

No. 788,202.

PATENTED APR. 25, 1905.

H. B. GILLETTE.
LOGGING TRUCK.

APPLICATION FILED MAR. 25, 1903.

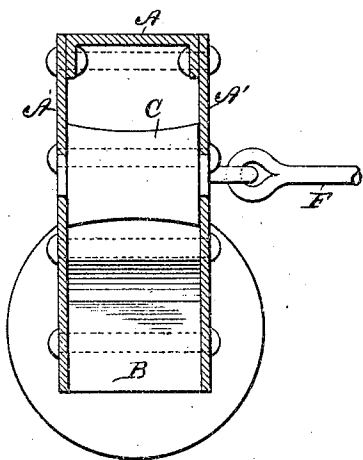
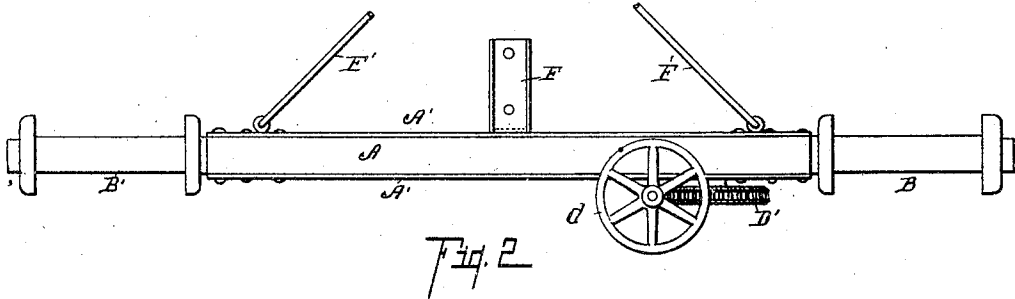
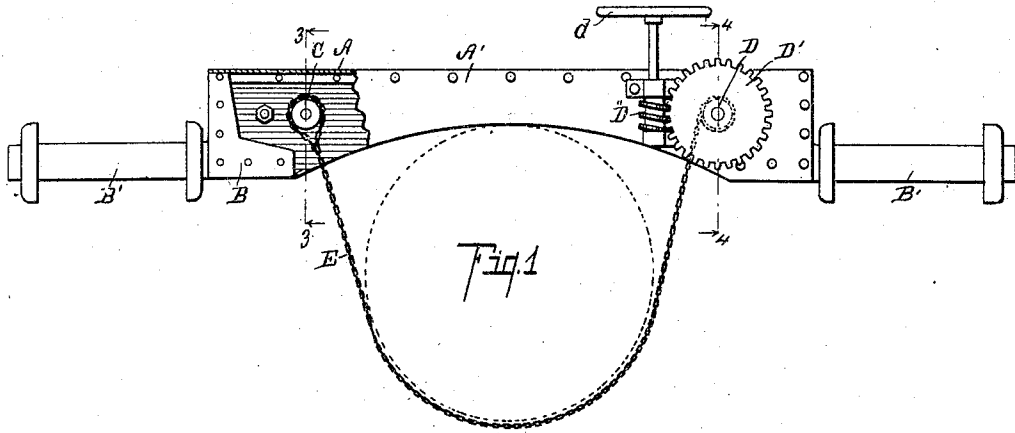


Fig. 3

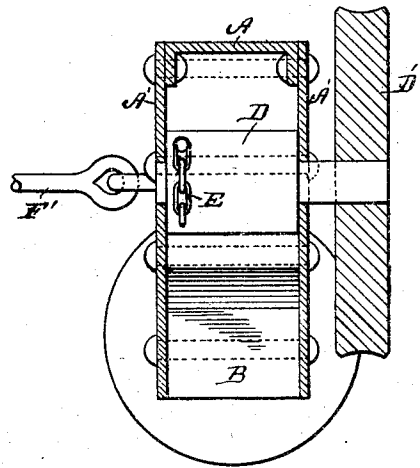


Fig. 4

Witnesses:

Walter A. Teller

Otis A. Bond

Inventor,

H. B. Gillette
By Fred L. Chappell
Att'y.

UNITED STATES PATENT OFFICE.

HERBERT B. GILLETTE, OF BENTON HARBOR, MICHIGAN.

LOGGING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 788,202, dated April 25, 1905.

Application filed March 25, 1903. Serial No. 149,459.

To all whom it may concern:

Be it known that I, HERBERT B. GILLETTE, a citizen of the United States, residing in the city of Benton Harbor, in the county of Berrien and State of Michigan, have invented certain new and useful Improvements in Logging-Trucks, of which the following is a specification.

This invention relates to improvements in logging-trucks.

The objects of this invention are to provide an improved logging-truck by which logs may be easily and quickly handled and transported.

A further object is to provide an improved logging-truck which is strong and durable and simple in its construction.

Further objects and objects relating to details of construction will definitely appear in the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined, and pointed out in the claims.

A structure embodying the features of my invention is fully illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a rear elevation view of my improved logging-truck, portions being broken away to show the details of construction and the wheels being omitted. Fig. 2 is a plan view of the structure appearing in Fig. 1. Fig. 3 is an enlarged detail cross-sectional view taken on a line corresponding to line 3 3 of Fig. 1. Fig. 4 is an enlarged detail cross-sectional view taken on a line corresponding to line 4 4 of Fig. 1.

In the drawings the sectional views are taken looking in the direction of the little arrows at the ends of the section-lines, and similar letters of reference refer to similar parts throughout the several views.

Referring to the lettered parts of the drawings, the axle is formed of a channel-iron top piece A, to which the side pieces A' are rigidly secured by suitable rivets or bolts. These side pieces are formed of boiler-iron or the like. Blocks B, having projecting axle-spindles B', are fitted between and secured

to the top and side pieces by bolts extending therethrough. This forms a very strong and rigid axle, which is at the same time comparatively light, as the full strength of the material used when thus arranged is utilized.

Supported upon a suitable spindle between the side pieces A' is a concave roller C, about which the end of the chain E is looped. The opposite end of the chain E is secured to and adapted to wind upon a roller D, which is also supported between the side pieces of the axle.

On the rear end of the journal of the roller D is a worm-gear D', which is controlled by the worm D''. A suitable hand-wheel *d* is provided for the worm D'', so that the chain may be wound or unwound from the roller D by the manipulation of the hand-wheel *d*.

In operation the chain E, which is detachably secured to the roller D, is passed under the log, and the log can be easily drawn up under the axle, as is illustrated by dotted lines in Fig. 1, by the manipulation of the hand-wheel.

To the front of the axle I secure a bracket E, which is also preferably of channel-iron, to which the tongue of the truck may be secured. Brace-rods F' F' are provided for the tongue.

By this arrangement of parts a log may be very quickly and conveniently handled, and, as before remarked, the structure embodies very great strength in comparison to its weight and the amount of material required. The structure is simple and economical to produce and durable in use.

The means for raising the load are well adapted for use on any truck of the same general shape. They are especially adapted for use with the particular axle structure shown.

A special advantage of this structure is its speedy manipulation. This enables the use of the log as a brake. By lowering the log into contact with the ground the load can be regulated, so that a team can take it downhill in safety, a thing not possible by any other brake and a feat requiring great skill in the management of the team with an ordinary logging-truck.

I have illustrated and described my improved logging-truck in detail in the form preferred by me, although I am aware that it is

capable of considerable structural variation without departing from my invention.

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

1. In a logging-truck, the combination of an axle consisting of the top piece A of angle-iron; side pieces A' secured rigidly thereto; parts B fitted between said side pieces, rigidly secured to said side and top pieces; spindles projecting therefrom; a roller C supported between said side pieces toward one end thereof; a roller D supported between said side pieces toward the opposite end; a worm-gear on the axle of said roller D; a worm D' provided with a suitable hand-wheel for operating said gear; and a chain secured at one end to said roller D and having its opposite end detachably secured to said roller C, all coacting for the purpose specified.

2. In a logging-truck, the combination of an axle consisting of a top piece formed of channel-iron; side pieces rigidly secured thereto; end parts fitted between said side pieces rigidly secured thereto; spindles projecting from said end parts; a roller between said side pieces toward one end of said axle; a worm-gear thereon; a worm provided with a suitable hand-wheel for operating said gear; and a chain adapted to be detachably secured to said roller, for the purpose specified.

3. In a logging-truck, the combination of an axle consisting of a channel-iron top piece having side pieces rigidly secured thereto; a part fitted between said side pieces and rigidly secured thereto, having spindles projecting therefrom; a roller arranged between said side pieces; means for controlling said roller;

and a chain adapted to be secured to said roller, for the purpose specified.

4. In a logging-truck, the combination of an axle consisting of a channel-iron top piece having side pieces rigidly secured thereto; a part fitted between said side pieces and rigidly secured thereto, having spindles projecting therefrom; a roller arranged between said side pieces; means for controlling said roller; and means for grappling a log, for the purpose specified.

5. In a logging-truck, the combination of an axle having side pieces or plates; a roller arranged between said side pieces; a worm-gear on said roller; a worm provided with a suitable hand-wheel for operating said gear; and a chain, coacting for the purpose specified.

6. In a logging-truck, the combination of an axle; a windlass arranged toward one end thereof; a worm driving-gear for said windlass; a worm for said gear, having a suitable means for operating the same; and a grappling-chain connected to said windlass and to the opposite end of said axle, coacting for the purpose specified.

7. In a logging-truck, the combination of an axle; a windlass; a worm driving-gear for said windlass; a worm for said gear, having a suitable means for operating the same; and a grappling-chain, one end of which is adapted to be wound on said windlass, coacting for the purpose specified.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

HERBERT B. GILLETTE. [L. s.]

Witnesses:

T. M. BYENN,

B. M. OSBUN.