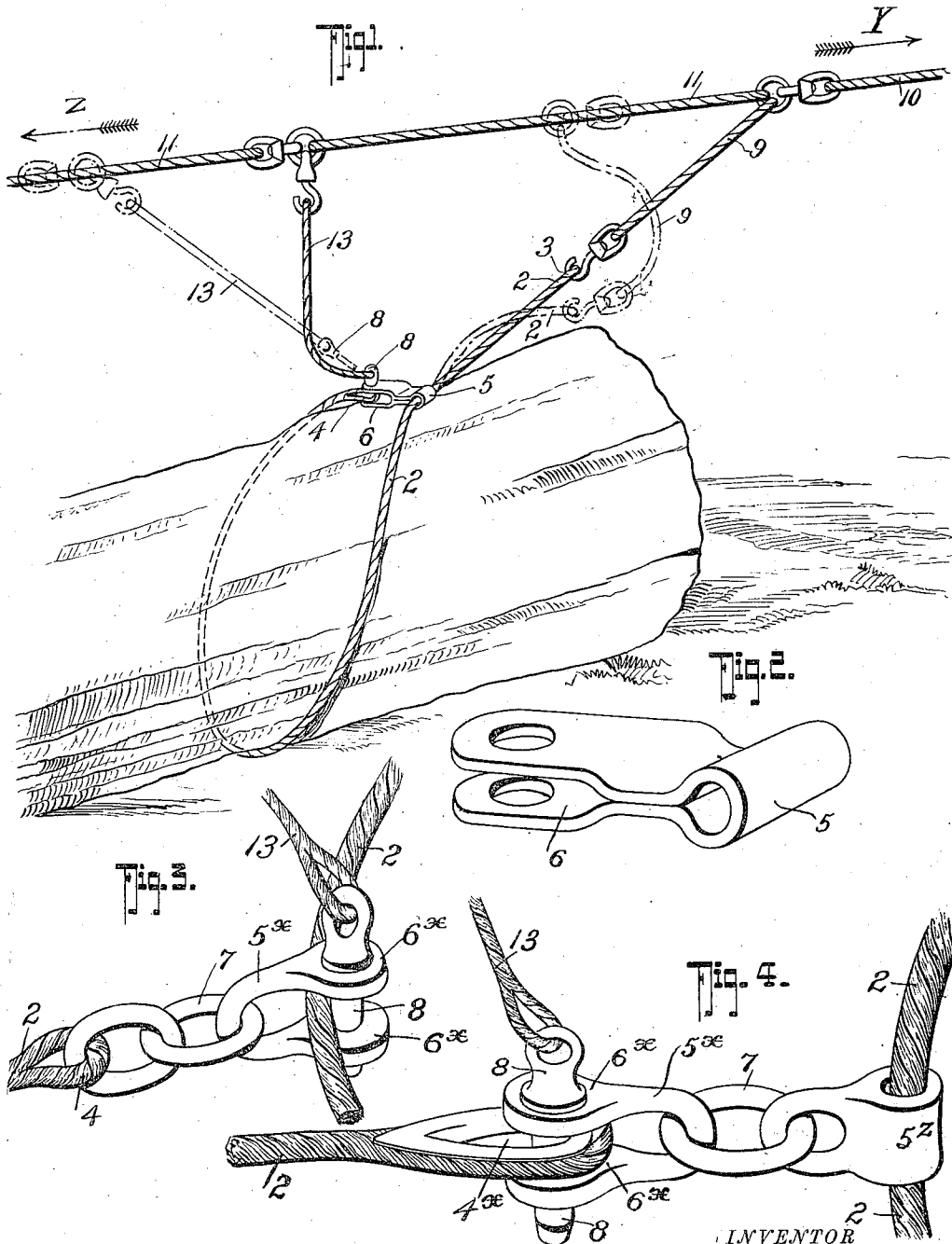


S. ASHDOWN.
HAULING TACKLE.
APPLICATION FILED MAY 26, 1910.

982,113.

Patented Jan. 17, 1911.



WITNESSES:
Charles H. Wagner
John T. Schrott.

INVENTOR
Sydney Ashdown
BY
Fred E. Dietrichs & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

SYDNEY ASHDOWN, OF VANCOUVER, BRITISH COLUMBIA, CANADA.

HAULING-TACKLE.

982,113.

Specification of Letters Patent.

Patented Jan. 17, 1911.

Application filed May 26, 1910. Serial No. 563,644.

To all whom it may concern:

Be it known that I, SYDNEY ASHDOWN, citizen of the Dominion of Canada, residing at Vancouver, in the Province of British Columbia, Canada, have invented a new and useful Hauling-Tackle, of which the following is a specification.

This invention relates to a means for removably connecting a load to a hauling tackle in a manner that while the securing means tightens on the load when that load is drawn in one direction; after the load has reached the place of deposit and the direction of pull is reversed the securing means will be automatically released by such backward movement.

The invention has been particularly designed for use in land clearing operations in heavy timber, where the dead falls and fragments of stumps and roots are drawn by a hauling engine from a given area and deposited in a pile to be burned.

Without an automatic release of the nature here provided the work referred to is both slow and dangerous; slow on account of the time involved in manually unfastening the sling and disengaging it from the load, and dangerous as it is necessary to provide a man who is stationed on the pile to effect the release of the sling by which the load is attached to the hauling rope and the pile of heavy logs, etc., is very unstable.

The invention is particularly described in the following specification, reference being made to the drawings by which it is accompanied, in which:

Figure 1 is a general view showing the automatic securing means as applied to a log, Fig. 2, is a detail perspective view of a part of the mechanism shown in Fig. 1. Figs. 3 and 4 are enlarged details showing alternative methods of connecting the slip loop of the sling.

In these drawings 2 represents a sling of wire rope or the like having a loop 3 at one end for attachment to the hook of a flight 9 which is connected to a hauling rope 10. The other end of this sling 2 is separably connected with the sling itself intermediate of its ends so as to form a slip loop around the load. This connection is made by a shackle member 5, 6 the eye 5 of which may be connected to the end 4 of the sling and the jaw 6 with its pin 8 be endwise movable on the body of the sling, the connection between the end 4 and the intermediate por-

tion of the sling being slipped or disconnected by the withdrawal of the pin 8. The head of this pin 8 is connected by a flight 13 to the haul back 11 at a short distance from the attachment of the flight 9 to the hauling rope. The haul back and hauling line may be one and the same rope where the weight of line is not too great but for the heavy work of the Pacific coast the haul back line 11 is usually of much lighter weight as it is not required to endure the heavy pull of the haul but only to return the wire for a fresh load.

In use, the sling 2 being passed around the load and the end 4 of the sling pin-connected to the same intermediate of its ends by the shackle 5, 6 so as to form a slip loop around the load, the end 3 of the sling is hooked to the flight 9 of the hauling rope 10 and the flight 13 to which the pin 8 is attached is connected to the place provided on the haul back 11. Pull in the direction of the arrow Y thus obviously tends to tighten the loop of the sling 2 on the load, but when after the load has arrived at its destination and the direction of haul is reversed as indicated by the arrow Z, the flight 9 is slackened thus relieving the pressure on the pin 8 and the flight 13 is tightened and as represented by dot and dash lines in Fig. 1, the pin 8 is withdrawn and the loop disconnected, the further movement of the haul back line withdrawing the detached sling from engagement with the load and carrying it to the other end of the line for attachment to another load. Not only is the load released from the tackle by which it is secured to the hauling rope but it is drawn clear of it and remains attached to the hauling line which is an important consideration in view of the fact that the operation requires absolutely no personal attention.

The pin 8 may be oval in cross section so as to offer a larger surface for wear or to avoid the wire rope being bent too sharply around it.

The device is simple in construction and has no parts liable to derangement or subjected to excessive wear.

In the modifications of the invention shown in Fig. 3 the loop 4 of the sling 2 is connected by links 7 to the shackle 5 whose ends 6* are apertured to receive the pin 8, the ends 6* corresponding in purpose and function to the ends 6 in the form shown in Fig. 3. In the form shown in

Fig. 4, the shackle 5^{*} is connected to the sling 2 by a link 7 and a member 5² which is apertured to permit the sling 2 sliding through the same, the end 4^{*} of the sling being engaged by the pin 8 that passes through the apertured ends 6^{*} of the shackle.

Having now particularly described my invention and the manner of its use, I hereby declare that what I claim as new and desire to be protected in by Letters Patent is:

1. As a means for connecting a load to a hauling tackle and for automatically effecting its release therefrom, a sling one end of which is connected by a flight to the hauling rope and a shackle and pin whereby the other end of the sling is connected to the sling intermediate of its ends and a flight connecting the shackle pin to the hauling rope a short distance from the attachment of the other end of the sling thereto.

2. As a means for connecting a load to a hauling line and for automatically effecting its release therefrom, the combination with the hauling rope, of a sling one end of which

is connected to the hauling rope, a shackle and pin connecting the other end of the sling to the sling itself intermediate of its ends and a flight connecting the shackle pin to the hauling rope a short distance from the attachment of the other end of the sling thereto.

3. As a means for connecting a load to a hauling line and for automatically effecting its release therefrom, a sling one end of which is connected to the hauling rope and the other end to the eye of a shackle and means for connecting the pin of the shackle to the hauling rope a short distance from the attachment of the other end of the sling thereto.

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

SYDNEY ASHDOWN.

Witnesses:

ROWLAND BRITAIN,
ALEXANDER SMITH.