No. 643,933. Patented Feb. 20, 1900.

G. BENDER.

LOG CART.

(Application filed Dec. 18, 1899.)

(No Model.)

Fig. 1.

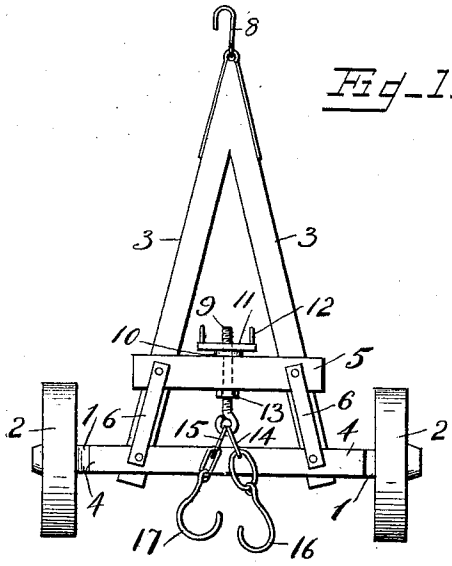


Fig. 2.

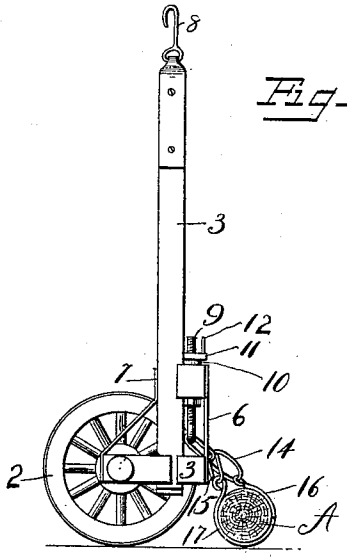


Fig. 3.

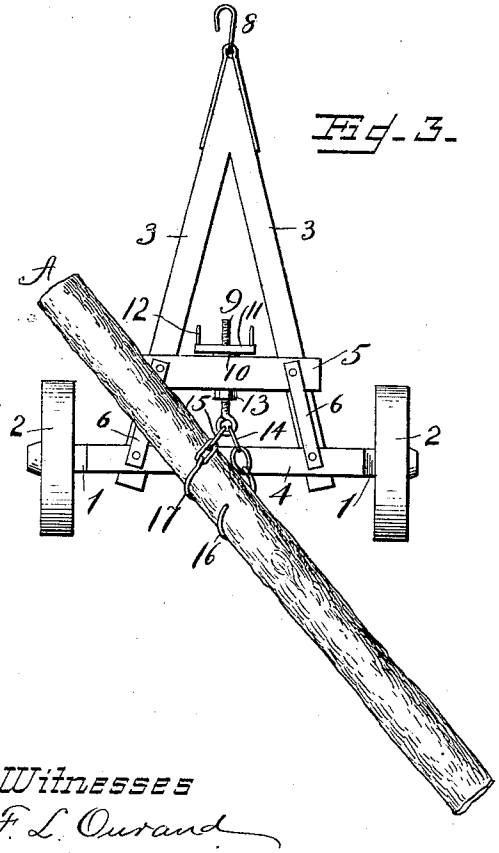
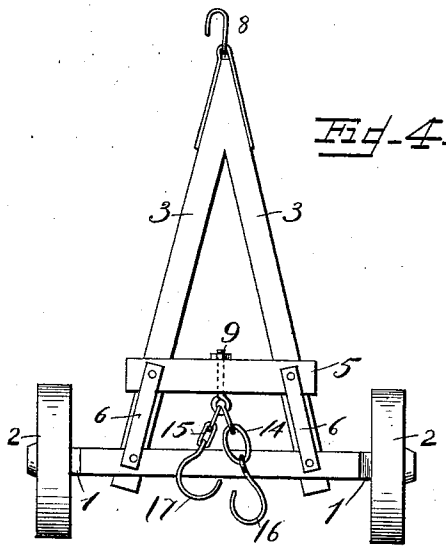


Fig. 4.



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UNITED STATES PATENT OFFICE.

GUSTAVE BENDER, OF TEXARKANA, TEXAS.

LOG-CART.

SPECIFICATION forming part of Letters Patent No. 643,933, dated February 20, 1900.

Application filed December 18, 1899. Serial No. 740,795. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE BENDER, a citizen of the United States, residing at Texarkana, in the county of Bowie and State of Texas, have invented certain new and useful Improvements in Log-Carts, of which the following is a specification.

My invention is a log-cart so constructed that the log is hoisted upon the cart by simply turning the hounds in the direction of the short end of the log, whereby the log by such operation is loaded onto the cart.

My invention is described as follows:

Figure 1 is a top plan view. Fig. 2 is a side view, the hounds standing vertically with the log in the grasp of the hooks. Fig. 3 is a view showing the log loaded. Fig. 4 shows a modification of my invention.

1 represents the axle; 2, the wheels; 3, the hounds, and 4 the bolster, secured on the upper rear ends of the hounds.

5 represents a front bolster secured to the upper faces of the hounds about two feet in advance of the bolster 4.

6 represents two strengthening-straps running from the front to the rear bolster.

7 represents two other strengthening-straps running from the lower faces of the hounds to the lower face of the axle.

8 represents a hook secured to the front end of the hounds.

The top face of the bolster is a little higher than the periphery of the wheels, so that the log will not be caught against the end of the bolster as it is turned onto the cart.

9 represents a threaded eyebolt which passes horizontally through the bolster 5 midway between the hounds.

10 represents a washer, and 11 represents a lever-nut having handles 12, and 13 represents a jam-nut.

In the threaded eye of the bolt 9 are secured two chains 14 and 15, and to each end of these chains are secured hooks 16 and 17, respectively.

A is a log.

When I wish to load a log A, I back the cart up to the side of the log until the two wheels of the cart nearly reach the log. Then I raise the hounds to a vertical position. I put the hook 16 over the log and the hook 17 under the log, and then I pull the point of the hounds down until the two chains are taut. Then I turn the point of the hounds sharply in the direction of the short end of the log, and it is thereby loaded immediately on the bolster 4 of the cart. If the short end of the log is to the right while it is on the ground, I turn the hounds to the right, and if to the left I turn the hounds to the left.

Ordinarily the cart, as illustrated in my modified form, Fig. 4, does the work perfectly; but where the ground is hilly, rough, or covered with brush or the like in such manner as renders it impossible or troublesome to get the hooks, as shown in Fig. 4, over and under the log I use the device as shown in Figs. 1, 2, and 3. In this case, as illustrated, it will be seen that by turning the lever-nut 11 I can raise or lower the hooks to suit and when in proper position I can secure the threaded eyebolt firmly by turning on the jam-nut.

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

1. A log-cart, consisting of the axle 1; wheels 2; hounds 3, secured on the top of the axle; bolster 4, secured on the top of the hounds; said bolster being so deep, that its top face is higher than the periphery of the wheels; front bolster 5, secured on the hounds in front of bolster 4; threaded eyebolt 9, secured in said front bolster; chains 14 and 15, depending from the threaded eye of said bolt 9; hooks 16 and 17, depending from said chains; substantially as shown and described and for the purposes set forth.

2. A log-cart, consisting of the axle 1; wheels 2; hounds 3, secured on the top of the axle; bolster 4, secured on the top of the hounds; said bolster being so deep that its top face is higher than the periphery of the wheels; front bolster 5, secured on the hounds in front of the bolster 4; strengthening-straps 6, secured to the bolsters 4 and 5; strengthening-straps 7, secured to the hounds and axle; threaded eyebolt 9, secured in said front bolster; chains 14 and 15, depending from threaded eye of said bolt 9; hooks 16 and 17 depending from said chains; substantially as shown and described and for the purposes set forth.

3. A log-cart, consisting of the axle 1;

wheels 2; hounds 3, secured on the top of the axle; bolster 4, secured on the top of the hounds; said bolster being so deep, that its top face is higher than the periphery of the wheels; front bolster 5, secured on the hounds, in front of boltster 4; threaded eye-bolt 9, passing horizontally through bolster 4; washer 10, working on said bolt and against the front face of said bolster; lever-nut 11, working on said rod and against the front face of said bolster; jam-nut 13, working on said rod and against the rear face of said bolster; chains 14 and 15, depending from the eye of said bolt 9; hooks 16 and 17, depending from said chains; substantially as shown and described and for the purposes set forth.

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

GUSTAVE BENDER.

Witnesses:
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