

(No Model.)

J. J. MONROE.

LOG CARRYING ATTACHMENT FOR WAGONS.

No. 318,281.

Patented May 19, 1885.

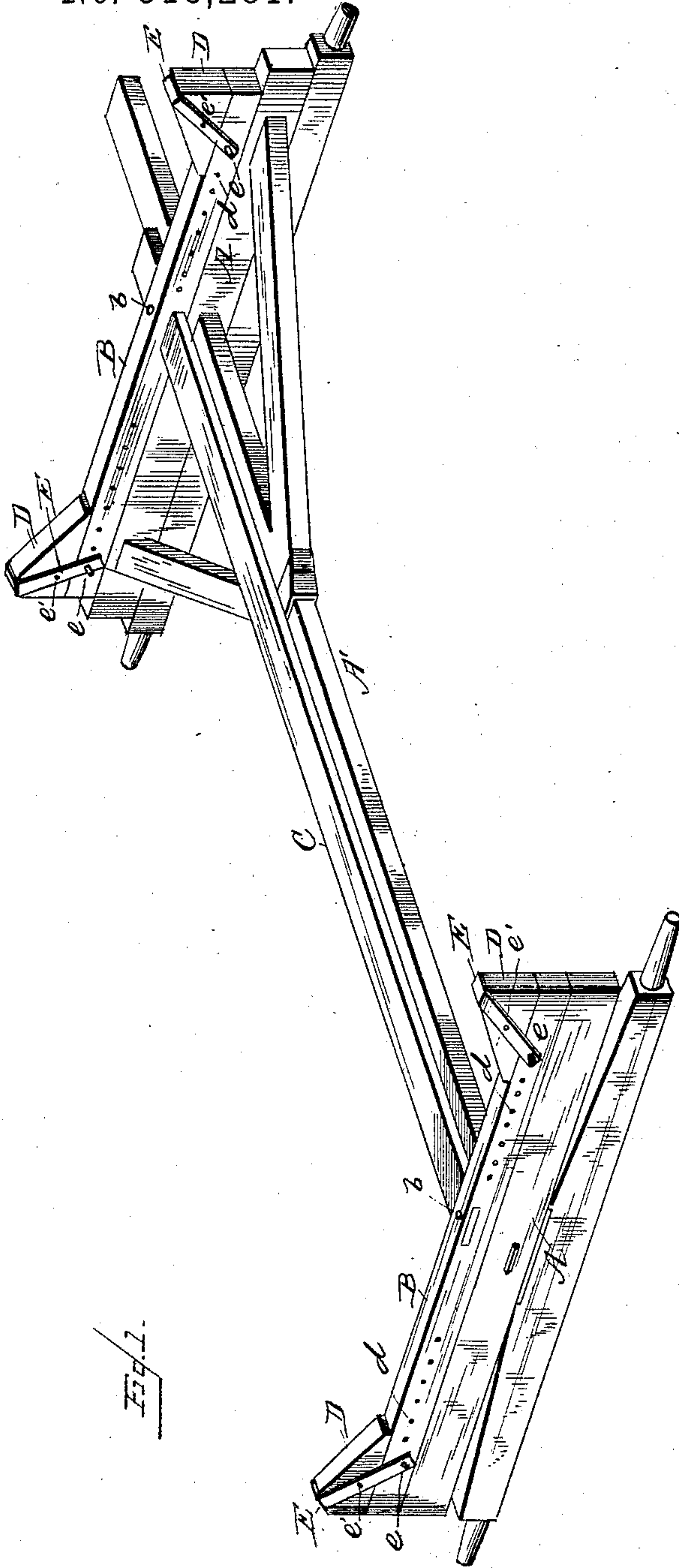


Fig. 1.

Fig. 2.

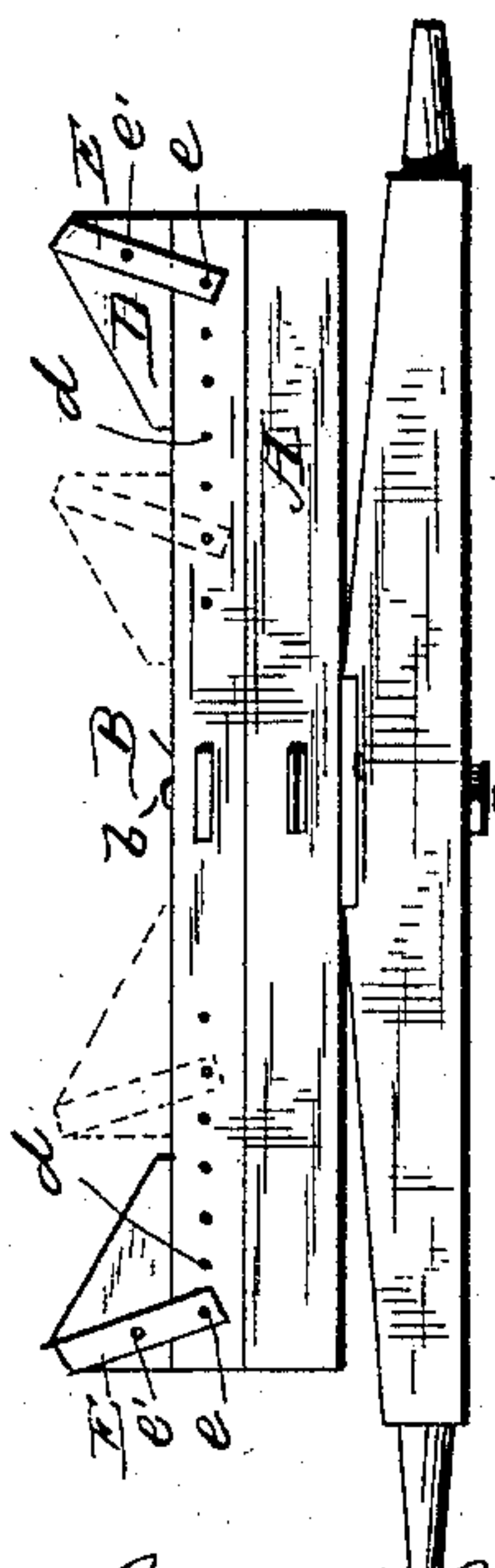
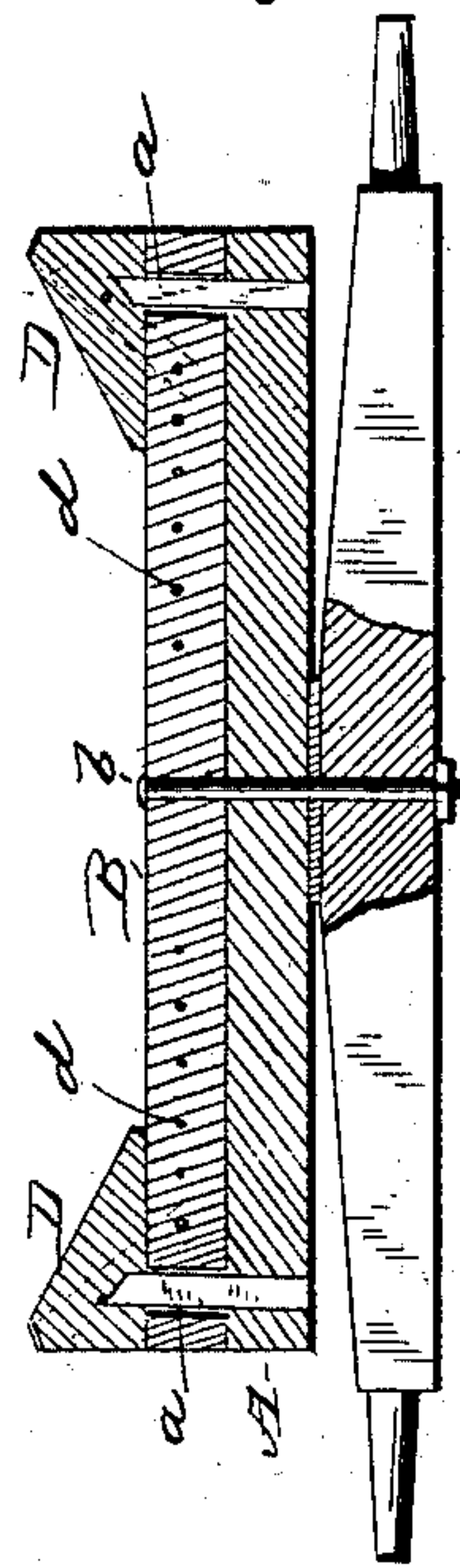


Fig. 3.

WITNESSES
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JAMES J. MONROE, OF RIDGEWAY, OHIO.

LOG-CARRYING ATTACHMENT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 318,281, dated May 19, 1885.

Application filed November 1, 1884. (No model.)

To all whom it may concern:

Be it known that I, JAMES J. MONROE, a citizen of the United States of America, residing at Ridgeway, in the county of Hardin and State of Ohio, have invented certain new and useful Improvements in Log-Carrying Attachments for Wagons; and I do hereby 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to attachments for wagons; and it consists in the improvements hereinafter set forth and described.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view showing my invention applied to the body of a wagon. Fig. 2 is an end view, and Fig. 3 is a sectional view.

In the accompanying drawings, A represents the front and rear bolsters, which are connected to each other by the reach A'. These bolsters are provided with upwardly-projecting standards *a*, by means of which the supplemental bolsters are held in position upon the bolsters A. These supplemental bolsters B are also attached to the bolsters A and axles by a pin, *b*, which passes through the same. The supplemental bolsters are connected to each other immediately above the reach A by a bar, C, which is secured to the same by the pins *b b*.

The supplemental bolsters B are provided with a series of transverse perforations, *d*, through which pass pins *e*, which also pass through the ends of straps E, which pass over the ends of the blocks D, which blocks have their upperfaces inclined, as shown, so as to provide an inclined surface against which the sides of the logs will bear.

The straps E, hereinbefore referred to, are

pivotaly attached to the blocks D by means of the bolts *e'*, and the under sides of said blocks are cut away when desired, so as to allow a space for the upper ends of the standard, which may project into the same.

It will be seen from the foregoing that I provide a cheap and effective means which can be readily attached to the frame of a wagon for transporting logs, and that the blocks may be adjusted to any desired point; further, said blocks may be reversed upon one side of the supplemental bolsters B, so as to provide an incline upon which the logs can be rolled, so as to assist in loading the wagon; also, that said blocks may be reversed so as to present a surface at right angles with the supplemental bolsters when it is desired to employ the frame for carrying cut lumber.

I claim—

1. The combination, with the front and rear bolsters of a wagon, of vertical standards carried by said bolsters, supplemental bolsters perforated for the engagement of said standards, a reach, C, connecting said supplemental bolsters, and blocks E, having each an inclined face and connected to the bolster by a strap, substantially as set forth.

2. The combination, with the front and rear bolsters of a wagon, of vertical standards carried by said bolsters, supplemental bolsters vertically perforated for the engagement of said standards, and having a series of transverse perforations, a reach, C, connecting said supplemental bolsters, and blocks E, having each an inclined face and carrying a strap, and a pin for pivoting said strap in one of the transverse perforations, substantially as set forth.

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

JAMES J. MONROE.

Witnesses:

C. A. MARMON,
SAMUEL MARMON.