

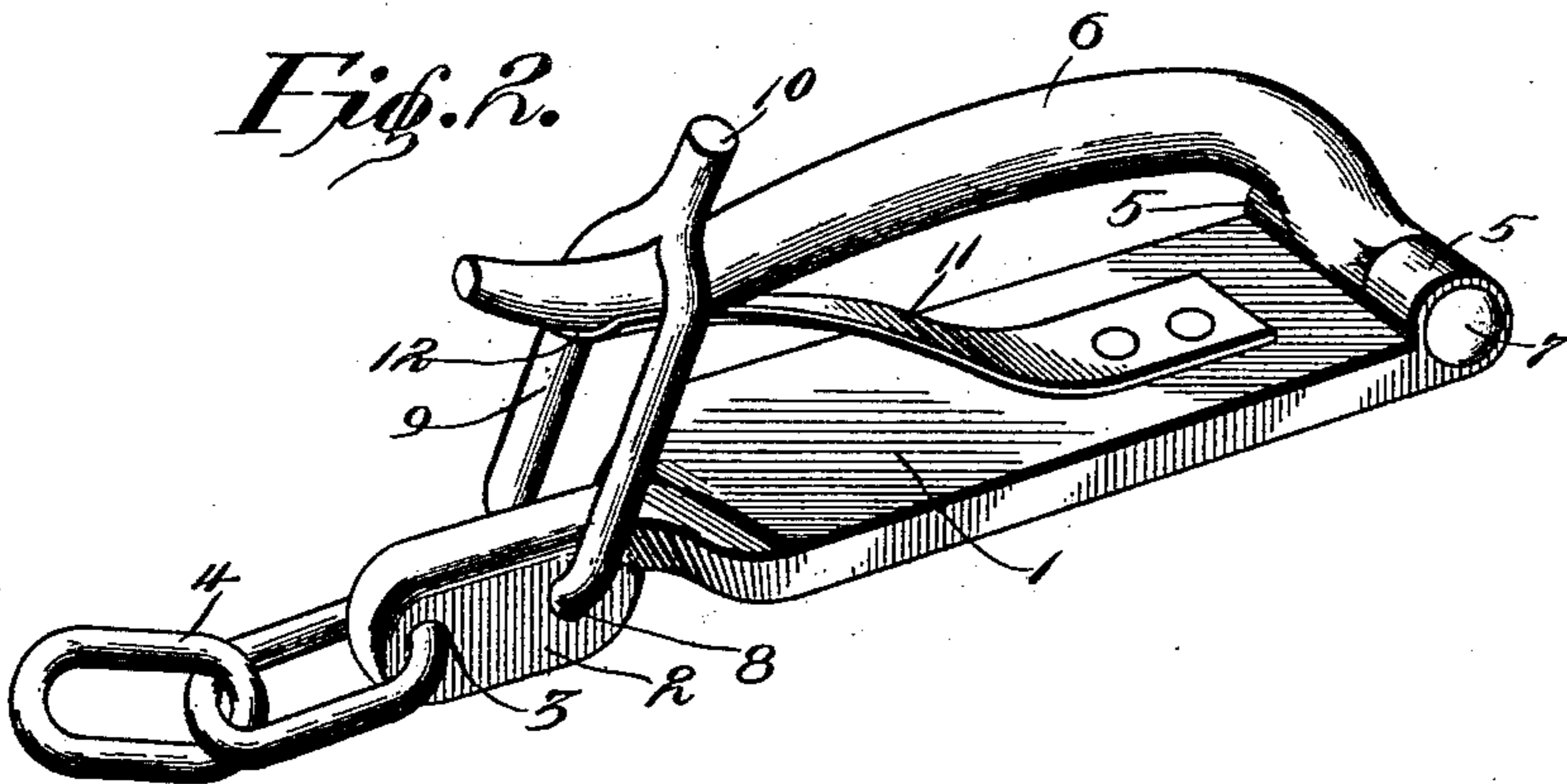
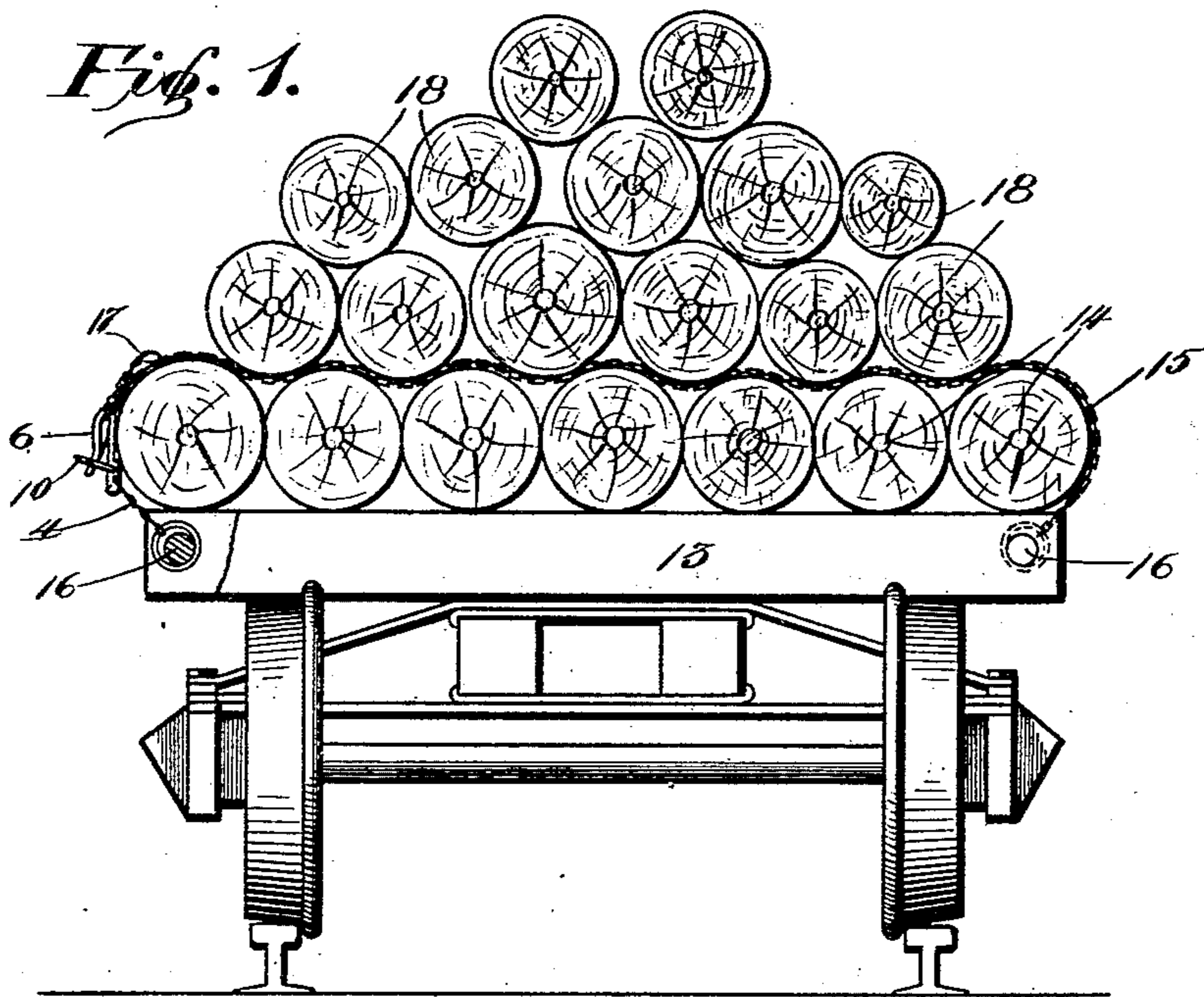
No. 632,704.

Patented Sept. 12, 1899.

R. FANTROY.
LOG BINDER.

(Application filed May 4, 1899.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

ROBERT FANTROY, OF LILLEY, ARKANSAS.

LOG-BINDER.

SPECIFICATION forming part of Letters Patent No. 632,704, dated September 12, 1899.

Application filed May 4, 1899. Serial No. 715,607. (No model.)

To all whom it may concern:

Be it known that I, ROBERT FANTROY, a citizen of the United States, residing at Lilley, in the county of Ouachita and State of Arkansas, have invented a new and useful Log-Binder, of which the following is a specification.

This invention relates to log-binders, and is especially designed for binding the bed-load of logs upon a car or truck.

The object of the present invention is to provide a simple and improved fastening device for the adjacent ends of the binding-chains and means whereby the fastener may be readily released when under a strain.

To these ends the present invention consists in the construction and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claim.

In the drawings, Figure 1 is an end view of a car or truck loaded with logs and having the present device applied thereto. Fig. 2 is an enlarged detail perspective view of the fastener.

Corresponding parts are designated by like reference characters in both figures of the drawings.

Referring particularly to Fig. 2 of the accompanying drawings, 1 designates the body of the fastener, formed of a heavy flat strap of metal, having one end 2 twisted longitudinally at right angles and provided with an opening 3 for connection with one of the binding-chains 4. At its opposite end the strap is bifurcated longitudinally, and the sides of the bifurcation are bent into transversely-alined eyes 5.

A tongue 6 is pivoted or hinged at one end in the bifurcation formed in the end of the strap 1 upon a transverse pivot-pin 7, passing through the eyes 5 and the end of the tongue 6. Hinged through an opening 8, provided in the twisted end 2 of the strap-body inward from the chain 4, is a link 9, adapted to stand out beyond one side of the strap-body and provided at its outer free end with a pin or extension 10, forming a shoulder. This link is adapted to engage over the free end of the tongue 6 for the purpose of holding the latter in locked position alongside of the strap-body. Bolted or otherwise secured to

the outer or tongue side of the strap-body is a leaf-spring 11, having its free end extending outwardly or away from the body toward the link end thereof and having its extremity concaved or dished, as at 12, for the purpose of fitting snugly against the inner side of the free end of the tongue 6.

The application and operation of the invention will be understood by reference to Fig. 1 of the drawings, in which 13 designates a car or truck having the bed-load of logs 14 placed thereon and held in place by the two chains 4 and 15, respectively. The opposite end of each chain is suitably fastened to the respective sway-bars 16, which are located at opposite sides of the car, and the binding-chain 15 is longer than the other and adapted to be passed over the top of the bed-load and connected to the short chain 4 at one side of the car by the present fastener. Said fastener is carried by the short chain 4, the tongue 6 being normally held in place by the locking-link 9, and the free end of the binding-chain, which is provided with the usual grab-hook 17, is looped about the tongue and drawn tight, the grab-hook being engaged with one of the hooks of the chain to prevent the loop from slipping from the tongue. Other logs 18 are then placed upon the bed-load and the binding chain, whereby the latter is firmly bound upon the logs 14. By reason of the tension thus placed upon the binding-chain it is difficult to release the fastener by hand, and, furthermore, it is dangerous to stand at the side of the car and release the fastening, as the logs roll from the car immediately upon the fastener being released. In view of these facts and to provide means whereby the fastener may be released without danger to the attendant the locking-link 9 has been provided with the shoulder 10, which is adapted to be struck downward by means of a long-handled hammer or other implement, whereby the link may be released from the tongue. It will be understood by reason of this arrangement that the attendant may stand at the end of the car entirely out of the way of the falling logs and is therefore not exposed to danger.

The purpose of the spring 11, which engages the free end of the tongue 6, is to automatically throw the tongue outwardly or

away from the strap-body 1, whereby the binding-chain is immediately released from the tongue without being manually operated, and thereby said chain is prevented from
5 catching or hanging in any part of the fastener.

Changes in the form, proportion, size, and the minor details of construction within the scope of the appended claim may be resorted
10 to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

In a fastener of the class described, the
15 combination with a strap-body, of a tongue pivoted or hinged to one end thereof, a link

pivoted to the opposite end of the body adapted to embrace the free end of the tongue and provided at its free end with an extension forming a shoulder, and a leaf-spring connected at one end to the strap-body and having its free end dished or concaved and bearing against the free end of the tongue, substantially as and for the purpose set forth. 20

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
the presence of two witnesses. 25

ROBERT ^{his} × FANTROY.
mark

Witnesses:

J. E. GREUTTER,
C. A. PIERCE.