

No. 671,659.

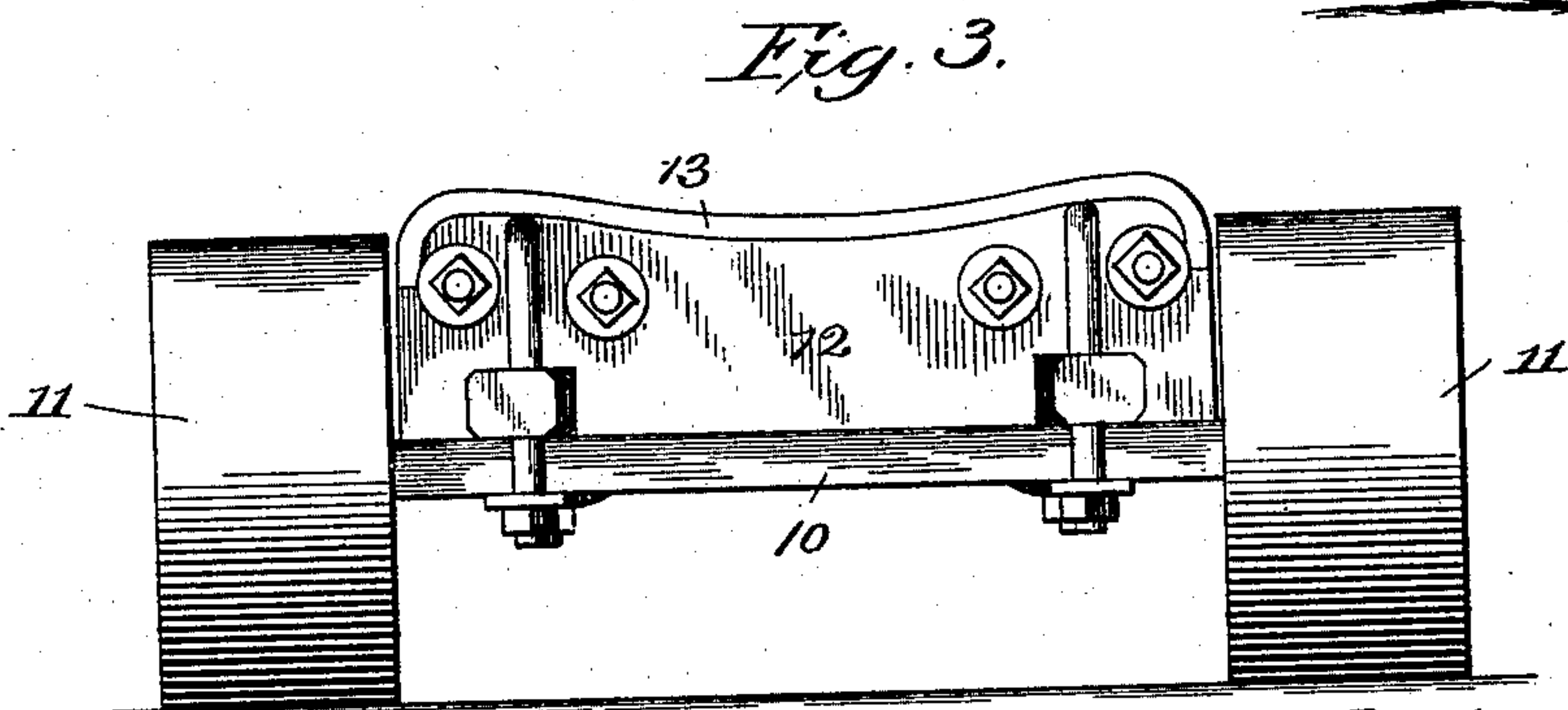
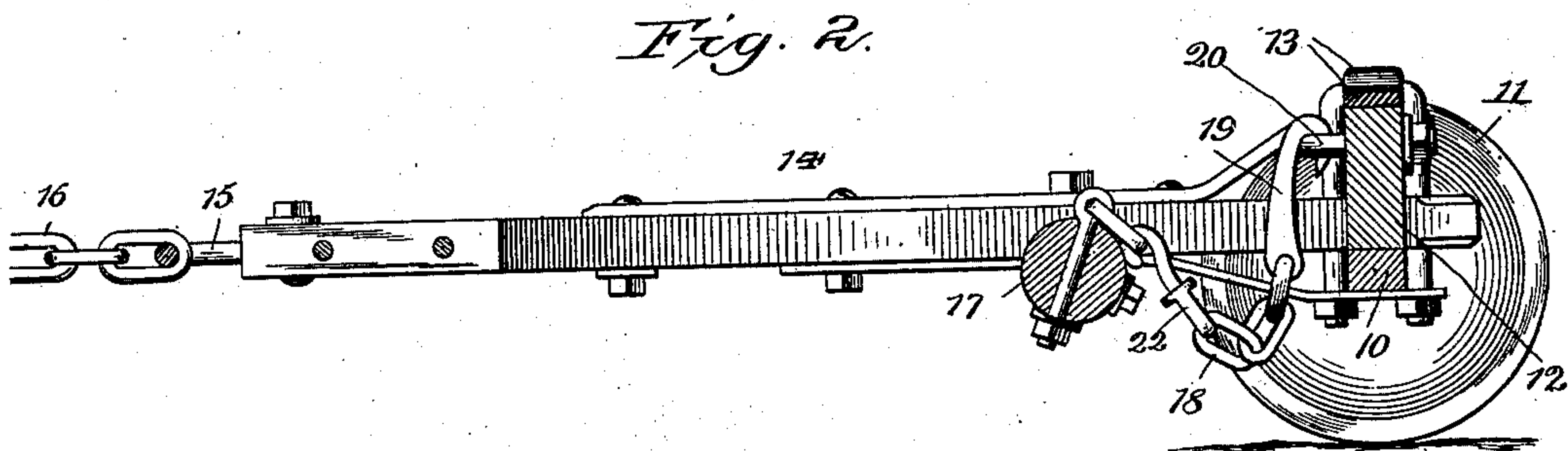
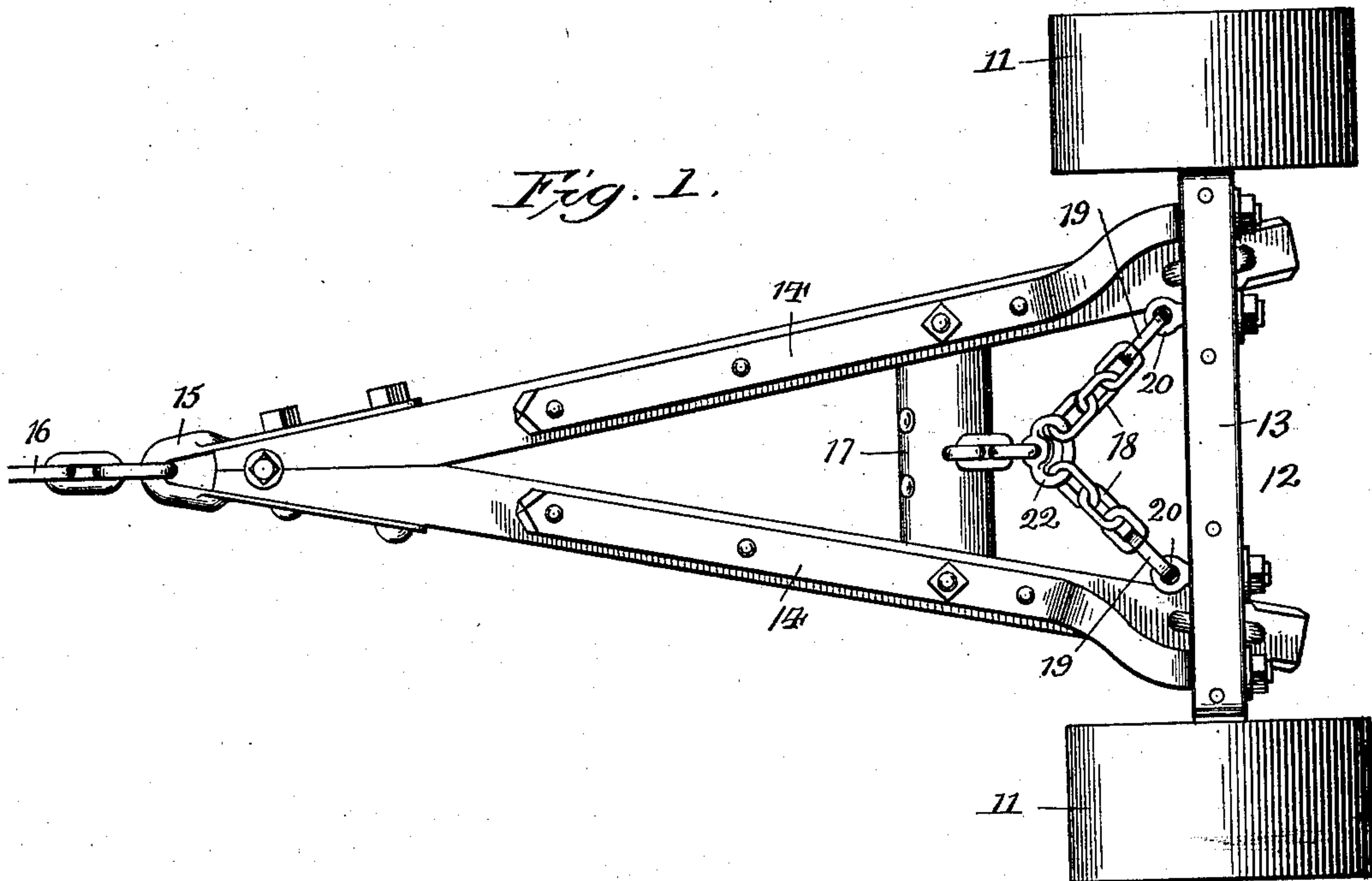
Patented Apr. 9, 1901.

P. ROONEY.
LOG CARRIER.

(Application filed June 7, 1900.)

2 Sheets—Sheet 1.

(No Model.)



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2 Sheets—Sheet 2.

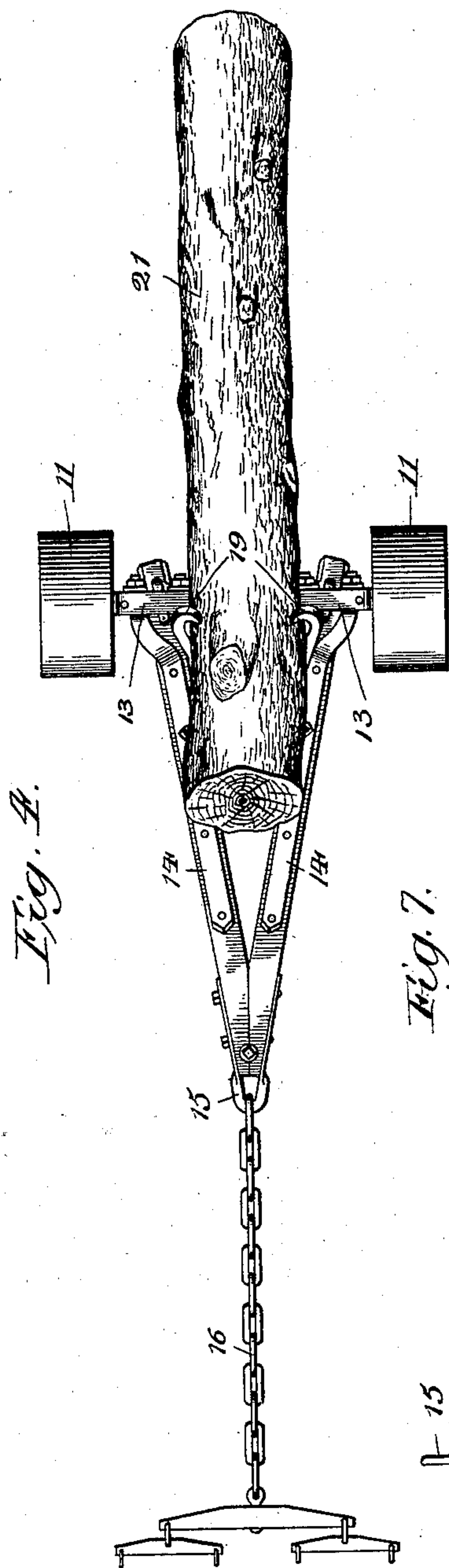


Fig. 7.

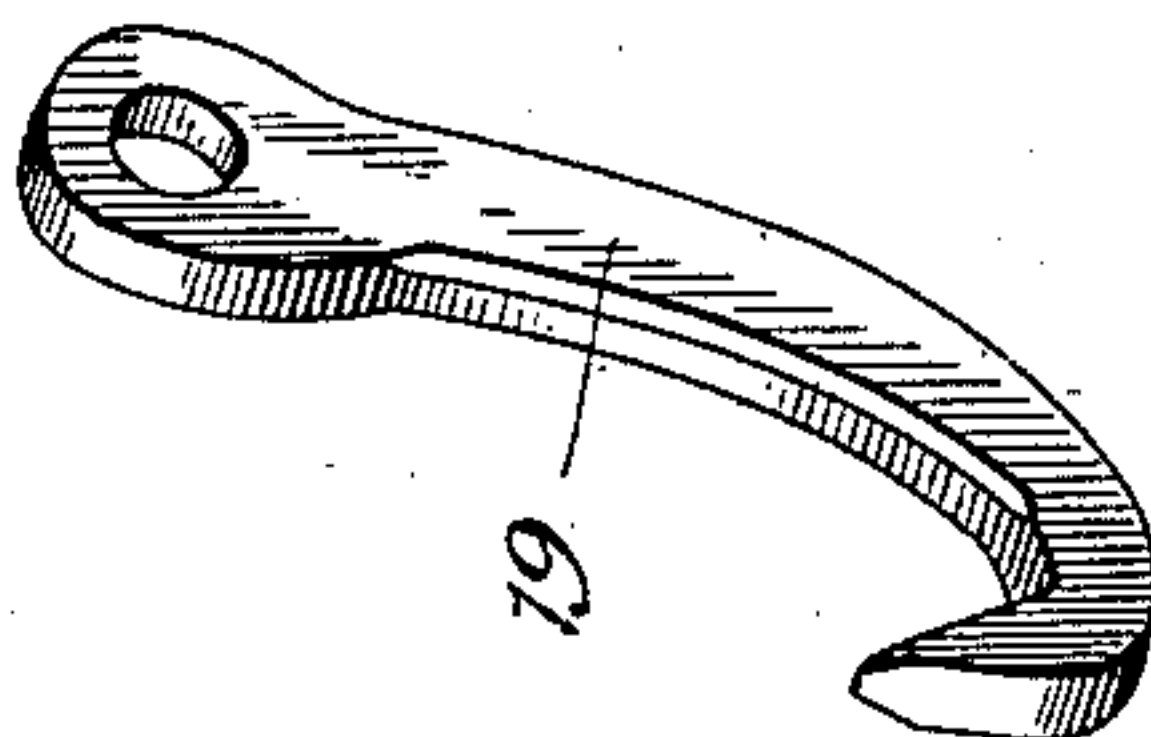


Fig. 6.

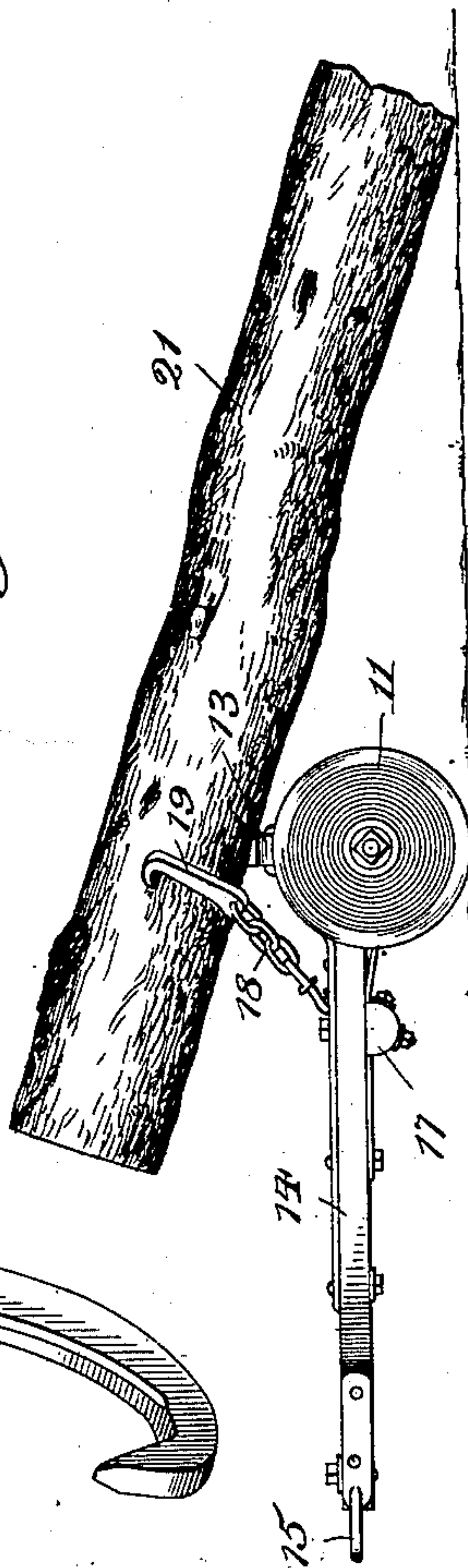
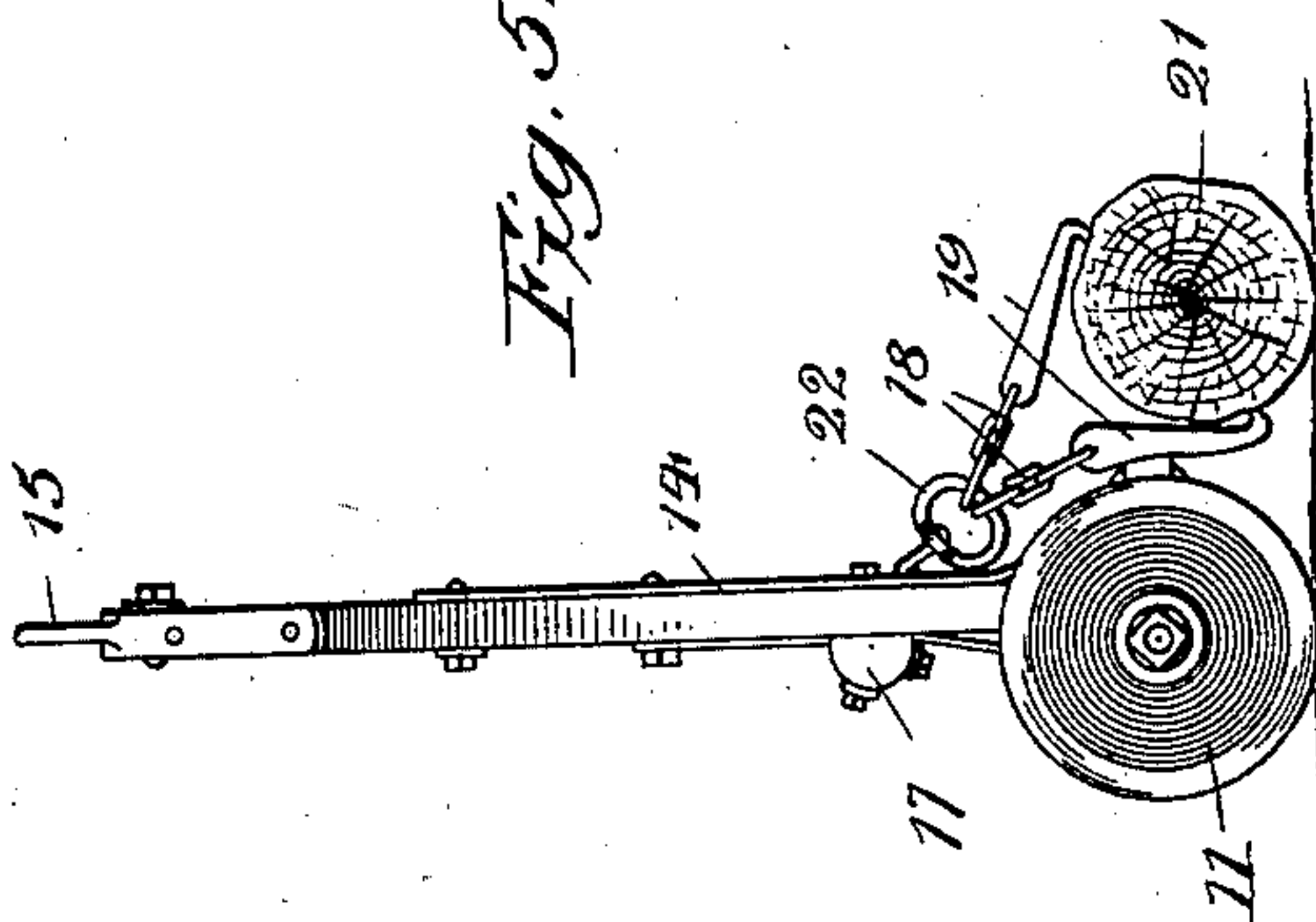


Fig. 5.



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UNITED STATES PATENT OFFICE

PATRICK ROONEY, OF NORFIELD, MISSISSIPPI, ASSIGNOR OF TWO-THIRDS
TO FRANK A. AREND AND JOHN S. BUTTERFIELD, OF SAME PLACE.

LOG-CARRIER.

SPECIFICATION forming part of Letters Patent No. 671,659, dated April 9, 1901.

Application filed June 7, 1900. Serial No. 19,435. (No model.)

To all whom it may concern:

Be it known that I, PATRICK ROONEY, a citizen of the United States, residing at Norfield, in the county of Lincoln and State of Mississippi, have invented a new and useful Log-Carrier, of which the following is a specification in its best form now known to me, reference being had to the accompanying drawings.

My invention relates to log-carriers, and particularly to carriers for use in loading and drawing the logs from the woods.

The object of my invention is to provide a carrier of cheap and simple construction which will automatically load the logs, thereby dispensing with many men and expensive tools.

In the drawings, Figure 1 is a plan, Fig. 2 a longitudinal sectional, and Fig. 3 a rear view of my log-carrier when empty. Fig. 4 is a plan and Fig. 6 a side view of my carrier with a log loaded thereon ready to be hauled away. Fig. 5 shows the loader in the position in which it is placed when starting to load the log. Fig. 7 is a detail of a hook.

In the drawings, 10 represents the axle for the wheels 11. To the axle 10 is rigidly bolted the bolster 12, which is preferably of such a height that its top is on a level with or slightly higher than the tops of the wheels 11. The bolster is hollowed out slightly toward the center in the curve 13, so as to form a resting place for the log, and is also rounded off at its ends, as shown. Extending forward from the axle 10 are the hounds 14, terminating in the ring 15, to which the chain 16, running to the horses or other source of power, is attached. Between the hounds 14 and a part of them and in front of the bolster is the brace 17, to which are attached by a swivel the log-chains 18, on the ends of which are the hooks 19, adapted to catch in the surface of the log 21, and thus take hold of it.

20 indicates staples, in which the hooks 19 are temporarily fastened when not in use. The shape of the hooks 19 is quite an important part of my invention. By making them of the shape shown and keeping them sharp it is usually only necessary to place the hooks against the log, when the men pulling on the hounds of the carrier will cause the hooks to

take hold; but the hooks may of course be driven into the log by blows from an ax or other tool.

While the shape, dimensions, and materials may be varied without departing from my invention, I have obtained satisfactory results with a machine in which the wheels were thirteen inches wide by nineteen inches in diameter, the width inside the wheels three feet, and the length of the hounds six feet six inches.

In working with my carrier I first place it, with the hounds, in a vertical position near one end of the log, as shown, and drive the chain-hooks into the log, as shown in Fig. 5. I then attach horses or other power to the chain 6 and pull in a direction substantially transversely to the axis of the log. As the hounds settle toward the horizontal position I usually turn them toward the short end of the log, but may go directly forward if the log is short. The result is that by the single action of pulling the log is lifted over the wheels and onto the bolster, as shown in Figs. 4 and 6.

The bolster with its top on a level with or higher than the tops of the wheels serves the especial purpose of holding the hooks and chains in such a position that as the log is raised it clears the wheels and does not wedge against or under the wheel, as it would otherwise do, particularly in the case of a small log. The way in which the bolster holds chain and log clear of the wheels is clearly shown in Fig. 5.

One of the great advantages of my invention lies in the fact that it loads the logs automatically, thereby doing away with the services of several men and many tools, which are ordinarily required.

The use of this small carrier with broad wheels prevents the ground being cut up, as it is with the ordinary log-cart.

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

1. In a log-carrier, the combination of a pair of wheels and their axle, a bolster on said axle having its top approximately in the plane of the tops of said wheels, hounds extending forward from the axle, a pair of chains secured to said hounds and hooks at the ends

of said chains passing over and supported upon said bolster adapted to grapple the log, substantially as described.

2. In a log-carrier, the combination of a pair of wheels and their axle, a bolster on said axle, hounds extending forward from the axle, a pair of chains secured to said hounds, and hooks at the ends of said chains adapted to grapple the log, said hooks being carried by a support or bolster as high above the axle as the tops of the wheels, substantially as described.

3. In a log-carrier, the combination of a pair of wheels and their axle, a bolster on said axle, hounds extending forward from the axle, chains connected to a swivel secured to said hounds at a point in front of said bolster, and hooks shaped substantially as shown, adapted to grapple the log, secured to the ends of said chains, said hooks being carried by a support or bolster substantially as high as the tops of the wheels, substantially as described.

4. In a log-carrier, the combination of a

pair of wheels and their axle, a bolster on said axle, hounds extending forward from said axle, chains connected to said hounds at a point in front of said bolster, and hooks attached to said chains, carried on a support or bolster substantially in the plane of the peripheries of the wheels, adapted to grapple and project into the log and raise the same over the wheels, substantially as described.

5. In a log-carrier, the combination of a pair of wheels of broad tread and relatively short diameter and their axle, a bolster on said axle having its top approximately in the plane of the tops of the wheels, hounds extending forward from the axle, chains having sharp-pointed hooks adapted to engage the log supported on said bolster, secured to said hounds in front of said axle, substantially as described.

PATRICK ROONEY.

Witnesses:

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JNO. J. RIGGS.