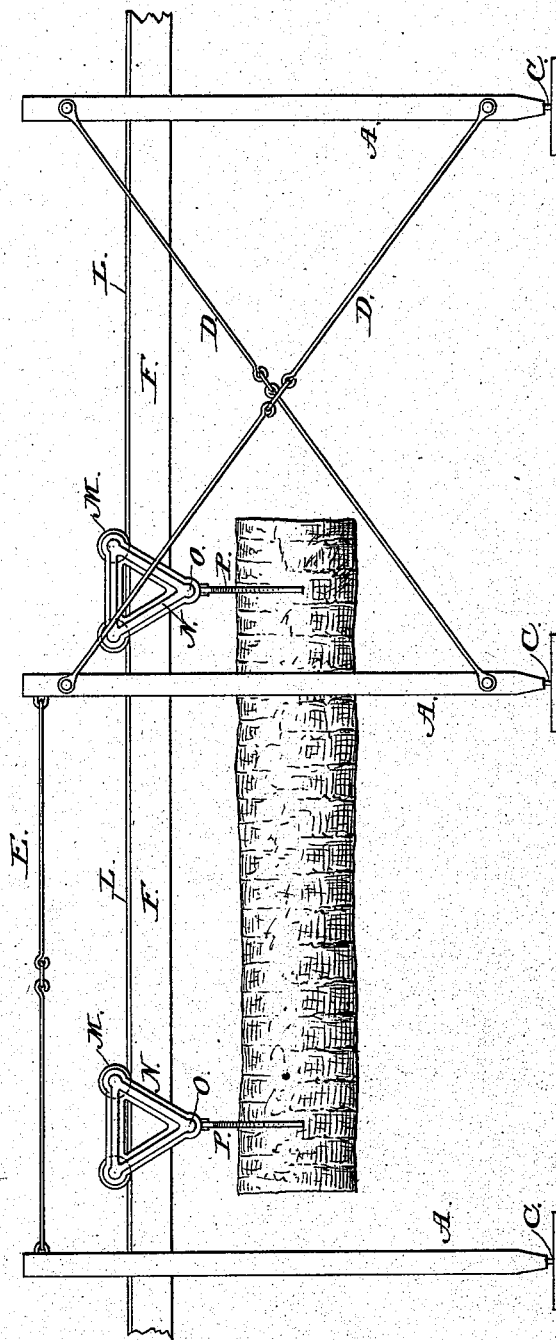


C. H. THOMPSON.
SUSPENDED TRAMWAY.

No. 382,782.

Patented May 15, 1888.

Fig. 1.



WITNESSES:

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C. Sedgwick

INVENTOR:

C. H. Thompson

BY

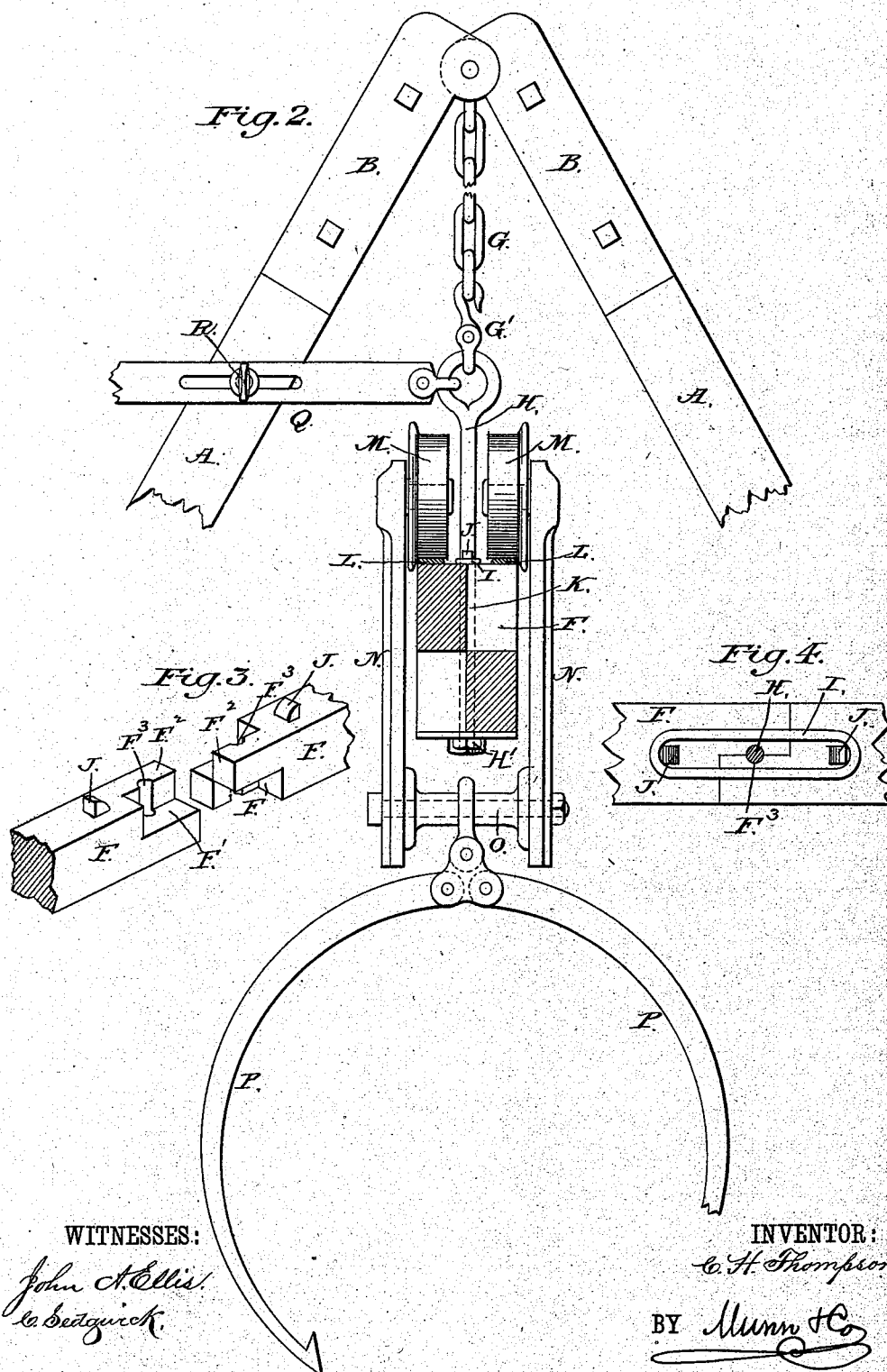
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UNITED STATES PATENT OFFICE.

CHARLES HENRY THOMPSON, OF BARTOW, FLORIDA, ASSIGNOR TO
ALEXANDER E. BROWN, OF CLEVELAND, OHIO.

SUSPENDED TRAMWAY.

SPECIFICATION forming part of Letters Patent No. 382,782, dated May 15, 1888.

Application filed September 1, 1886. Renewed June 16, 1887. Serial No. 241,524. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HENRY THOMPSON, of Bartow, in the county of Polk and State of Florida, have invented new and useful Improvements in Suspended Tramways, of which the following is a full, clear, and exact description.

My invention relates to the construction and arrangement of a suspended tramway, especially adapted for the removal of logs from cypress and other swamps, but also applicable in other cases where a great number of logs or stumps of trees are to be removed for clearing the locality, and which can be easily and quickly set up for use, or with equal facility taken down and packed for removal or transportation.

The invention consists in the construction, combination, and arrangement of parts and details, as hereinafter fully described, and then pointed out particularly in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of the tramway set up in position for use. Fig. 2 is an enlarged detail end view of one section, showing the log-carrier, the track-rails, and stringers, being partly in section and parts being broken away. Fig. 3 is a detail perspective view of the joint of the track-stringers separated. Fig. 4 is a plan view of the same united.

The series of pairs of legs A, which support the tramway, may be of wood or other suitable material, are hinged together at their upper ends, preferably by metal caps B, to increase the strength of the joint, and are provided with pointed metallic shoes C at their lower ends. When the tramway is to be arranged for use, the legs of the several pairs are set at angles with each other upon short stumps, logs, boards, or other supports, with which engage the pointed shoes C, to prevent the legs from slipping.

The pairs of legs A are set at suitable distances apart, and those legs on each side are connected alternately at intervals by cross-braces D and tie-rods E, which are jointed at their medial parts to increase their portability. The braces and tie-rods are detachably secured

to the legs by bolts, staples, or other suitable means.

The track-bed is formed of a series of stringers, F, suspended from the angles of the legs A by chains G, suitably attached to the legs, and to hook-clevises G', connected with eyebolts H, passed vertically through the stringers and having nuts H' screwed on their lower ends.

The stringers F are jointed together by having the end of one formed with square mortises F' at opposite quarters thereof, to receive correspondingly-formed tongues F" on the end of the adjoining stringer.

Vertical apertures F³ are formed through the mortised ends to receive the bolt K, having nuts screwed on its upper and lower ends, which bolt thus serves to pivotally connect the stringers.

A link, I, is engaged by metallic lugs or projections J on the stringers F, a short distance from their jointed ends, and thus serves to bind the stringers together, although allowing them a slight lateral movement, the mortised joint being formed accordingly with a slight play.

On each side of the top of the stringers F are supported the parallel rails L, on which run the pairs of flanged wheels M, journaled in the upper ends of the triangular frame N, having a V-shaped cross-section, so as to embrace the stringers. From a cross-bolt, O, supported at the lower angle of the frame N, is suspended, by an ordinary clevis the pivoted tongs P, having pointed jaws to engage the log or stump, as shown in Fig. 2.

The frame N and tongs together constitute a carrier, generally mounted on four wheels, M, as shown, two of which carriers are usually employed in moving a log.

When the legs and track-bed are set up any inaccuracy in lining is compensated for by means of a slotted bar, Q, connected detachably, by an ordinary clevis or otherwise, with the eyebolt H or chain G, and held adjustably on one leg, A, by a clamping-screw, R, received in the slot and screwed in the leg. Thus by loosening the set-screw and adjusting the bar Q horizontally the stringers F can be easily and accurately set in line.

This tramway can be set up very quickly in

a swamp by resting the supporting-legs upon tree-stumps, fallen trunks, boards, &c., and arranging the parts as described. A suitable hoisting apparatus will be attached to the bar

5 O and to the clevis of the hook P, which is detached from the bar. The tongs can then be lowered to engage a log on the ground, which can then be raised to the desired height. The log-carrier can then be easily moved by hand, 10 or, in case very heavy logs are to be moved, a small motor may be used, of any approved construction, which may run on the track similarly to the log-carriers.

In taking down the tramway for removal, 15 all the parts being detachable and of comparatively-small bulk, the operation will be found extremely convenient.

Having thus fully described my invention, what I claim as new, and desire to secure by 20 Letters Patent, is—

1. The combination, with the pairs of legs A, set at an angle with each other, of the track-bed suspended freely between the legs, so as to be capable of sidewise movement, and 25 an adjusting device for aligning the track-bed, substantially as herein shown and described.

2. In combination with the suspended track-bed, the series of pairs of supporting-legs straddling the same, the legs of each pair being set 30 at an angle with each other, and the braces D E, extending from one leg to the succeeding one on each side of the track-bed, substantially as herein shown and described.

3. In a suspended tramway, the combination, with the supporting-legs, of a track-bed 35 carried thereby formed of stringers connected at their adjoining ends by pivots, substantially as herein shown and described.

4. In a suspended tramway, the combination, with the supporting-legs, of a track-bed 40 carried thereby formed of stringers jointed together and connected by links at their ends, substantially as herein shown and described.

5. In a suspended tramway, the combination, with the series of pairs of legs A and 45 braces E D, of the track-bed suspended by flexible connections from the legs, and a laterally-projecting bar connected with the track-bed and adjustable on the legs, substantially as specified. 50

6. In a suspended tramway, the combination, with the legs or supports A, of the stringers F, flexibly suspended therefrom and having the adjacent ends oppositely mortised and apertured to receive the pivoting-bolt and con- 55 nected by a link, substantially as specified.

7. In a tramway, the combination of the suspended stringers F, the parallel rails L on each side of the same, the V-shaped frame N, the wheels M, journaled in the same, and the tongs 60 P, suspended from the frame N, substantially as specified.

CHARLES HENRY THOMPSON.

Witnesses:

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