

(No Model.)

2 Sheets—Sheet 2.

R. J. THOMPSON.
LOG BINDER.

No. 478,972.

Patented July 12, 1892.

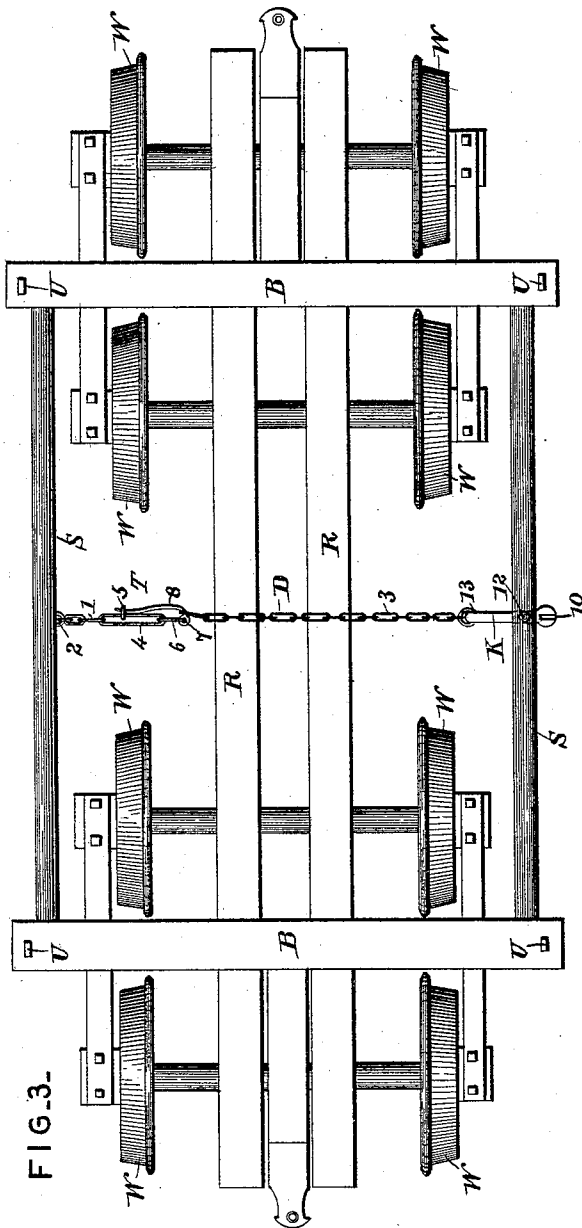


FIG. 4.

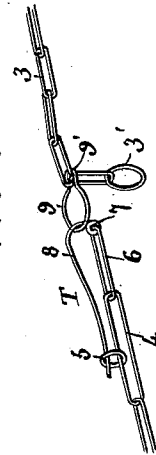
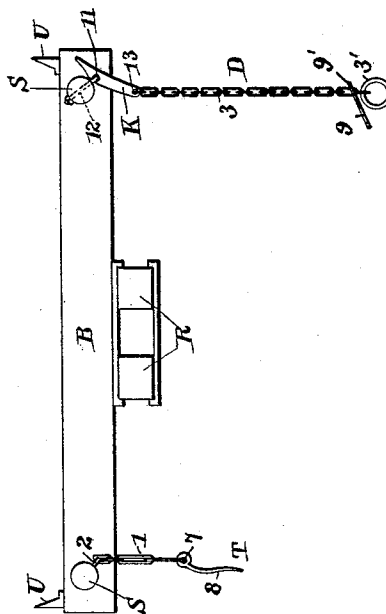


FIG. 2.



Witnesses

Jas. K. McLathran

A. J. Collamer.

Inventor

Robert J. Thompson

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ROBERT J. THOMPSON, OF GRANDIN, MISSOURI, ASSIGNOR OF ONE-HALF TO
JOHN B. WHITE, OF SAME PLACE.

LOG-BINDER.

SPECIFICATION forming part of Letters Patent No. 478,972, dated July 12, 1892.

Application filed December 31, 1891. Serial No. 416,716. (No model.)

To all whom it may concern:

Be it known that I, ROBERT J. THOMPSON, a citizen of the United States, residing at Grandin, in the county of Carter and State of Missouri, have invented a new and useful Log-Binder, of which the following is a specification.

This invention relates to loading and unloading, and more especially to that class of devices known as "load-binders;" and the object of the same is to produce an improved device more especially adapted for holding logs on a car, truck, wagon, boat, or the like.

To this end the invention consists in the device whose construction and application are hereinafter more fully described and claimed, and as illustrated on the two accompanying sheets of drawings, wherein—

Figure 1 is an end view of a car or truck loaded with logs, the latter being held in place by my improved device. Fig. 2 is a detail in elevation of the truck-beam with the sections of the draw-chain disconnected. Fig. 3 is a plan of the car with the sections of the draw-chain connected. Fig. 4 is an enlarged perspective detail of the trip.

Referring to the said drawings, W are the wheels, B the truck-beams, R the reaches, and S the sway-bars, of a log-carrying car, although it will be understood that this carrier may be a truck, wagon, boat, or other device, any of which I desire to be understood as meaning by the word "car," as hereinafter used.

On the beams B may be arranged upright spurs U to hold the logs in place, as seen in Fig. 2.

L are the logs, which are piled on the beams and reach from one to the other thereof in the well-known manner.

Coming now to the present invention, D is a draw-chain made in two sections, one of which 1 is connected with one of the sway-bars by a staple or eyebolt 2, and the other of which 3 leads to a catch K, hereinafter described. The meeting ends of these sections are detachably connected by a trip T, as best seen in Fig. 4 and constructed as follows: 4 is a long loop, in which slides a ring 5. 6 is

a link connected at one end with the loop and at the other end with an eye 7 in a lever 8, the latter being of such length that when turned in against the loop the ring 5 may be engaged over its free end. The section 3 of the draw-chain can thus be engaged directly by the lever in any of its links, as seen in Fig. 1; but I preferably provide an adjusting-link 9, having a reduced extension 9', adapted to detachably engage the links of the section 3, and by this construction said chain can be shortened or lengthened, the body of the adjusting-link and the end link 3' of the section being large enough to receive the lever. The catch K is forked at one end, as at 10, so as to form a claw. Its body is perforated at 11 to receive a staple or eyebolt 12, which is secured to the sway-bar S opposite the one herebefore mentioned, and the section 3 of the draw-chain D is connected to the other end of the catch at 13.

In use the logs L are piled on the beams B, as shown in Fig. 1, and the binding-chain C, which is secured at one end 14 to a sway-bar S, is led over the load about as shown in Fig. 1, drawn tight, and engaged in the fork 10. The draw-chain D is then drawn taut, so as to hold the catch horizontal, as seen in Fig. 1, and the trip is locked, as above described, either into a link of the section 3 or into the adjusting-link 9. A few additional logs are then preferably piled on the load to further tighten the chain C, as will be understood, and the car is ready for being moved. When it is desired to dump the load, the ring 5 is moved to the outer end of the loop 4, when the lever 8 will release the section 3 of the draw-chain. This permits the catch K to turn on the staple 12, when the binding-chain will slip out of the fork and the logs will roll off the car.

The parts of this device are preferably entirely of metal and of the sizes and proportions which will cause them to be of a strength sufficient to withstand the pressure incident to the use of the device.

As before stated, I do not limit myself to the employment of this improved load-binder on logs nor on cars, as shown, and several of

them can be used on very long logs, as will be clear.

What is claimed as new is—

In a log-binder, the combination of a carriage having sway-bars, a forked catch connected to one of said sway-bars by an eyebolt, a chain connected to the free end of said catch, an adjusting-link on the opposite end thereof and having a reduced extension, a chain connected to the other sway-bar and a trip-lever carried by a link at the end of the same, and

a ring on the said latter chain adapted to be adjusted over and hold the said trip-lever, 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.

ROBERT J. THOMPSON.

Witnesses:

C. ARNOLD,
WM. H. CATERN.