

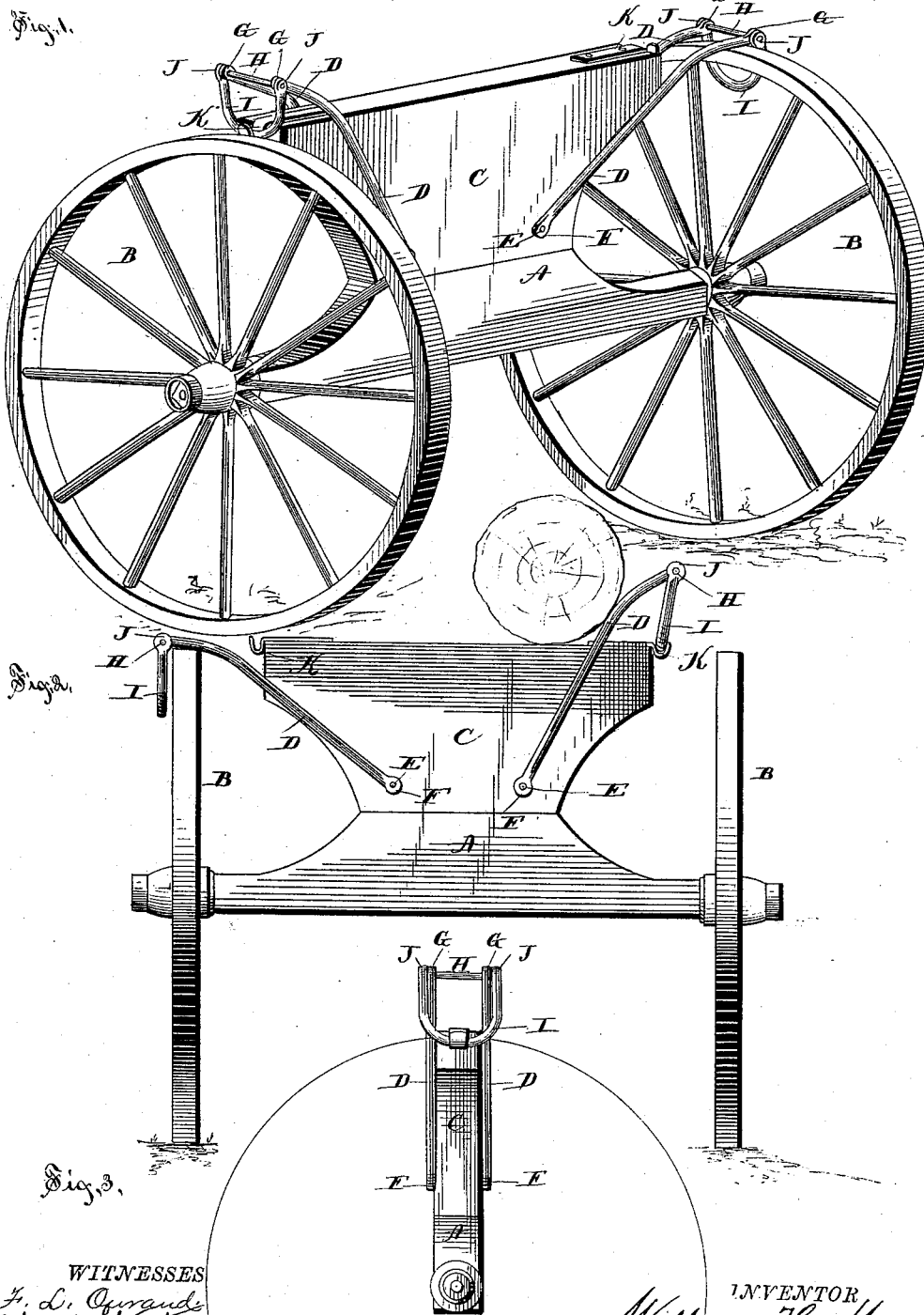
(No Model.)

W. H. MOYERS.

LOG WAGON.

No. 347,729.

Patented Aug. 17, 1886.



WITNESSES
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UNITED STATES PATENT OFFICE.

WILLIAM H. MOYERS, OF BANQUO, INDIANA.

LOG-WAGON.

SPECIFICATION forming part of Letters Patent No. 347,729, dated August 17, 1886.

Application filed June 22, 1886. Serial No. 205,896. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MOYERS, a citizen of the United States, and a resident of Banquo, in the county of Huntington and State of Indiana, have invented certain new and useful Improvements in Log-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of the axle, wheels, and bolster of a wagon provided with my improvement. Fig. 2 is a rear view of the same, showing a log in position on the bolster; and Fig. 3 is an end view of the same.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to bolsters for vehicles for transporting logs; and it consists in the improved construction and combination of parts of a device for holding the log in position upon the bolster, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates the axle, B B are the wheels, and C is the bolster, of a wagon, all of which parts may be of any suitable construction.

When transporting logs and loading them upon a wagon, it is desirable to have a stop at the side of the bolster opposite to the side at which the log is loaded upon the wagon, which will prevent the log from rolling over on the other side, and it is desirable to have a stop at the side at which the log is loaded upon the wagon, for the purpose of preventing the log from rolling back, and for this purpose I apply the stops, which I shall proceed to describe. These stops consist each of a pair of arms, D D, which are pivoted at their lower ends upon bolts E, passing through the bolster near the center of the lower portion of the same, the said bolts passing through eyes F at the ends of the bolts. The upper ends of these arms are formed with eyes G, through which pass bolts H, and arched stirrups I are pivoted with their upper eyed ends, J, upon these bolts, resting with their lower curved ends in hooked castings or plates K upon the ends of the upper side of the bolster, when in their normal position.

It will be seen that the arms and stirrups form stops having inclined and diverging in-

ner sides, so that the curved sides of a log may bear against the inclined sides of the stops, and it will be seen that by withdrawing the curved lower ends of the stirrups from the hooked plates the arms may be swung over the ends of the bolster and rim of the wheel, when the stirrup will hang down at the side of the wheel. Into the stirrup is then placed the upper end of the skidding-pole, thus readily allowing a log to be rolled upon the bolster. The log bearing against the inclined arms will cause the latter to draw outward in diverging directions upon the upper ends of the stirrups, and the lower ends of the latter will draw upon the hooked ends of the plates, so that all pressure upon the stops will be divided upon all the parts of the stops. Stops of this construction may be made somewhat higher by making the arms and stirrups longer, when they may be used as collapsible inclined standards for supporting divergingly-inclined side-boards of a wagon-box, the collapsible standards allowing the wagon to be loaded from the side, whereupon the standards may be raised and the board placed to bear against the standards.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination, with a bolster of a logging-wagon, of arms provided with eye ends, pivoted by one end to the bolster, bolts passing through the eyes at the upper ends of said arms, and stirrups hinged upon said bolts, as and for the purpose set forth.

2. The combination, with the bolster of a logging-wagon, of arms having eyes at their ends, and pivoted at their lower ends upon bolts passing through the bolster near the center and the lower edges of the same, bolts passing through the eyes at the upper ends of the arms, stirrups having eyed upper ends and curved lower ends, and pivoted upon the bolts with their upper eyed ends, and hooked plates or castings secured upon the ends of the upper side of the bolster, and having the hooks at their outer ends, as and for the purpose shown and set forth.

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

WILLIAM H. MOYERS.

Witnesses:

STEPHEN G. BALDWIN,
WILLIAM H. WILEY.