

(No Model.)

2 Sheets—Sheet 1.

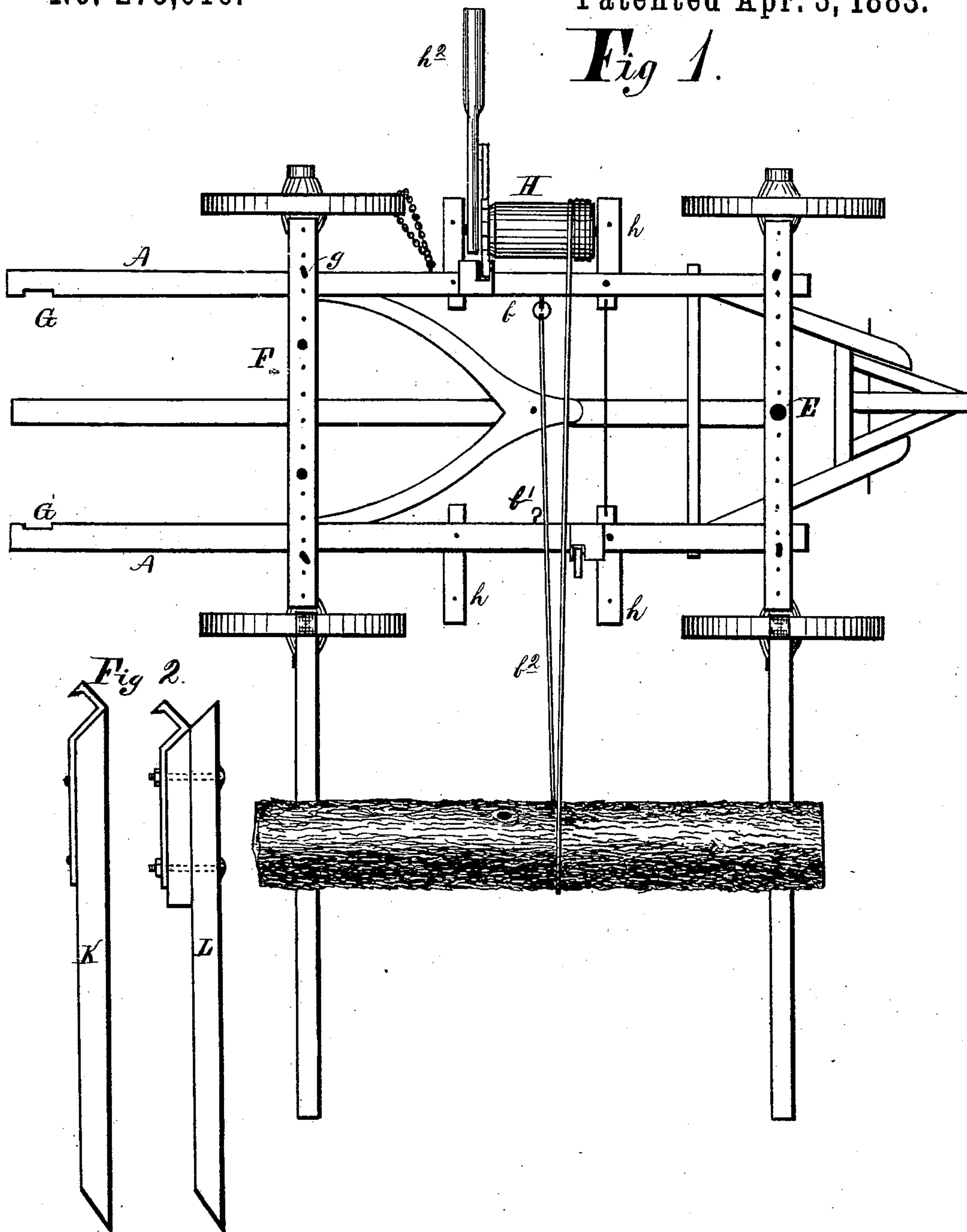
A. W. CAGLE.

LOG WAGON.

No. 275,016.

Patented Apr. 3, 1883.

***Fig 1.***



*Witnesses.*

C. C. Swift.  
Sherwood Welch.

*Inventor.*

Alex. W. Cagle  
 By his Attorney  
 John S. Duffie

(No Model.)

2 Sheets—Sheet 2.

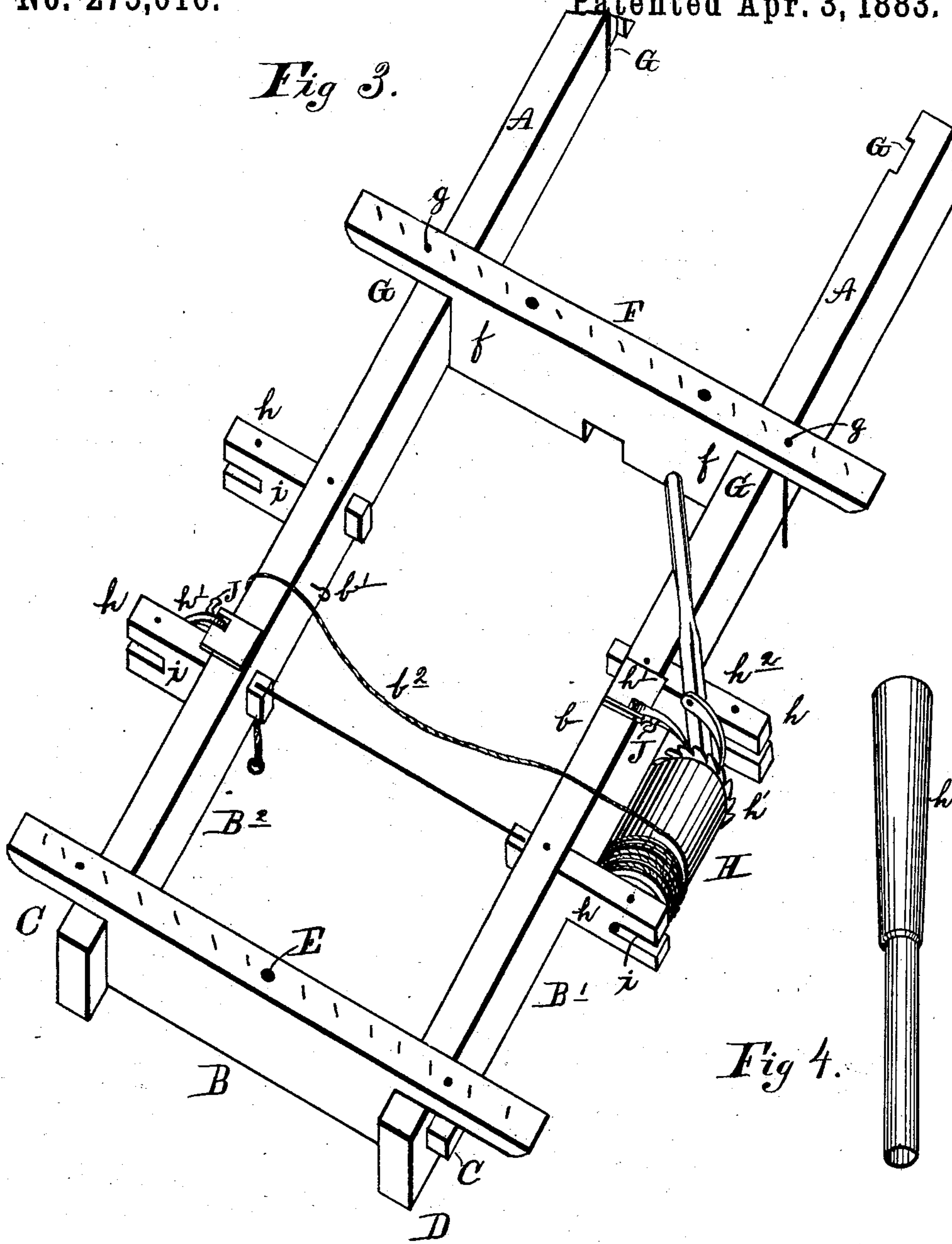
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*Fig 3.*



*Fig 4.*

*Witnesses.*

*C. J. Swift.*  
*Samuel Welch*

*Inventor.*

*Alex. W. Cagle*  
*By his attorney*  
*John S. Duffie*



# UNITED STATES PATENT OFFICE.

ALEXANDER W. CAGLE, OF HOLLYWOOD, ASSIGNOR OF ONE-HALF TO  
ALEXANDER C. RHODES, OF LITTLE ROCK, ARKANSAS.

## LOG-WAGON.

SPECIFICATION forming part of Letters Patent No. 275,016, dated April 3, 1883.

Application filed January 25, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ALEXANDER W. CAGLE, a citizen of the United States, residing at Hollywood, in the county of Clark and State of Arkansas, have invented certain new and useful Improvements in Log-Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-  
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 is a top plan view of the same. Fig. 2 is a side view of skids K L. Fig. 3 is a perspective view of the frame and attachments thereto. Fig. 4 is an extension of the lever  $h^2$ .

My invention relates to timber-wagons, and was invented for the purpose of carrying logs, steam-boilers, or other heavy bodies, and for  
20 securing them firmly on the same for transportation, and for unloading them safely and without injury.

My invention consists in the novel construction and arrangement of its parts, as herein-  
25 after described.

The running-gear of my wagon is made like an ordinary wagon. The fore wheels, however, are the same size as the hind wheels, and the coupling-tongue is longer, so that the wagon  
30 may be coupled long or short.

The frame, Fig. 3, is constructed as follows: The upper edge of the front cross-piece, B, of the frame A extends to the inner edges of the rims of the front wheels. The under edge is cut back to make room to secure the side rails, B' B<sup>2</sup>. On this under side, at either end, are tenons C C, and the front ends of the side rails, B' B<sup>2</sup>, have mortise-holes D to fit on these  
40 tenons. When so fitted the same are firmly secured together by bolts and nuts, and secured on the bolster of the front axle by a king-bolt, E. The rear cross-piece, F, also has its upper edge extending to the inner edges of the rims of the hind wheels, and the under edge is cut back at  $f f$ , to allow the side rails, B' B<sup>2</sup>, to extend back and under the upper edge. These side rails, B' B<sup>2</sup>, have notches G, to receive the under ends,  $f f$ , of this rear cross-piece, and  
50 are held in place by bolts  $g g$ , which bolts also

extend down through the rear bolster and axle of the wagon, and perform the double office of holding both the side rails and cross-piece in place and on the wagon. When the frame is to be lengthened out, these bolts  $g g$  are with-  
55 drawn, and the cross-piece F pushed back to notches  $g$  and secured as before. As many of such notches are made in the rails as desired, and the frame may be coupled long or short, as required.

H represents a removable windlass resting in sockets  $i i$  of bearings  $h h$ , and being operated by ratchet-wheel  $h'$ , catch  $h'$ , lever and catch  $h^2$ , and rope  $b^2$ . This windlass and lever may be removed in a moment of time, and se-  
60 cured in the sockets  $i i$  in bearings  $h h$  on the other side of the frame, so that a log may be drawn up from either side of the wagon.

When I am ready to load I bring my wagon into position. I then take the ring end of the rope  $b^2$ , carry it over the side rails, B' B<sup>2</sup>, over the log, then under the same, and back over side rail B<sup>2</sup>, and then attach it to hook  $b$  on the inside of the rail B'. Then I attach extension-lever  $h^3$  to lever  $h^2$ , and "haul away" until I bring the log onto the wagon, and so on with another log until I have loaded as many  
70 as I wish to carry. When loaded I take the ring end of the rope and carry it over the logs, and then down on the opposite side from the windlass and on the inside of the rail B<sup>2</sup>, under the logs, then up over the logs again, and down and attach to hook  $b'$  on the inside of rail B<sup>2</sup>, then haul away on the lever until the rope is perfectly tight, and with the aid of the  
85 pins used in the cross-pieces B and F the logs are perfectly secured.

When I wish to unload I usually roll the logs off with a handspike; but if I wish, for any reasons, to let the load down carefully, I attach the rope just as if I were going to load, and let the log down gradually by means of the lever  $h^2$ . Thus I take hold of the ratchet with the lever, bear hard down on it a little until I loosen catch  $h'$ , then I thrust the end of a stick under the thumb  $j$  on catch  $h'$ , and, using the windlass as a fulcrum, I pry up the catch and hold it back, and let up the end of the lever gently as far as I can reach. This lets the log roll down the skids part of the way. Then  
95 100



I let catch  $h'$  take a new hold. Then I perform the same motion as before, and so on until the log or boiler is gently lowered to the ground.

5 If for any reason it is inconvenient to bring the right side of my wagon to the logs, I detach windlass H and lever  $h^2$  and put them in the sockets  $i i$  of bearings  $h h$  on the right of the frame, and I am ready to load a log from the left side.

10 I lengthen or shorten my wagon and frame to suit any ordinary length log, as shown above.

I can use my frame on a wagon whose front wheels are smaller than the hind ones, in which case I use a thick skid, L, for the front wheel, 15 which brings this skid on a level with the front cross-piece, B. Thus it will be seen, first, that

I can readily and quickly adjust my wagon to any ordinary length of log; second, that with the use of my skids, rope, windlass, and lever 20 I can, with one man, bring the largest log on to my wagon; third, that with the same appliances I firmly bind the same for transportation; fourth, that by same appliances, and any

small stick to insert under thumb  $j$  of catch  $h'$ , I can let the log down slowly and easily to 25 avoid injuring the log or anything that may be in the way.

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

30 In combination with a wagon-frame, A, capable of being lengthened and shortened, as shown and described, and having windlass-bearings  $h h$ , with sockets  $i i$ , hooks  $b b'$ , and catches  $h' h'$ , having thumbs  $j j$ , with removable lever and catch  $h^2$ , and removable windlass H, having ratchet-wheel  $h'$  and rope  $b^2$ , 35 secured thereto, substantially as shown and described, and for the purposes set forth.

In testimony whereof I affix my signature in 40 presence of two witnesses.

ALEX. W. CAGLE.

Witnesses:

ADAM CLARK,  
RUFUS D. HURN.