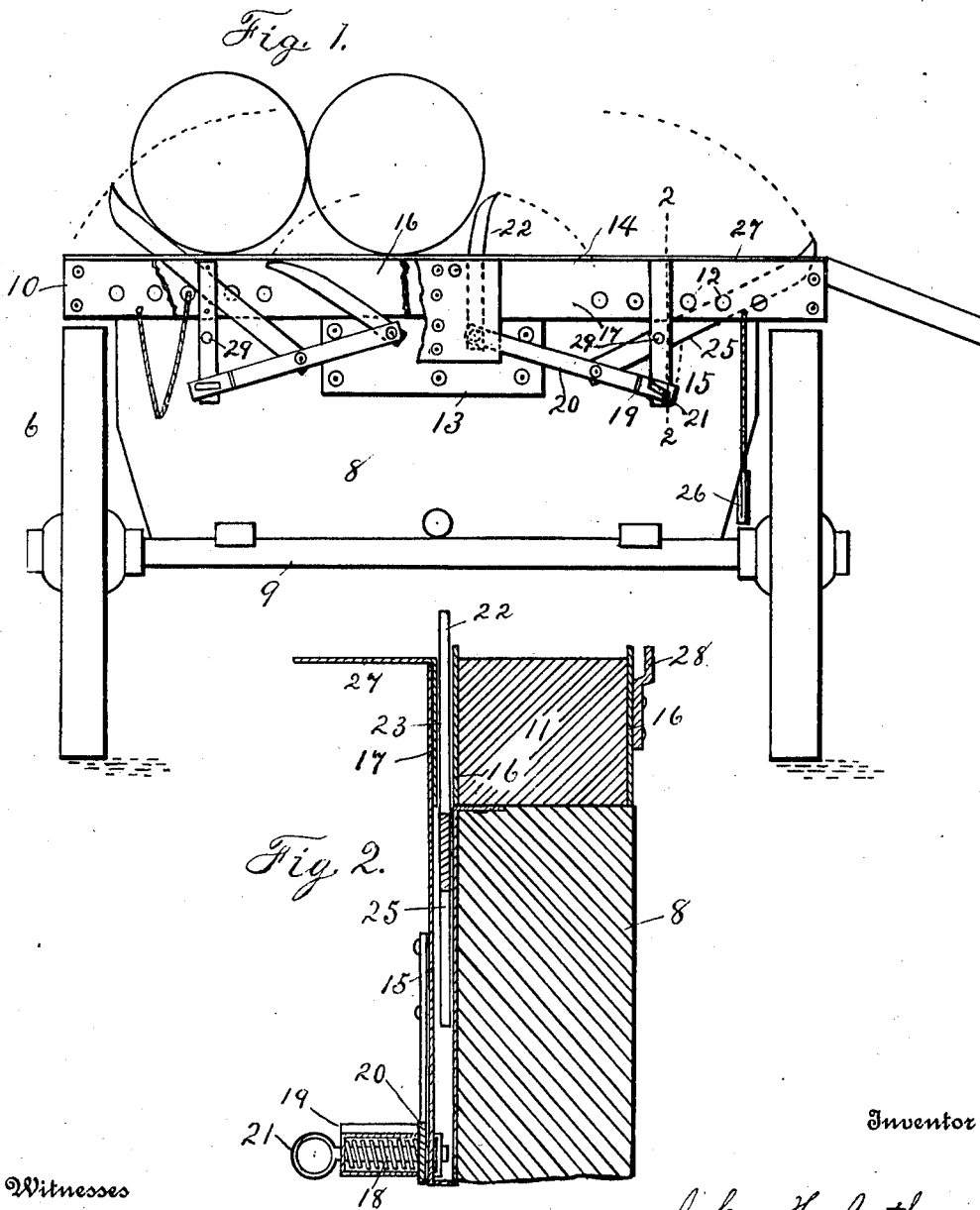


J. H. ANTHONY.
LOG WAGON ATTACHMENT.

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1,021,292.

Patented Mar. 26, 1912.



Witnesses

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JOHN H. ANTHONY, OF HICKMAN, ARKANSAS.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN H. ANTHONY, a citizen of the United States, residing at Hickman, in the county of Mississippi and State of Arkansas, have invented certain new and useful Improvements in Log-Wagon Attachments, of which the following is a specification.

This invention is an attachment to log-wagons, which, for commercial purposes, I have chosen to call, "log-wagon dogs." Its advantages are that it furnishes the best means for holding the logs on the wagon. That it can be operated and adjusted with great quickness and ease. That a wagon equipped with it has a greater capacity than ordinary wagons of this character. That, in loading, the dog loaded against can be set high enough to prevent the first log loaded from rolling across and off the other side of the wagon. That, in unloading, one end of the log never falls off before the other, and that by their strength and positive action, they prevent the accidents, so common among the handlers of logs.

The invention is fully illustrated in the accompanying drawing, in which—

Figure 1, is a side elevation of the device, mounted on the rear bunk, or bolster, of a log-wagon, and being partly broken away to expose the interior construction. Fig. 2 is an enlarged elevation in cross section on the line 2—2 of Fig. 1.

The reference numeral 6 designates the rear end of a log-wagon of a conventional type, and having the usual bunk or bolster 8 thereon above the rear axle 9 of the wagon.

10 indicates the body of the device which is preferably composed of a central portion 11, of wood, and a metal plate 16, secured upon each side of the wooden core. Another plate 17 is secured upon the rear one of said body plates and at certain points spaced slightly from it. These three plates and the wooden core have transverse perforations 12 therethrough. A heavy plate 13, depends from the rear side of the body and is firmly bolted to the bunk 8.

In practice two of my devices are used on a wagon, one over each axle, and the two parts of each device on either side of the middle are precisely alike except that they are in reverse order. It will therefore be sufficient to letter and describe the parts of one of those portions, which I will now do as to the right hand portion.

Approximately half way between the middle and the right end of the body 10, is a hanger 15, having holes 29, to engage a spring bolt 18, housed in a member 19 which is fixed on the outer end of an arm or lever 20. The other end of this arm is pivoted to the depending plate 13, and on its outer end is a loop to encircle the hanger 15, so that said arm may move vertically upon said hanger 15, and is stopped by the entrance of the spring bolt into one of its perforations. A finger piece 21 on the bolt 18, enables the bolt to be withdrawn from the perforations. The same pivot 21, which holds the arm or lever 20 to the plate 13, also holds the lower end of a "cutter" dog 22: so called because when a log is coming on obliquely, it is "cut", or righted by this dog. This dog 22 may stand upright in the path of the oncoming log, or be folded down like a knife blade into the space 23, between the plates already described. The main or principal dog 25 also occupies a portion of the space 23, its lower end being pivoted on the arm 20, near its central part, so that when said arm is swung upward it lifts the dog 25, for the purpose to be presently explained.

In Fig. 1 the device is shown in position for loading. When the load is on, the dog 25, is swung up against the last log, and a stop pin 26 is pushed into a body perforation 12, immediately behind it. The movement of the wagon in transit, usually causes a movement of the last log, against the main dog, forcing the latter against its retaining pin 26, so that the pin cannot be withdrawn for unloading. The lifting of this dog by the upswing of the arm 20, throws the upper part of this dog away from the log, and so eases the pressure upon the pin, which is then readily drawn out, and the dog takes again the position shown in Fig. 1, and the arm 20 is again lowered to the end of the hanger 15.

The curved point of dog 25, is purposely left to project slightly above the body 10, in order to catch in the bark of the log and check its progress momentarily when in unloading the log is going off obliquely, and so insures a direct delivery. And in loading, when the wagon is on an incline downward from the side loaded on, the shorter dogs are raised to prevent the rolling of the log across the wagon and its falling off at the lower side.

A broad flange 27, on the upper edge of

the guide plate 17, extends rearwardly therefrom and protects the mechanism thereunder from the weather and from fragments of bark, etc., and gives strength to the angle bar and prevents its bending under side strain. A hook 28 on the opposite side of the body serves as a rest for the log-chain used in drawing on the logs to prevent it from being caught under the last log loaded on.

I do not limit myself to the particular details of this invention as described above, as it is evident that many minor changes may be made without departing from the spirit of the invention.

What I do claim and desire to secure, is—

1. A log-wagon attachment comprising a transversely perforated body, mounted on the wagon bunk, a depending plate on said body secured to said bunk, a perforated guide plate on a side of said body and, at intervals, spaced therefrom, a hanger on said body, a lever fulcrumed on said depending plate and having a terminal loop encircling said hanger, a spring bolt on said lever adapted to engage holes in said hanger, a dog pivoted on said lever, intermediate its ends, and movable between said guide plate and said body and a stop pin to engage said perforations and to maintain said dog in operative position.

2. In a log-wagon attachment, a body mounted on the wagon bunk, a depending plate on said body secured to said bunk, a vertical hanger on said body, a lever fulcrumed on said plate and having vertically adjustable engagement with said hanger, a guide directed dog pivoted on said lever, a guide directed check dog pivoted on said plate, and means to hold said dogs releasably in operative position.

3. In log-wagon attachments a body mounted on the wagon bunk a depending plate on said body secured to said bunk, ver-

tical hangers on said body, levers pivoted on said plate and having vertically adjustable engagement with said hangers, guide directed main dogs pivoted on said levers, guide directed check dogs pivoted on said plate, and means to support said dogs, releasably, in operative position.

4. In a log-wagon attachment a body secured on the wagon bunk a perforated vertical hanger on said body, an arm carrying a dog and pivoted on a fixed member, a loop at the outer end of said arm to loosely inclose said hanger, a spring bolt housed at the outer end of said arm adapted to engage the perforations in said hanger, and means to disengage said bolt from said perforations, as described.

5. A log-wagon attachment comprising a transversely perforated body mounted on the wagon bunk, a depending plate on said body bolted to said bunk, a plate spaced at intervals on a side of said body, a perforated hanger on said body, a lever fulcrumed on said depending plate, means by which the outer end of said lever is vertically adjustable on said hanger, a guide-directed dog pivotally mounted on said lever, a guide directed check dog pivoted on said depending plate and stop pins to engage the perforations in said body, as described.

6. In a log-wagon attachment having a body, a guide plate on said body and operating mechanism beneath said guide plate,—a broad flange extending outwardly from the upper edge of said guide plate, to shelter said mechanism, and strengthen the angle bar, and a hook on the opposite side of said body, to serve as a rest for a log-chain.

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

JOHN H. ANTHONY.

Witnesses:

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