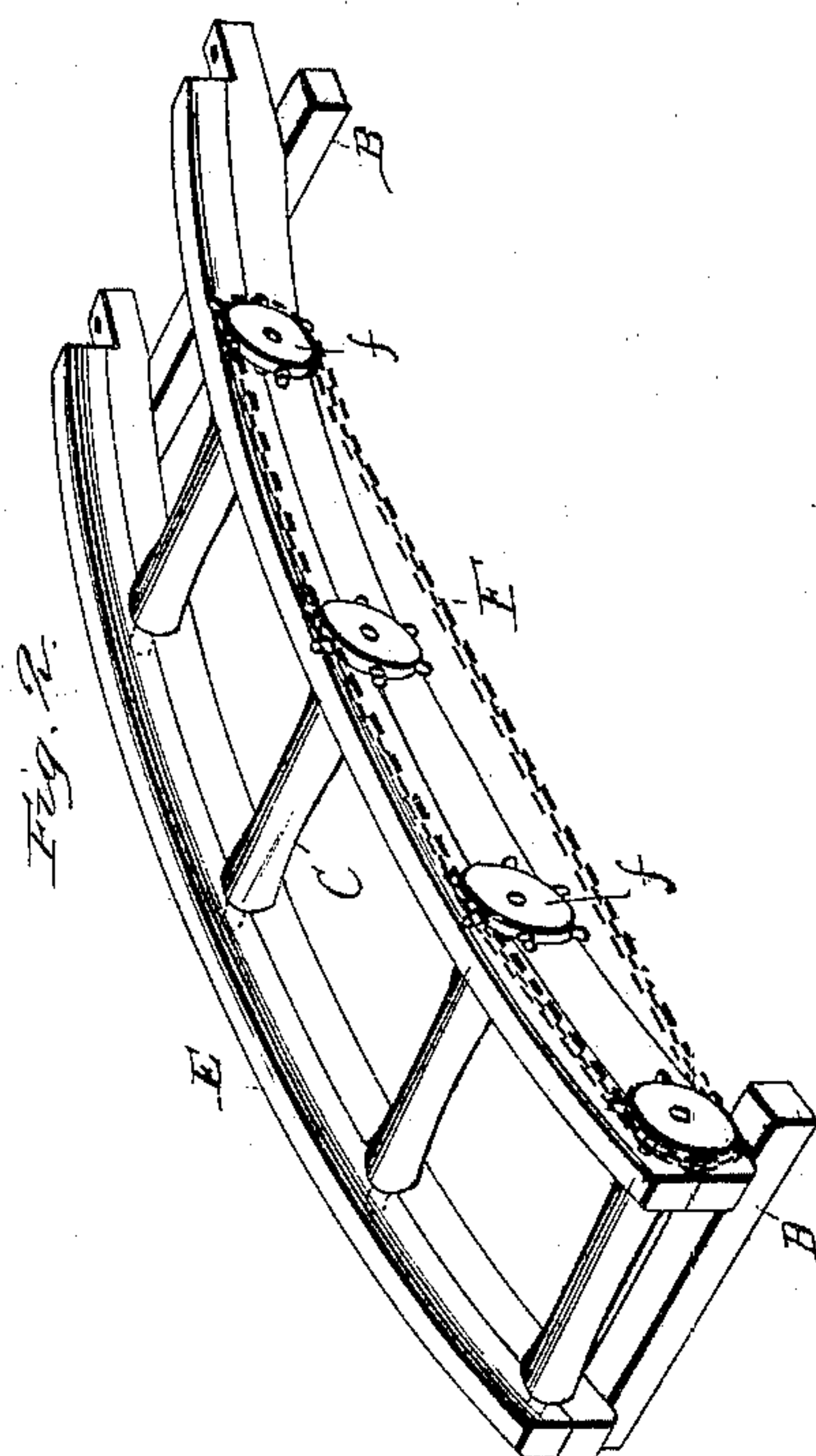
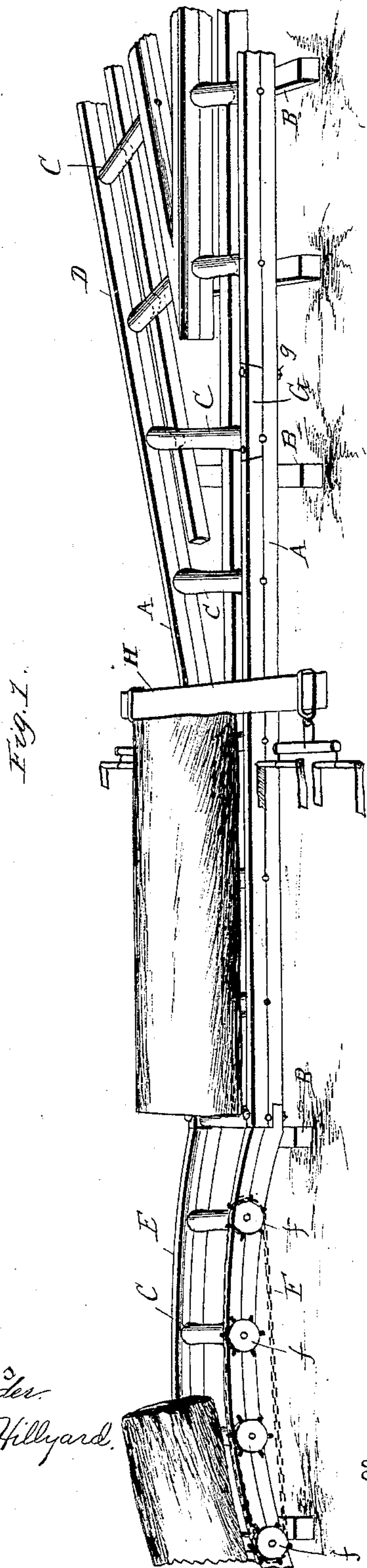


(No Model.)

E. S. JONES.
LOG CONVEYER.

No. 409,361.

Patented Aug. 20, 1889.



Wm. H. Hillyard.

Inventor
Evan S. Jones.

By his Attorneys *R. S. A. Lacey.*

UNITED STATES PATENT OFFICE.

EVAN S. JONES, OF SYKESTON, DAKOTA TERRITORY.

LOG-CONVEYER.

SPECIFICATION forming part of Letters Patent No. 409,361, dated August 20, 1889.

Application filed April 11, 1889. Serial No. 306,763. (No model.)

To all whom it may concern:

Be it known that I, EVAN S. JONES, a citizen of the United States, residing at Sykeston, in the county of Wells and Territory of Dakota, have invented certain new and useful Improvements in Log-Conveyers; 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 appertains 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.

This invention relates to means for conveying logs, and has for its object the provision of a way or track to facilitate the conveyance of logs or timber from the woods to the mill and to utilize the force of gravity as a prime factor or power medium to impel the logs forward. The way is composed of side rails having rollers journaled between them and preferably inclined slightly, although it may be level, or nearly so, and may have elevated portions in its length. The track is trough-shaped to prevent lateral displacement of the logs, and is formed, preferably, by reducing the middle portion of the rollers. The main track may have one or more side tracks or branches leading to different sections, and may be supported on trestles or rest on the ground, as most convenient. In some instances the ends or journals of the rollers will be extended to be connected together by suitable gearing. This latter construction is especially desirable where the track extends over knolls or ridges and conforms to the outline thereof, because the gravity of the logs down the incline will assist the ascent of the logs up the grade or rising portion of the track.

In the drawings, Figure 1 is a perspective view of a track constructed in accordance with and embodying my invention; Fig. 2, a perspective view of a section of track that is designed to extend over a knoll or roll in the ground.

The side rails A of the track are supported on and united by the cross-ties B and have the rollers C journaled between them. The

rollers are reduced between their ends to keep the logs in the center of the track and prevent them from crowding against the sides of the rails A. The side track or branch D extends from the main track to any desired point, and there may be as many of these branches as desired. The rollers of that portion of the track E having the double incline have their journals extended beyond the sides of the rails A and provided with the sprocket-wheels *f*, which are connected by the sprocket-chain F. Where the track is level, or nearly so, power may be applied to the endless chains F in any suitable manner to turn the rollers, and thereby positively move the logs forward on the track. Instead of the sprocket wheels and chains, any other suitable gearing may be provided. This construction is designed for that portion of the track which extends up the sides of a rise in the ground, so that the gravity of the logs on the downward slope will assist in carrying the logs up the incline. The logs are placed on the track end to end and are moved forward by gravitation down the incline or by hitching a team to the rear log, the team being hitched to the ends of the pole H, as shown in Fig. 1. In the event of a roller being broken provision is made to remove same by having a portion of the rail, as G, pivoted at one end and fastened at its other end by suitable means, as the bolt *g*. The ends are parallel and cut on an oblique line, as clearly shown in Fig. 1. The track is made up of a series of sections which have their ends halved together and secured together by having pins passed through said ends.

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

1. In a log conveyer or tramway, the combination of the double-inclined rail-section E, the concaved rollers journaled between the rails and having their journals extended, the sprocket-wheels on the said journals, and the sprocket-chain connecting the said wheels, whereby the load descending on the said section will assist the load up on the rising incline, substantially as described.

2. The herein shown and described log-con-

veyer, comprising the rails A, mounted on the
ties B, the concaved rollers journaled between
the rails, the section G, for holding the jour-
nal in place, being pivoted at one end and
5 fastened at its opposite end, and the double-
inclined section having the journals of its roll-
ers extended and geared together, whereby
the descending load will assist the ascending
load, substantially as hereinbefore specified.

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

EVAN S. JONES.

Witnesses:

JOHN A. WILLIAMS,
A. G. COVELL.