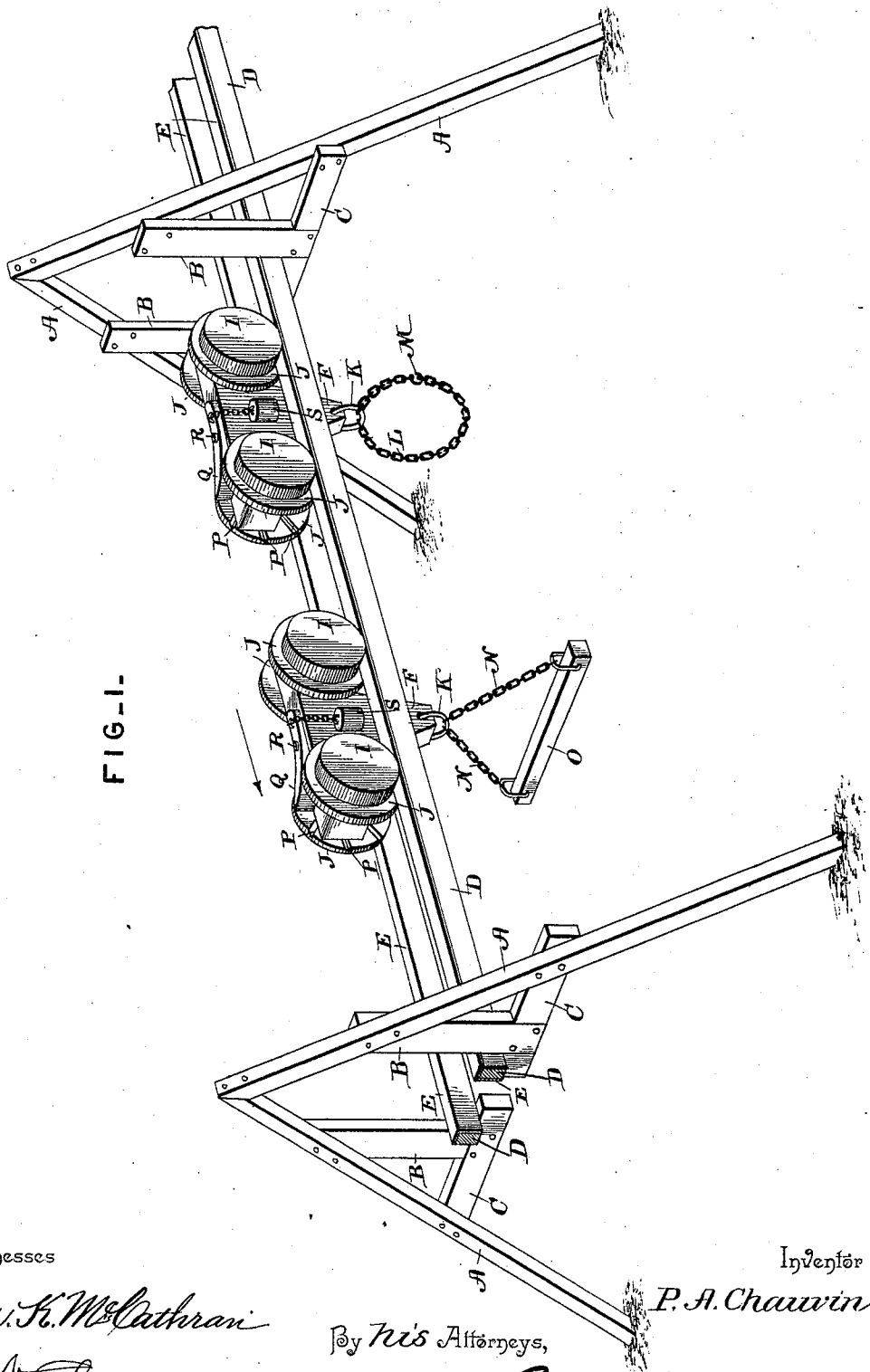
2 Sheets—Sheet 1.

P. A. CHAUVIN.
LUMBER CARRIER.

No. 486,189.

Patented Nov. 15, 1892.

FIG. 1.



Witnesses

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L. J. Colman

By *his* Attorneys,

Inventor

P. A. Chauvin

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(No Model.)

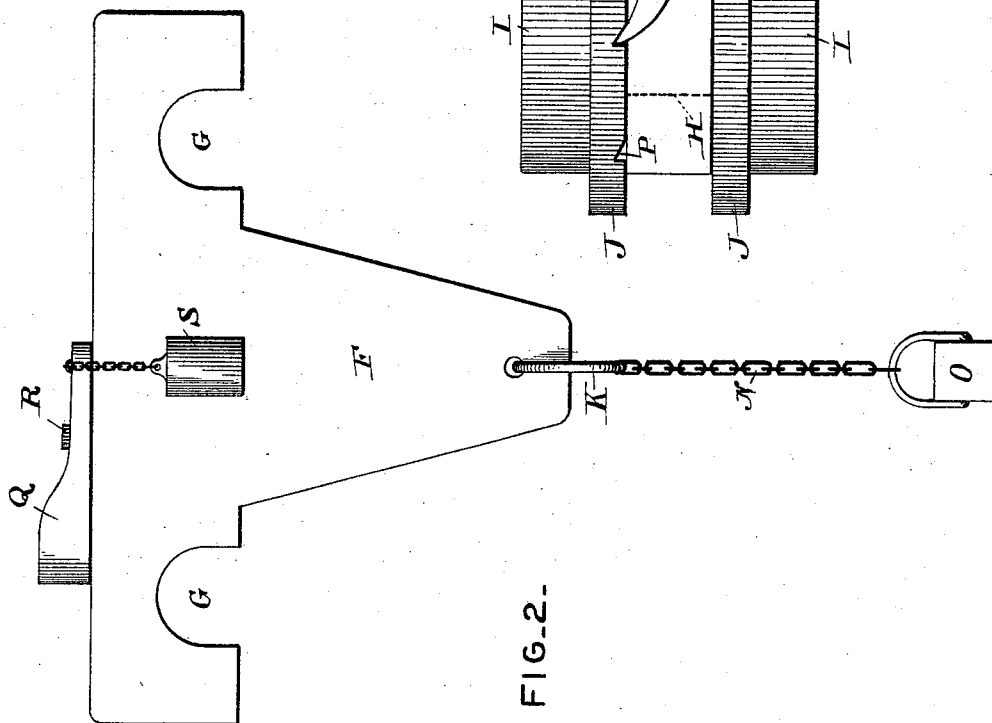
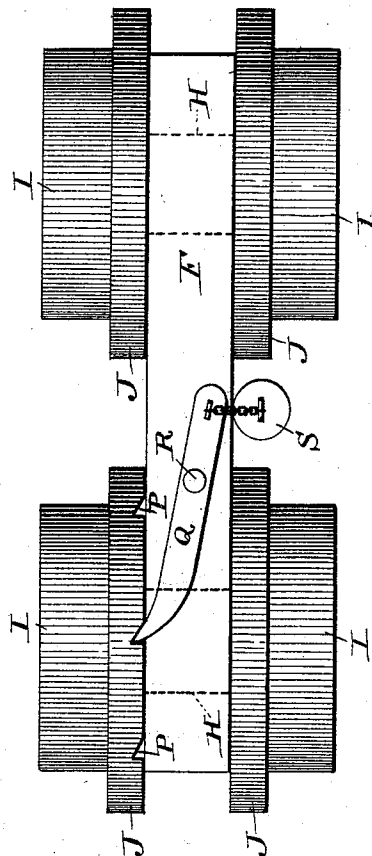
2 Sheets—Sheet 2.

P. A. CHAUVIN.
LUMBER CARRIER.

No. 486,189.

Patented Nov. 15, 1892.

FIG. 3-



Witnesses

Inventor

Jas. H. McLaughlin

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UNITED STATES PATENT OFFICE.

PHILLIP A. CHAUVIN, OF BIVINS, TEXAS.

LUMBER-CARRIER.

SPECIFICATION forming part of Letters Patent No. 486,189, dated November 15, 1892.

Application filed December 22, 1891. Serial No. 415,909. (No model.)

To all whom it may concern:

Be it known that I, PHILLIP A. CHAUVIN, a citizen of the United States, residing at Bivins, in the county of Cass and State of Texas, have invented a new and useful Log and Lumber Carrier, of which the following is a specification.

This invention relates to conveyers, and more especially to those which are adapted to carry lumber, logs, and the like; and the object of the same is to effect certain improvements in devices of this character.

To this end the invention consists in the construction hereinafter more fully described and claimed, and as illustrated on the accompanying sheet of drawings, wherein—

Figure 1 is a general perspective view of a portion of the track for my improved conveyer. Fig. 2 is a side elevation of one of the trucks with the wheels thereof removed. Fig. 3 is a plan view of a truck.

Referring to the said drawings, A A are inclined uprights or posts set in the ground in pairs and connected at their upper ends, so as to form A-shaped figures, as shown. Depending from the sides of the A-shaped figures are hangers B, and across their lower ends are feet C, whose outer ends are connected to the uprights and whose inner ends extend slightly beyond the hangers and support the rails D. The latter are preferably of wood of a proper size to support the load to be carried, and are preferably faced on their upper and inner sides with metal, as shown at E. Each truck of this improved carrier consists of an elongated rectangular body F, having slots G extending upward thereinto from the bottom edge and adjacent to the ends of said body to form openings to loosely and removably fit over the axles H of the truck-wheels I, which have flanges J and are adapted to travel on the metal faces of the rails, the said body F having a lower centrally-depending extension F', projecting between and below said rails. In the lower end of the body is a ring K, from which depends a chain L, having a hook M at its end, or from the ring may depend two chains N, connected by a cross-bar O, the chain or the cross-bar being passed under one end of the log or load of lumber, while the other end is supported by a second

truck in a similar manner. In the inner side of one of the flanges J is cut a number of notches P, and Q is a pawl pivoted at R to the top of the body F and operated by a weight S to throw its tip normally into engagement with said notches.

By the removable structure of the body F from the axles of the truck-wheels means are supplied for readily replacing another body of similar construction if the one in use or parts thereof should become disarranged or broken, or if either of the axles and the truck-wheels carried thereby should become broken they can be readily removed and others of a similar nature be readily adjusted to the said body.

The track is built as nearly straight as possible and with a gradual descent toward the mill, although it will be understood that if it be of considerable length there may be undulations, as occasioned by the rise and fall of the ground. After the trees are felled and secured to a pair of trucks (above described) the whole is let free, with the notched wheels to the front, and as the weight of the log is considerable the device will run downhill at a great speed, usually sufficient to carry it over the next hill if the track be properly built. However, should it fail to go over the hill the engagement of the pawls with the notches will prevent a retrograde movement of the front wheels of each truck, and the log will be held near the top of the rising hill, whence it can be pushed over by the operator with the expenditure of but little force. The whole is made of lumber which would not be otherwise available and useful, and the size of parts and distance which the uprights are spaced will depend on the weight of the logs to be carried.

What is claimed as new is—

In a lumber-carrier, the combination, with closely-arranged tracks with a space between the same, of a truck consisting of an elongated rectangular body having slots extending upward thereinto from the bottom edge and adjacent to the ends thereof and a depending extension located centrally of said slots and adapted to project between and below said rails and having a ring in the lower end thereof with a chain connected thereto, a

pair of axles with flanged truck-wheels on opposite ends thereof and adapted to be removably engaged by said slots of the body, one truck-wheel having its flange at the inner side
5 formed with notches, and a horizontally-movable pawl pivoted to the top edge of the body and having a weight secured to one end thereof to normally throw the tip thereof into engagement with the notches of the flange of

the said truck-wheel so formed, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

PHILLIP A. CHAUVIN.

Witnesses:

H. A. BIVINS,

W. T. COLLINS.