

D. W. PATTERSON.
LUMBER WAGON ATTACHMENT.

APPLICATION FILED AUG. 12, 1903.

NO MODEL.

2 SHEETS—SHEET 2.

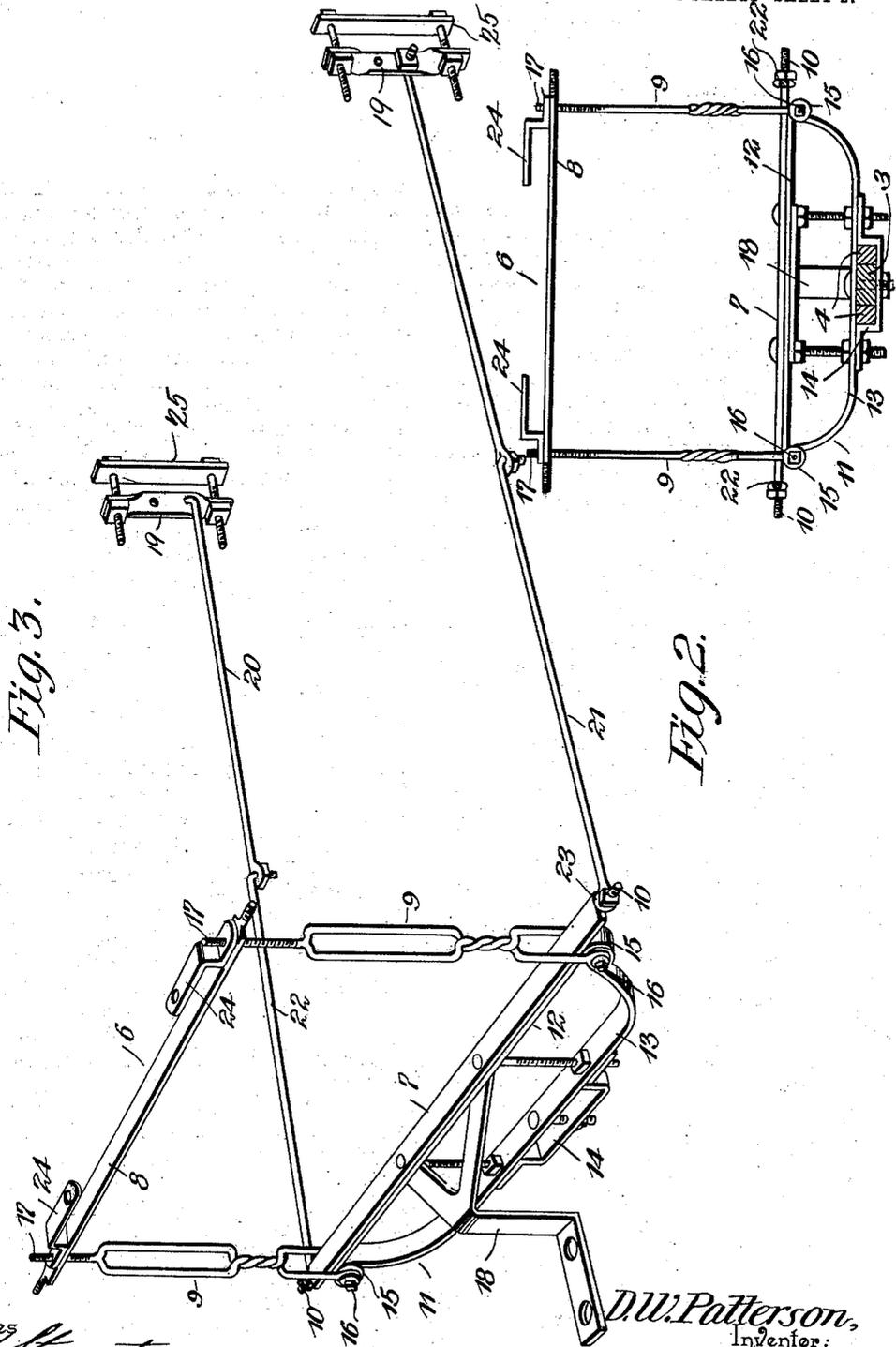


Fig. 3.

Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

DAVID W. PATTERSON, OF HELENA, MONTANA.

LUMBER-WAGON ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 748,212, dated December 29, 1903.

Application filed August 12, 1903. Serial No. 169,284. (No model.)

To all whom it may concern:

Be it known that I, DAVID W. PATTERSON, a citizen of the United States, residing at Helena, in the county of Lewis and Clarke and State of Montana, have invented a new and useful Lumber-Wagon Attachment, of which the following is a specification.

My invention relates to an attachment for lumber-wagons designed for binding the load of lumber to prevent longitudinal movement of the same and to obviate this and other defects attendant upon the employment of the ordinary binding-chain, and has for its objects to produce a device of this character which will be simple of construction, efficient in operation, inexpensive to manufacture, and one which may be readily applied to or removed from a lumber-wagon.

To these ends the invention comprises the details of construction and combination of parts more fully hereinafter described and claimed.

Referring to the drawings, Figure 1 is a top plan view of a lumber-wagon having my improved attachment applied thereto. Fig. 2 is a transverse sectional elevation of the same. Fig. 3 is a perspective view of the lumber-binding attachment.

Referring to the drawings, 1 indicates the front axle, 2 the rear axle, 3 the reach-beam, 4 the rear hounds, and 5 the front hounds, of a lumber-wagon. These parts may all be of the usual or any desired construction and of any suitable material, inasmuch as they are entirely foreign to the present invention.

In applying my invention I mount at a suitable point near the longitudinal center of the reach-beam a lumber clamping or binding member 6, comprising a bottom horizontal bar 7, which lies beneath the lumber, a top horizontal bar 8, which overlies the lumber, and vertical side members 9. The bottom bar 7, which is of bar metal and has its ends formed into annular threaded spindles 10, is sustained by a frame 11, comprising a horizontal top bar 12, extending parallel to and flush with the lower face of the bar 7, and an upwardly and outwardly curved base-bar 13, secured to the running-gear of the wagon by means of a clip 14, which engages the hounds 4. The curved base-bar 13 of the frame 11 has its ends bent to form eyes 15, partially

around which are bent the ends of the top bar 12 and secured in place by means of horizontal bolts 16, which also serve to pivotally connect to the frame the lower ends of the side members 9, which are composed of rod-iron bent to form suitable eyes at the lower ends of the members for engagement with the bolts 16 and have their upper ends threaded, as at 17, for the purpose hereinafter described. The frame 11 is further connected to the running-gear and braced relative thereto by means of a clip 18, having a horizontal lower member which is bolted or otherwise secured to the reach-beam and an upper horizontal bifurcated arm secured to the frame by vertical bolts which extend one at either side of the reach-beam and serve to connect the bottom bar 7 of the clamping member to the top bar 12 of the frame and further serves to connect the clip 14 to the frame.

Secured to the rear axle of the vehicle by suitable clips 25 are plates 19, which have attached thereto the rear section 20 of a brace member 21, the front section 22, of which has an eye 23, which engages with the threaded spindle 10 of the bottom 7 and is secured in place by means of a nut tapped onto the spindle. By this means the clamping member as a whole is maintained rigidly in position and is prevented from longitudinal movement.

The upper threaded ends 17 of the side members 9 project upward through suitable annular perforations formed near the ends of the top bar 8 of the clamp and have threaded thereon horizontal hand-operated clamping-levers 24, which may be operated to draw the top bar downward toward the lower bar of the clamping member, thus securely binding the load in position and preventing longitudinal movement of the same, as will be readily understood. In practice when it is desired to release the lumber for unloading the same the hand-levers 24 are entirely removed from the side members 9, which will permit of the top bar being removed and the side members swinging downward on their pivots, thus assuming an unobstructing position vertically beneath the lumber.

From the foregoing description it will be seen that I produce a device which is at once simple of construction, inexpensive to man-

ufacture, and readily applicable to a vehicle, and one which is admirably adapted for the attainment of the ends in view, and in producing this device I do not limit or confine myself to the details herein shown and described, as various changes may be made therein without departing from the spirit or scope of my invention.

Having thus described my invention, what I claim is—

1. The combination with a lumber-wagon and its axles, of a lumber-binding member adapted to embrace the load at a point between the axles and comprising a top bar, a bottom bar and side members pivoted to the bottom bar, and means carried by the side members and operable for moving the bars one toward the other to clamp the load between them.
2. The combination with a lumber-wagon and its axles, of a lumber-binding member adapted to embrace the load at a point between the axles and comprising a top bar, a bottom bar and side members, means carried by the side members and operable for moving the bars one toward the other to clamp the load between them, and braces engaging the bottom bar and connected with one of the vehicle-axles.
3. The combination with a lumber-wagon

and its axles, of a lumber-binding member adapted to embrace the load at a point between the axles and comprising a top bar, a bottom bar and side members, means carried by the side members and operable for moving the bars one toward the other to clamp the load between them, and longitudinally-extending sectional brace-rods engaging the bottom bar and connected with one of the vehicle-axles.

4. The combination with a lumber-wagon and its axles, of a lumber-binding member adapted to embrace the load at a point between the axles, said member comprising a bottom bar, side members pivoted thereto and provided with threaded upper portions, a top bar perforated to receive the threaded portions of the side members, and clamping-levers tapped onto said threaded portions and operable for moving one of the bars toward the other to clamp the load between them.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

DAVID W. PATTERSON.

Witnesses:

CHAS. O. HARDISTY,
CHARLES J. CLARK.