July 13, 1926.

1,592,743

J. G. OSBORN

LUMBER WAGON

Filed August 11, 1924 2 Sheets-Sheet 1

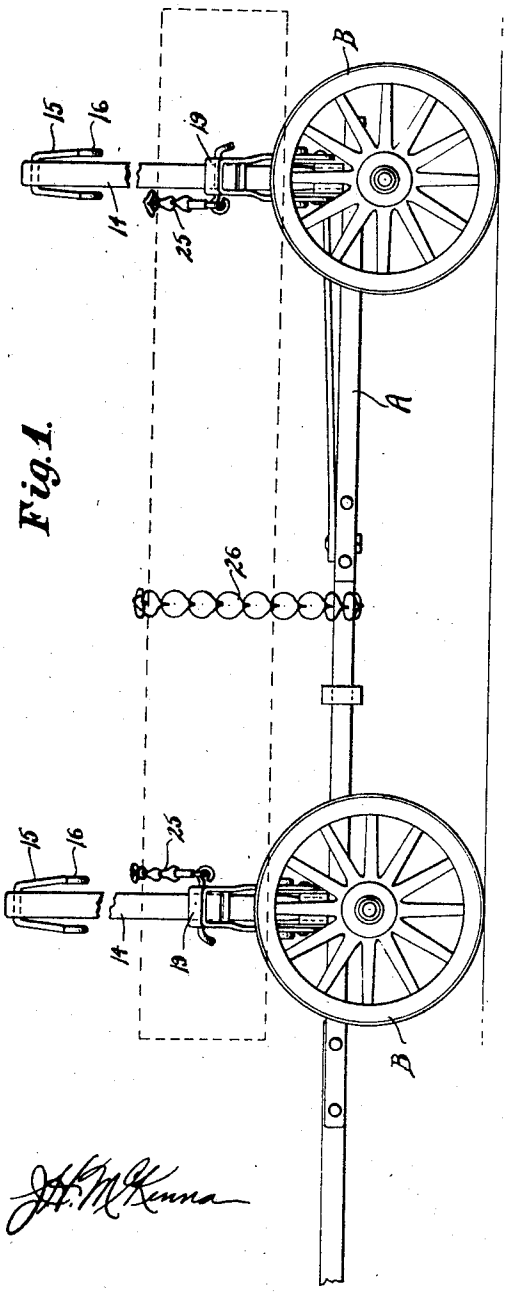


Fig. 1.

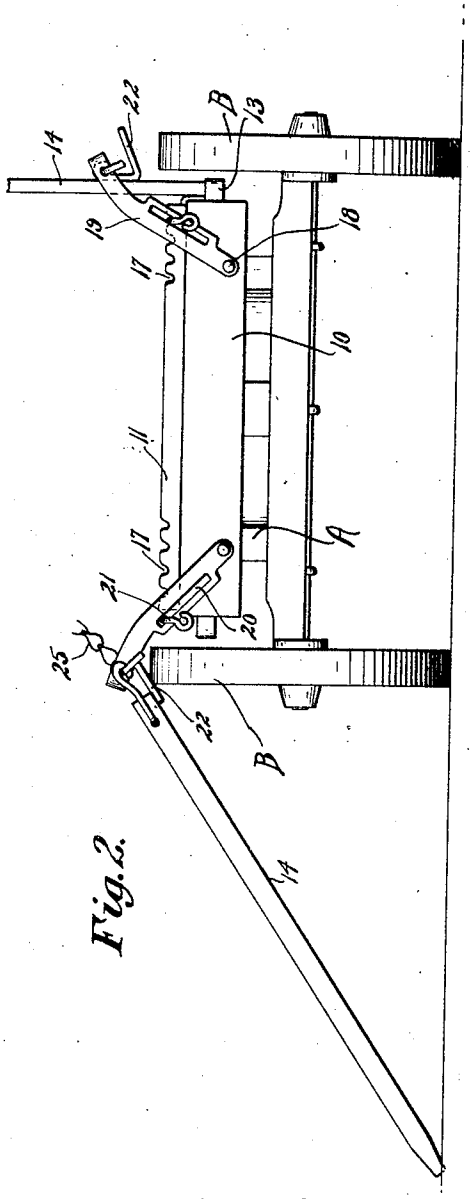


Fig. 2.

WITNESS:

J. G. Osborn.

INVENTOR

BY Victor J. Evans.

ATTORNEY

July 13, 1926.

1,592,743

J. G. OSBORN

LUMBER WAGON

Filed August 11, 1924 2 Sheets-Sheet 2

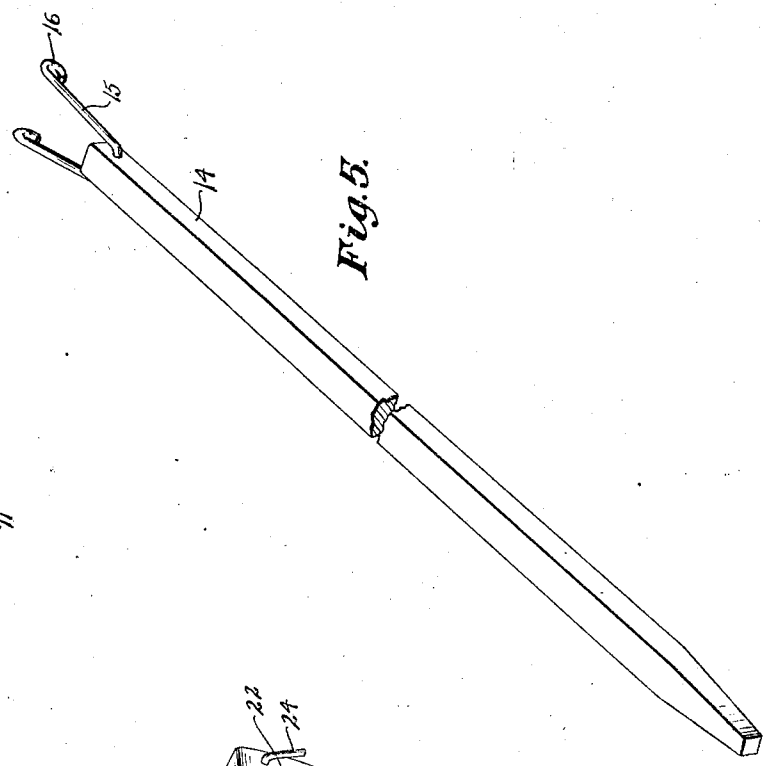


Fig. 5.

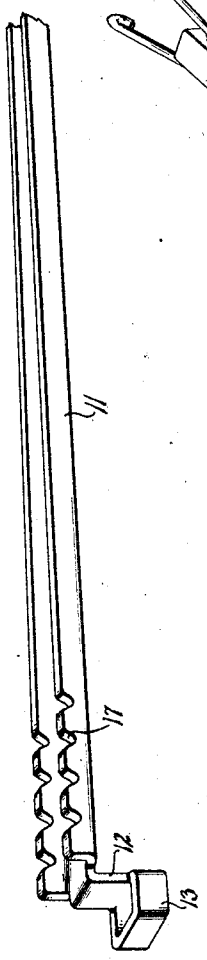


Fig. 3.

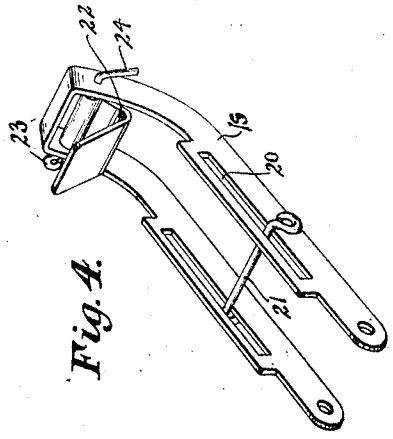


Fig. 4.

WITNESS:

J. G. Osborn.

INVENTOR

BY Victor J. Evans.

ATTORNEY.

Patented July 13, 1926. 1,592,743

UNITED STATES PATENT OFFICE.

JOHN G. OSBORN, OF BEAR CREEK, ALABAMA.

LUMBER WAGON.

Application filed August 11, 1924. Serial No. 731,483.

This invention relates to lumber wagons and contemplates the provision of side supports which are pivotally mounted upon the wagon and used for supporting the work loaded thereon, which supports are capable of adjustment toward and away from each other so that they can be properly positioned depending upon the size of the load.

In carrying out the invention I also contemplate using the side standards in the capacity of skids for facilitating loading and unloading of the wagon, the standards being adapted to be associated with the side supports either in their normal positions, or in their positions when used in the capacity of skids.

The nature and advantages of the invention will be better understood when the following detailed description is read in connection with the accompanying drawings, the invention residing in the construction, combination and arrangement of parts as claimed.

In the drawings forming part of this application, like numerals of reference indicate similar parts in the several views, and wherein:

Figure 1 is a side elevation of the wagon including the structure above referred to and showing the lumber in dotted lines supported on the wagon.

Figure 2 is an end elevation of the wagon showing one of the standards and side supports in their normal positions, and the position of these parts when one of the standards is used as a skid.

Figure 3 is a perspective view of the channel shaped bar.

Figure 4 is a perspective view of one of the side supports.

Figure 5 is a perspective view of one of the standards.

Referring to the drawings in detail, A indicates generally a lumber wagon of well known construction including cross beams 10 which are arranged adjacent the front and rear thereof.

In accordance with the present invention I make use of a pair of channel shaped bars 11, there being one of these bars arranged to repose upon each beam 10 as clearly illustrated in Figure 2. Each bar is coextensive in length with the length of the beam, while the bottom of each bar is extended downwardly as at 12 at the ends of the bar and terminates to provide a socket 13 for the reception of the standards 14. These downturned extremities 12 bear against the opposed ends of the beam 10. Each standard 14 has one end tapered in the usual manner to be received by one of the sockets 13, the standard being removably associated therewith so that it may be used in the capacity of a skid to facilitate loading or unloading of the wagon when desired. For this purpose the upper end of each standard has pivoted thereon a substantially U-shaped element 15, the limbs of which terminate to provide eyes or loops 16 which are adapted to be used in a manner to be hereinafter described. It will be further noted upon inspection of Figure 3 that each bar 11 is formed with a series of notches 17 adjacent the ends thereof, which notches are used in conjunction with the side supports clearly shown in Figure 4 and to be presently described.

There are two of these side supports used in conjunction with each cross beam 10, the supports being in the nature of yokes which straddle the beam and pivoted thereon as at 18, the upper ends of each side support are slightly curved outwardly so that the standards 14 can be properly positioned within the sockets 13, it being understood that these standards 14 pass between the lamps of the adjacent yoke as shown in Figure 2. The parallel limbs 19 of each yoke are formed with longitudinal slots 20 which slidably receive a cross pin 21, and this pin is adapted to be arranged in any of the notches 17 formed in the adjacent bar 11, an arrangement which permits the side supports or yokes 19 to be moved toward or away from each other, and properly positioned with relation to the beam 10 to support the logs or other lumber loaded upon the wagon. It might here be stated, that these side supports or yokes 19 are susceptible of the adjustment just mentioned when they are used inwardly of the standards 14, and when the standards 14 are arranged within the socket 13, the yokes bear against the outer sides of the standards and assist in bracing or supporting these standards against the weight of the load. Pivoted between the parallel limbs of each yoke adjacent the upper end thereof is an annular shaped plate 22 which normally bears against the adjacent standard 14 as shown in Figure 2, but which is used in the capacity

of a brake for the adjacent wheel of the wagon when the side support is swung outwardly for use in conjunction with the standard 14 in the capacity of a skid, which arrangement is shown at the left of Figure 2.

In other words when it is desired to use any one of the standards 14 as a skid, the standard is removed from the socket 13 of the bar 11, after which the pin 21 of the adjacent yoke or side support is removed from the notches 17 of the bar 11, and the said yoke or side support swung outwardly as shown in Figue 2, thereby bringing the angular shaped plate 22 into contact with the adjacent wheel B of the wagon. The standard 14 is now arranged at the proper angle with relation to the ground or surface, and the loops or eyes 16 above referred to are associated with the eye 23 and the offset extremity 24 of the pivot pin upon which the angular shaped plate 22 is supported. The parts can be very quickly and easily arranged in this position when desired, and subsequently arranged in normal position after the wagon has been either loaded or unloaded. Now, when the wagon is loaded and the parts in normal position, suitable chains 25 have their terminals connected with the eyes 23 of the pivot pin just referred to of the respective side members, the chain straddling the logs or other lumber loaded upon the wagon as shown in Figure 1. If desired an intermediate chain 26 may also be used in which event the free ends of this chain are secured to the body of the wagon in any suitable manner.

While it is believed that from the foregoing description, the nature and advantages of the invention will be readily apparent, I desire to have it understood that I do not limit myself to what is herein shown and described, and that such changes may be resorted to when desired as fall within the scope of what is claimed.

What I claim is:

1. A wagon of the character described including cross beams at the front and rear thereof, a channel shaped bar adapted to repose upon each beam, standards removably associated with the ends of each bar, and means for supporting each standard in a position for use as a skid when separated from said bar.

2. A wagon of the character described including cross beams arranged at the front and rear thereof, a channel shaped bar adapted to repose upon each beam, side supports pivoted on said beam adjacent the ends thereof, said supports being designed to straddle the beam and said bar, cooperating means carried by each side support and said bar for holding the support fixed relatively to the bar, standards adapted to be passed through said side supports, and means for removably supporting the standards on the ends of the said bar.

3. A wagon of the character described including cross beams arranged at the front and rear thereof, a channel shaped bar adapted to repose upon each beam, a pair of yokelike members straddling each beam and pivoted for movement toward and away from each other, said members constituting side supports, adjustable means providing a connection between each member and said bar whereby said parts can be fixed relatively when said member is arranged in any given position, standards removably supported by the ends of said bar and adapted to pass upwardly through said members, and cooperating means carried by one end of each standard and the adjacent side support, whereby the latter is utilized to support the standard in a position for use as a skid.

4. A wagon of the character described including cross beams at the front and rear thereof, a channel shaped bar adapted to repose upon each beam, and terminating to provide sockets arranged at the ends of the beam, yokelike members straddling each beam adjacent the ends thereof and mounted thereon for pivotal movement, said members constituting side supports, means carried by each member and cooperating with said bar for holding said member fixed relatively to the bar in a given position, standards removably supported by said sockets and adapted to pass upwardly through said members, said members constituting braces for said standards when the parts are normally arranged, cooperating means carried by each member and one end of each standard, whereby the latter is supported by the former in a position for use as a skid when removed from said bar, and a wheel brake carried by each member and adapted to engage the adjacent wheel of the wagon, when said member is arranged to support said standard for use as a skid.

5. A wagon of the character described comprising channel shaped bars arranged transversely of said wagon adjacent the ends thereof, standards removably supported on said bars, supports therefor mounted for pivotal movement with relation to the bars, means for holding said supports fixed with relation to the bars at any desired angle or inclination thereto, and means for detachably connecting the standards with said supports with said standards arranged in a position for use as a skid when separated from said bars.

In testimony whereof I affix my signature.

JOHN G. OSBORN.