No. 772,234. PATENTED OCT. 11, 1904.

A. H. HANCOCK.

LOGGING TRUCK.

APPLICATION FILED FEB. 4, 1904.

NO MODEL. 2 SHEETS—SHEET 1.

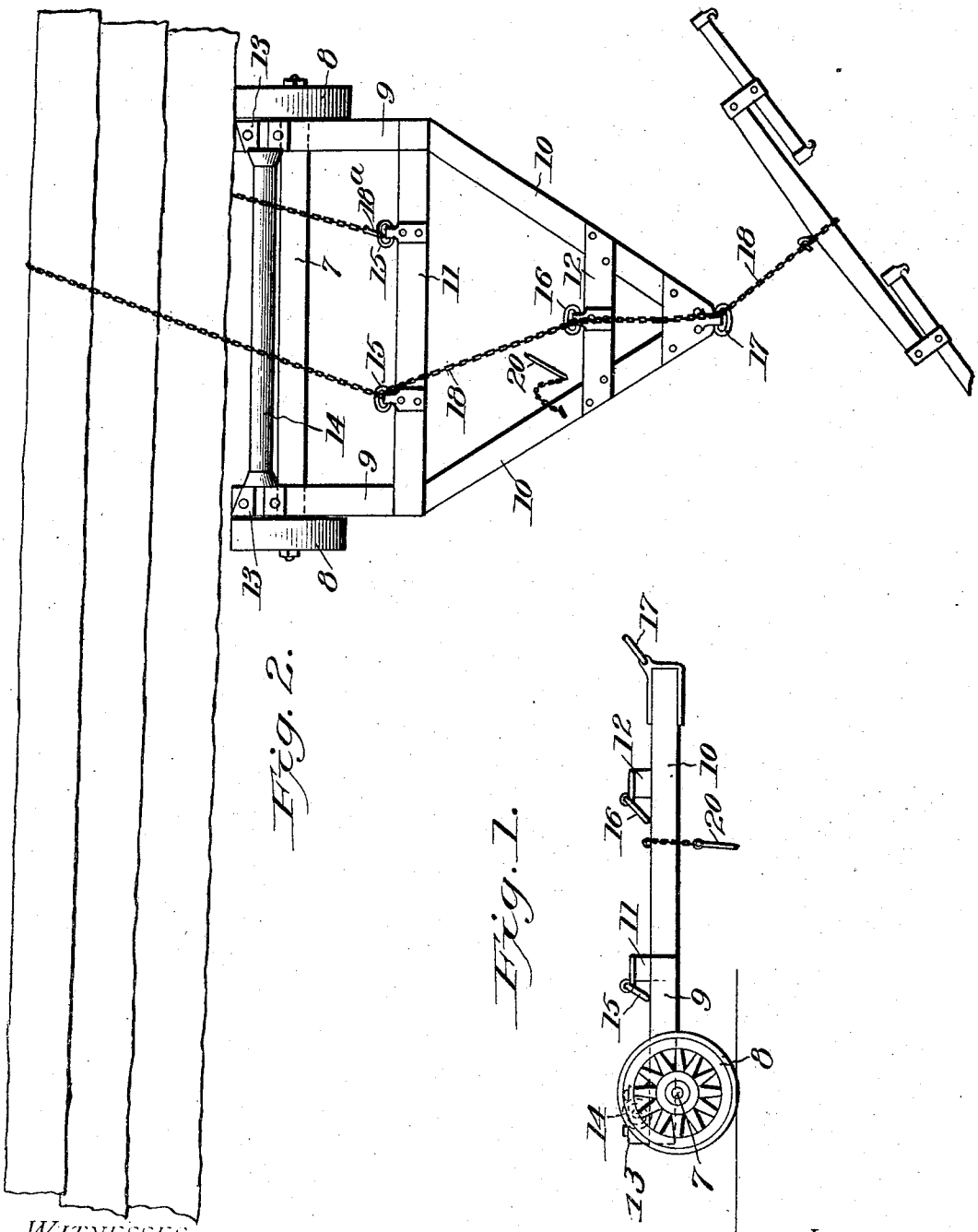


Fig. 2.

Fig. 1.

WITNESSES:

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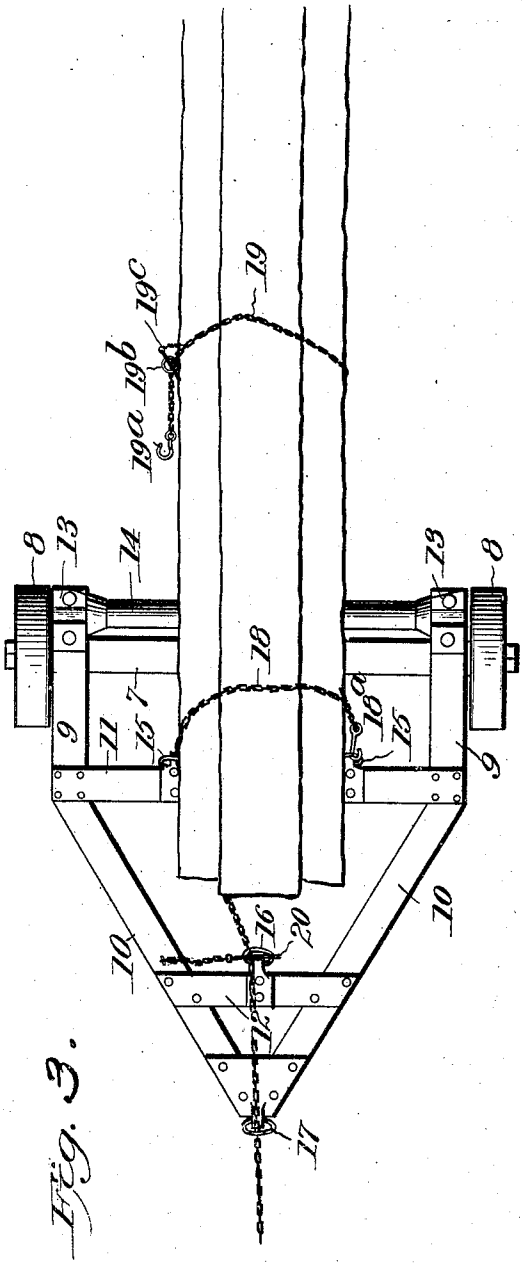


Fig. 3.

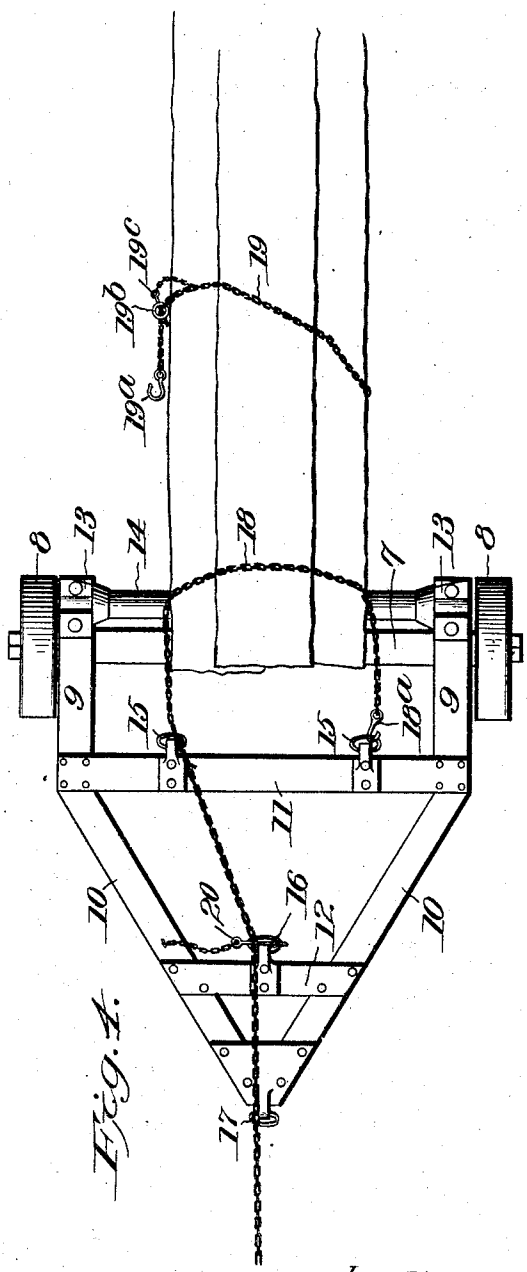


Fig. 4.

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No. 772,234. Patented October 11, 1904.

UNITED STATES PATENT OFFICE.

AUGTUS H. HANCOCK, OF REPTON, ALABAMA, ASSIGNOR OF ONE-HALF TO J. F. HILL, OF TUNNEL SPRINGS, ALABAMA.

LOGGING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 772,234, dated October 11, 1904.

Application filed February 4, 1904. Serial No. 192,021. (No model.)

To all whom it may concern:

Be it known that I, AUGTUS H. HANCOCK, a citizen of the United States, residing at Repton, in the county of Conecuh and State of Alabama, have invented new and useful Improvements in Logging-Trucks, of which the following is a specification.

My invention relates to improvements in logging-trucks, and has for its object a construction whereby several logs may be conveniently hauled on the truck at one time.

A further object is to provide novel braking means, together with means for readily loading and unloading the truck.

Improved details in the construction and arrangements of the various parts of the invention will be apparent from the following description and accompanying claim, when read in connection with the appended drawings, in which—

Figure 1 is a side elevation of the truck. Fig. 2 is a plan view thereof, showing how the logs are loaded. Fig. 3 is a like view showing how they are carried by the truck. Fig. 4 illustrates the manner in which the truck is braked.

Referring specifically to the drawings, the truck has a single axle 7, having spindles on each end, on which are mounted low wheels 8. The frame of the truck comprises parallel side beams 9, extending forwardly from the axle, and beams 10, extending forwardly from the ends of the beams 9, the beams 10 being brought together and secured at their front ends. The beams 9 are joined by a cross-beam 11, and a beam 12 extends across the beams 10 near their front ends, whereby a strong and rigid frame is had. Over the axle on the beams 9 bearing-boxes 13 are secured, in which a roller 14 is journaled. To the cross-beam 11 two rings 15 are secured, and a ring 16 is secured to the beam 12 at the middle thereof and behind a draft-link 17 on the front end of the truck.

At 18 is indicated the draft-chain, which has at its rear end a hook 18^a.

A chain for tying the logs is indicated at 19, said chain having at one end a hook 19^a and at the other end a ring 19^b. Near the latter the chain carries a pin 19^c for a purpose to be hereinafter described.

The logs are loaded on the truck in the following manner: The truck is backed against the logs and braced in any suitable manner to prevent it moving forwardly. The draft-chain is hooked in one of the rings 15 and passed around the logs, through the other ring 15, through the ring 16, and the draft-link 17. A whiffletree is secured to the front end of the draft-chain, to which the animals are hitched. Now on pulling on the draft-chain to the left, as shown in Fig. 2, the logs will be swung around and lifted over on the truck, the team continuing to pull until they assume the proper positions thereon, as shown in Fig. 3. The chain 19 is now passed around the logs to tie them, its end being passed through the ring 19^b, after which the chain is drawn tight and the pin 19^c stuck through one of its links in front of the ring 19^b. This will hold the chain tight, so that it cannot become loose on the log. A pin 20 is fastened by a chain or otherwise to one of the beams 10 near the ring 16, which pin is now stuck through one of the links of the draft-chain in front of the said ring after the chain is drawn tight on the log. The truck is now ready to be pulled by the team. The draft is directly on the logs, as will be apparent, and they will be securely held on the truck. If the draft-chain should become slack, the pin 20 in front of the ring 16 will prevent it from slipping back and becoming loose on the logs. To unload the truck, take the hook 18^a out of the ring 15 and remove the tie-chain 19. Then attach the whiffletree to the draft-link and drive up the team. This will draw the truck away from under the logs, and they will slide off over the roller 14.

In going downhill the speed of the truck may be retarded in the following manner: Remove the pin 20, slack up the draft-chain, and move it rearward on the logs, as shown in Fig. 4. Next place the pin 20 through one of the links of the draft-chain behind the ring 16. Then pull the truck ahead until the logs project rearwardly therefrom sufficiently to hold it from traveling too fast. Now re-

move the pin 20, pull the draft-chain tight, and stick the pin therethrough in front of the ring 16, after which the truck may proceed. To replace the logs to their original position on the truck when there is no longer any necessity for a brake, remove the pin 20 and pull the draft-chain rearwardly far enough so that it can be engaged by the hook 19ª. Then pull on the draft-chain until the logs are back in the position desired, after which remove the hook 19ª, pull the draft-chain tightly on the log, replace the pin 20 in front of the ring 16, after which the team can proceed.

Having thus described my invention, what is claimed as new, and desired to be secured by Letters Patent, is—

The combination with a logging-truck comprising a wheeled frame having a roller and laterally-spaced rings at its rear end, of a draft-chain secured in one of said rings and extending around the logs and through the other ring to the front end of the truck.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

AUGTUS H. HANCOCK.

Witnesses:

R. H. ELLIS,

G. M. MOODY.