No. 661,982. Patented Nov. 20, 1900.

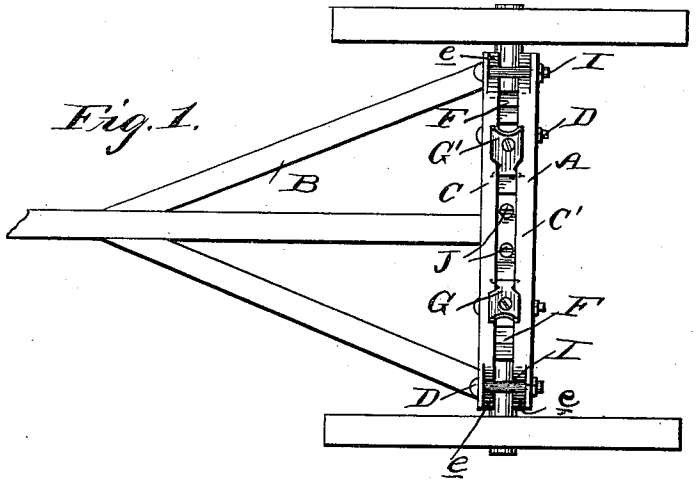
J. H. HARRIS.

LUMBER OR LOG WAGON.

(Application filed Sept. 14, 1900.)

(No Model.)

Fig. 1.



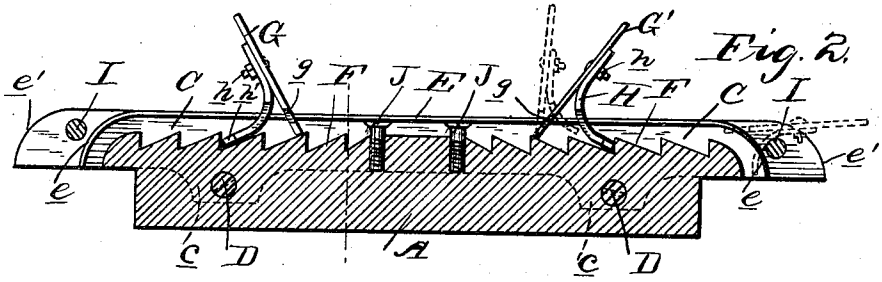
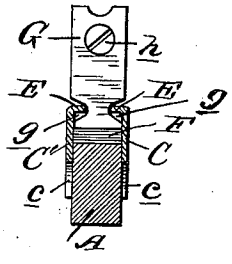




Fig. 2.

Fig. 3.



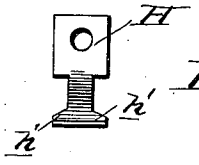




Fig. 4.

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

# UNITED STATES PATENT OFFICE.

JOHN H. HARRIS, OF WILLOW, ARKANSAS.

## LUMBER OR LOG WAGON.

SPECIFICATION forming part of Letters Patent No. 661,982, dated November 20, 1900.

Application filed September 14, 1900. Serial No. 29,990. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN H. HARRIS, a citizen of the United States, residing at Willow, in the county of Dallas and State of Arkansas, have invented certain new and useful Improvements in Lumber or Log Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in lumber or log wagons, and relates more especially to an improved bolster for the same provided with adjustable skids which can be quickly and easily moved along and retained at any desired point on the bolster.

The invention has for one object to provide a lumber-wagon bolster, which may be of usual or preferred construction, with adjustable skids of an improved type, hereinafter described, and means for permitting the movement of said skids to different positions on the bolster and retaining them in the positions to which they are adjusted for the purpose of decreasing or widening the lumber-space between the skids.

Another object of the invention is to so construct and arrange the parts that the skids can be moved to the ends of the bolster and turned down substantially parallel or flush with the upper supporting-face of the bolster in order to enable the ready removal or placing of lumber or lugs on the bolster.

A further object of the invention is to provide a generally improved and simplified construction of guiding and retaining means for the skids.

With such and other objects in view the invention is embodied in the novel parts, arrangement, and combinations of parts hereinafter described, and particularly set forth in the claims.

In the accompanying drawings, wherein my invention is illustrated, Figure 1 is a plan view illustrating as much of the body, bolsters, and reaches of a lumber or log wagon as is deemed necessary for an understanding of the invention. Fig. 2 is a section through one of said bolsters. Fig. 3 is a vertical cross-sectional view through the bolster shown in Fig. 2. Fig. 4 is a detail.

While I have shown in the accompanying drawings an embodiment of my invention, it will be understood that I do not limit the invention in its useful applications to the particular constructions which I have therein illustrated.

It will be understood that this invention relates to the construction of the bolsters and skids of a lumber or log wagon in which there are usually two bolsters and four skids, and it is not believed necessary to show more of the wagon than the bolster indicated at A and the reaches indicated at B in Fig. 1. The bolsters and skids are counterparts one of the other, and it is believed that a description of one bolster and its skids will be sufficient.

The bolster, which may be of usual or preferred construction and may be of wood, has secured on opposite sides thereof plates C C′, preferably of sheet metal. These plates are provided with depending securing-lugs *c*, through which and the bolster A pass securing-bolts or the like, (indicated at D.) It will be understood that any desired means may be employed for securing the plates to the bolster, or, if desired, the bolsters and plates can be formed in one of metal. The ends of the plates, it will be seen, extend beyond the ends of the body portion A of the bolster. The upper edges of the plates C C′ are provided with horizontal flanges E, projecting toward each other, and below these flanges E, between the plates C C′, is a series of notches or shoulders F, which may be formed on the upper face of the bolster-body A or a plate secured to the upper plates of the bolster-body. It will be observed that the ends of the horizontal flanges E curve downwardly, as indicated at *e*, and the upper outer edges of the plates C C′ also are rounded off at *e′* for a purpose hereinafter described.

G G′ indicate skids or log-retainers, which are intended to slide along and be retained by the flanges E on the upper edges of the plates C C′, and for this purpose each skid is provided, at or near its lower end, with side

notches $g$, into which said flanges E extend. Each skid is also provided with a retaining brace or leg H, which in the construction shown is in the form of a curved metallic piece secured at its upper ends to the skid, as by means of a bolt $h$. At its lower end the brace H is preferably provided with laterally-extending toes or lugs $h'$, engaging under the flanges E, to aid in guiding the skid and prevent the removal thereof from between the plates C C'. The construction and relative arrangement of the flanges E, skids, and bracing-legs are such that by tilting the skid slightly the lower end of the leg H is raised out of engagement with the shoulder or shoulders F on the upper face of the bolster-body until the toes $h'$ are brought into contact with the under sides of the flanges E. In this position the skids can be moved horizontally along the flanges to the desired point, when by permitting the skid to assume its normal position, which it will do by gravity, the lower end of the leg H will engage with one of said shoulders F, and the skid will be thereby retained in the position to which it is adjusted. When the skid is moved to the end of the bolster, the toes $h'$ engage the curved portions $e$ of the flanges E, which cause the skids to assume the substantially horizontal position indicated by dotted lines in Fig. 2. The ends of the bolster-body are removed or properly shaped to permit this turning down of the skids.

I I indicate cross-bolts connecting the ends of the plates C C' beyond or outside of the turned-down portions $e$ of the flanges E and serve as supporting means for the skids in their lowered positions and also serve to prevent the accidental displacement of the skids from the bolster.

J J indicate one or more stops located between the plates C C' and the skids to limit the inward adjustment of the skids.

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

1. The combination with a bolster having a series of shoulders on its upper face, of opposite horizontal flanges above said shoulders, a skid slidably engaging said flanges, and a leg carried by said skid and adapted by the tilting of the skid to engage or disengage said shoulders, substantially as and for the purpose set forth.

2. The combination with a bolster having on its upper face a series of shoulders, of plates secured to and extending above said bolster and having horizontal oppositely-arranged flanges, a skid having side notches in which said flanges engage and having a bracing-leg extending between said flanges and provided with lateral toes adapted to engage the under sides of said flanges, substantially as described.

3. The combination with a bolster having a series of shoulders on its upper face, of plates secured to and extending above said bolster and provided with oppositely-disposed horizontal flanges, said flanges having down-turned or bent end portions, a skid having side notches in which said flanges engage, a bracing-leg adapted to engage said shoulders, and means for supporting the skid at the ends of said plates, substantially as described.

4. The combination with a bolster having on its upper face a series of shoulders and provided with skid-guides, of a skid engaging said guides and having a bracing-leg secured thereto and adapted by the tilting of the skid to engage or disengage said shoulders, substantially as described.

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

JOHN H. HARRIS.

Witnesses:
M. D. WELCH,
EDW. ATKINSON.