

No. 719,094.

PATENTED JAN. 27, 1903.

J. H. DICKINSON.

LOG CAPPER.

APPLICATION FILED OCT. 9, 1897.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1,

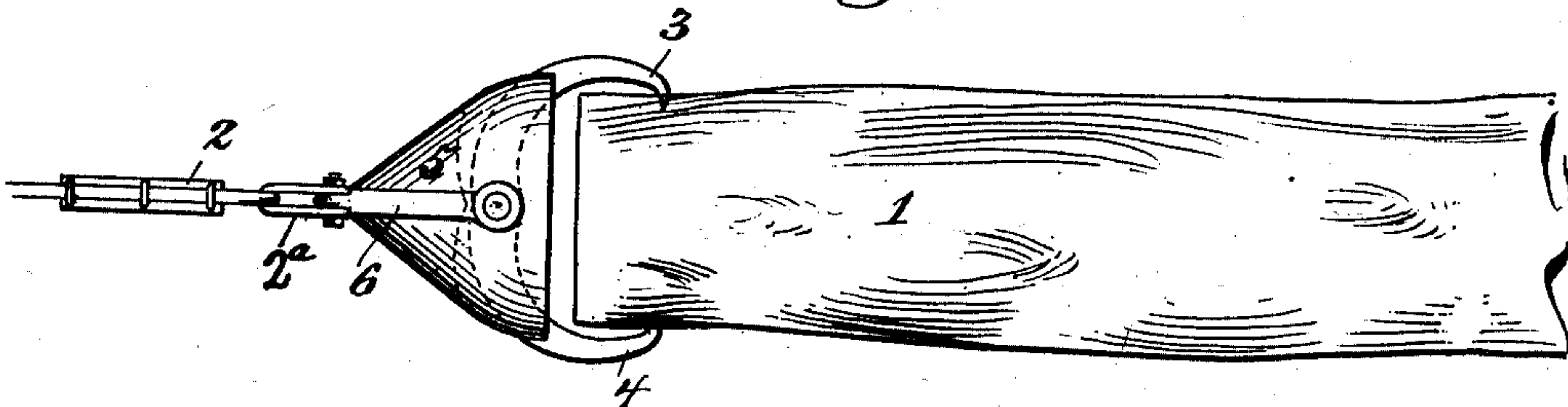


Fig. 2,

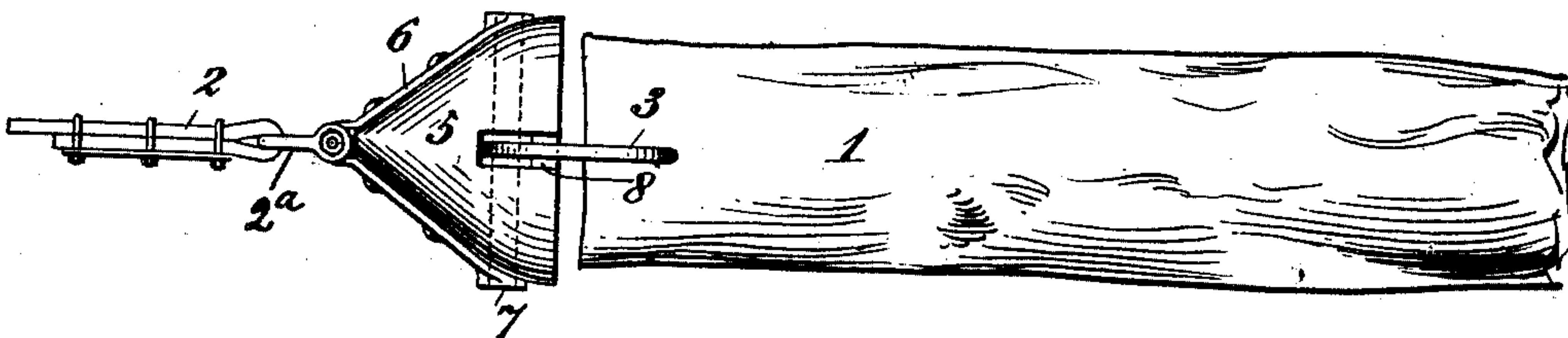


Fig. 3,

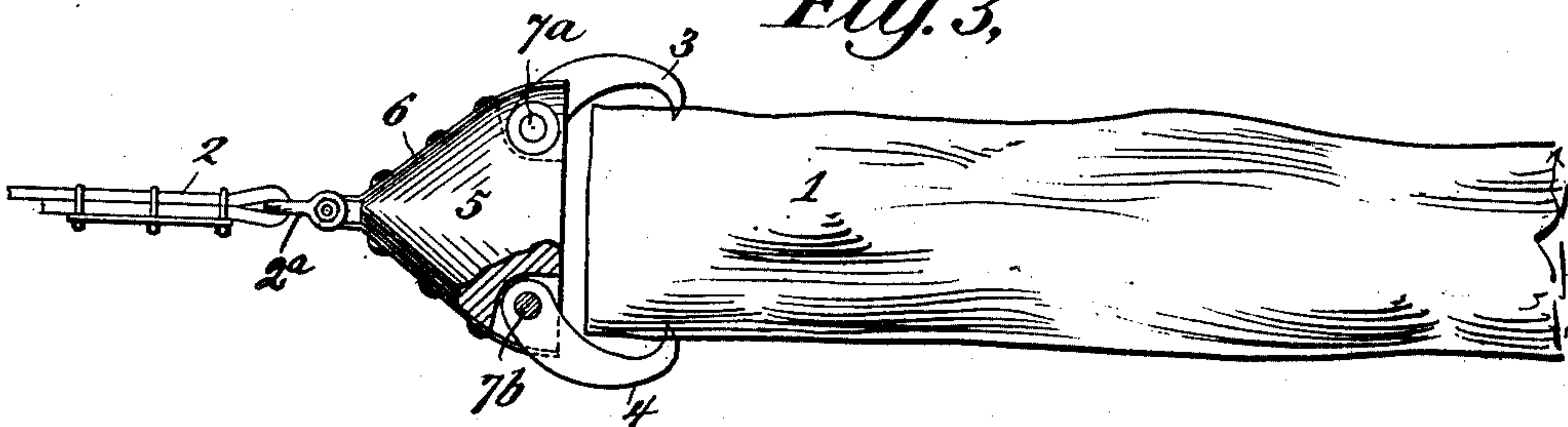
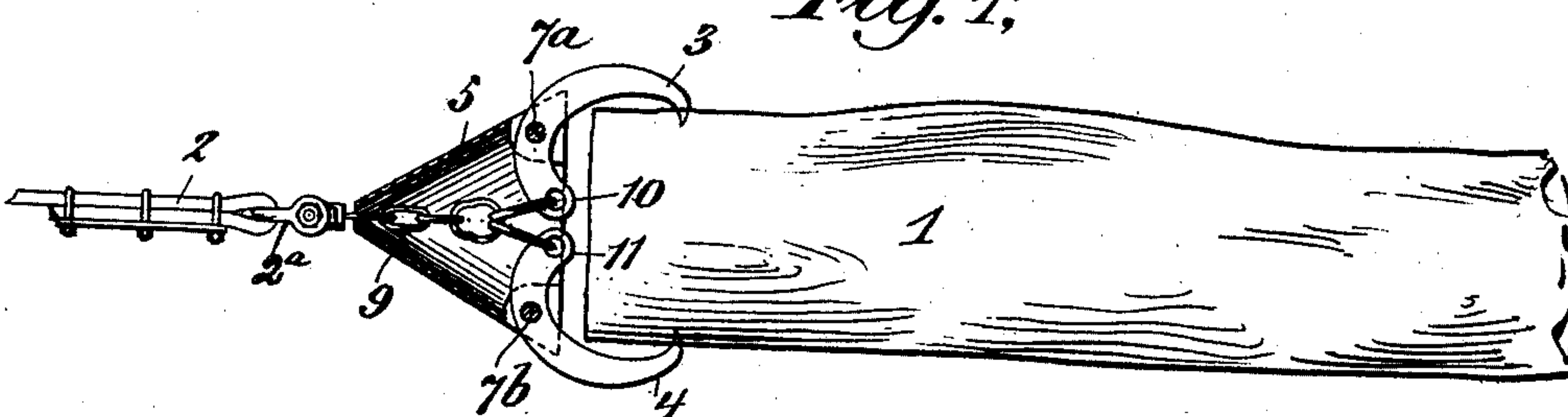


Fig. 4,



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2 SHEETS—SHEET 2.

Fig. 5,

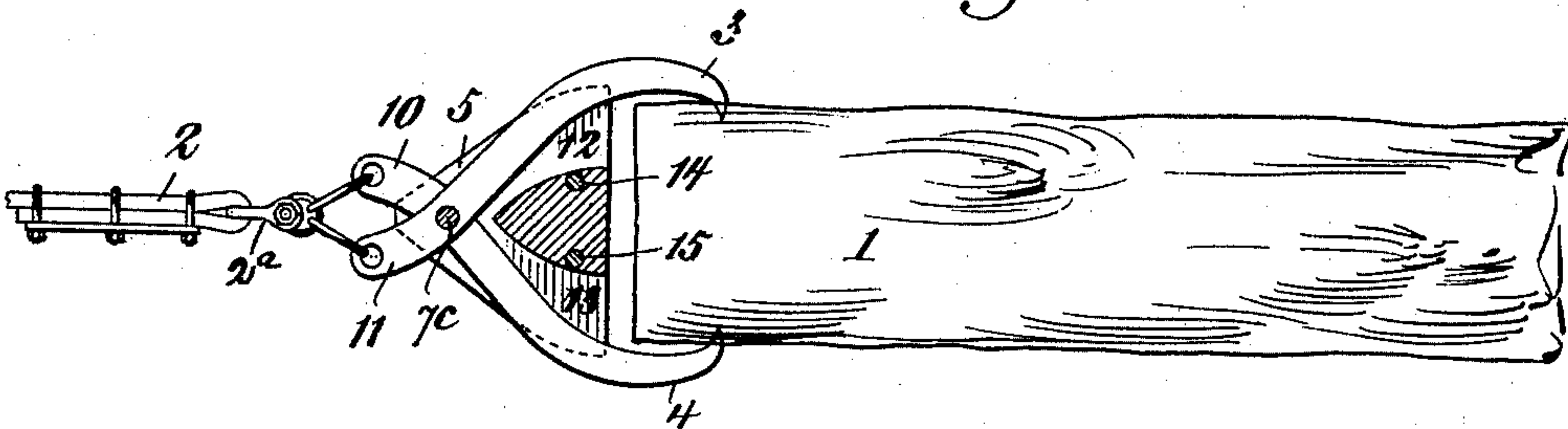


Fig. 6,

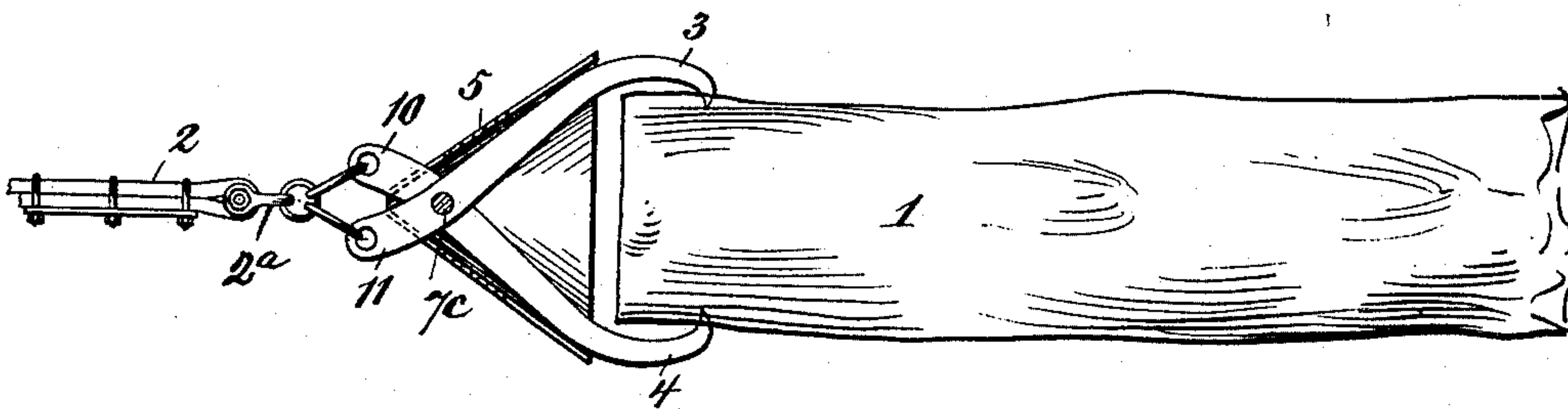
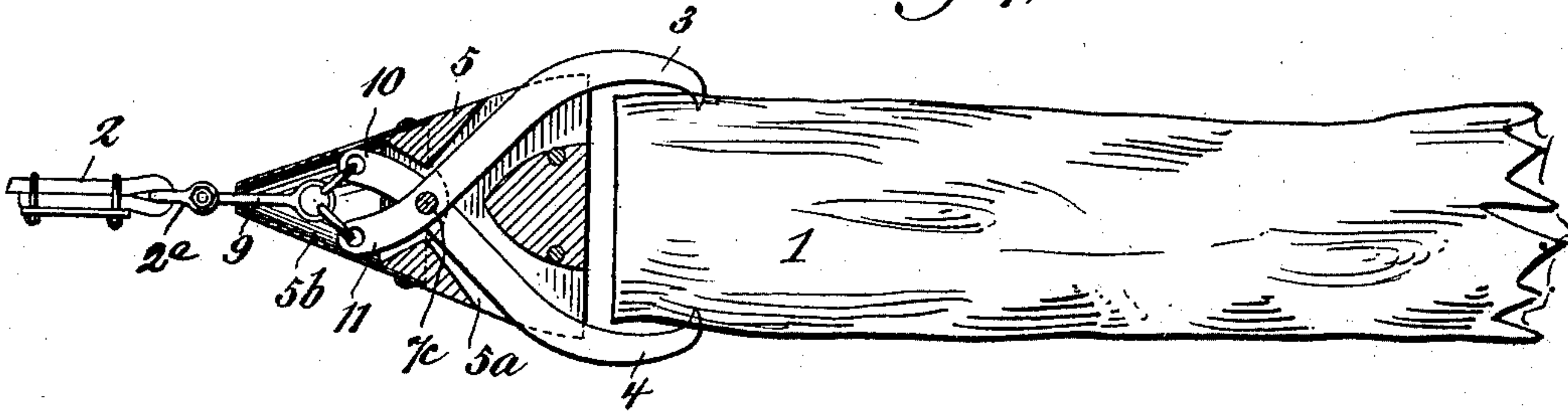


Fig. 7,



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UNITED STATES PATENT OFFICE.

JOSEPH H. DICKINSON, OF NEW ORLEANS, LOUISIANA, ASSIGNOR TO
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OF NEW YORK.

LOG-CAPPER.

SPECIFICATION forming part of Letters Patent No. 719,094, dated January 27, 1903.

Application filed October 9, 1897. Serial No. 654,641. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH H. DICKINSON, a citizen of the United States, and a resident of New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Log-Cappers, of which the following is a specification.

In the accompanying drawings, Figures 1 and 2 are respectively a plan and side view of one form of my invention. Fig. 3 is a plan view, partly in section, of another form. Fig. 4 is a plan view in section of a third form. Fig. 5 is a plan view in section of a fourth form. Fig. 6 is a plan view in section of a fifth form. Fig. 7 is a plan view in section of a sixth form.

In all the forms illustrated, excepting in Figs. 4 and 6, the body or conical part of the capper is shown as constructed of wood. In the forms shown in Figs. 4 and 6 the body or conical part is shown as constructed of a hollow cone of steel.

In all of the figures, 1 is the log. 2 is the chain or rope for hauling the same. 3 and 4 are the jaws by which the log is gripped. 5 is the conical body of the cap.

In the form shown in Figs. 1 and 2 the chain is coupled by the coupler 2^a to a metal strap 6, spanning the wooden cone 5 and carrying between its extremities the pin 7, upon which the jaws 3 and 4 are hung. The jaws 3 and 4 lie partially in a groove 8 in the wooden cone. The pull on the chain 2 is thus transmitted through the metallic connections 6 and 7 to the jaws 3 and 4, while the wooden cone acts to cover the parts, including the end of the log, and to deflect them by obstructions.

In Fig. 3 the same construction exists substantially, excepting that the jaws 3 and 4 are hung, respectively, on separate pins 7^a and 7^b, and said pins are fixed in the wood of the cone 5 instead of being connected with the strap 6. The connection through which the pull is transmitted to the jaws 3 and 4 in this case consists of the strap 6, the wooden cone 5, and the pins 7^a and 7^b.

In Fig. 4 the cone is made of hollow steel having a hole at its apex, through which extends the coupler-chain 9 from the chain or

rope 2. In this case each of the jaws 3 and 4 is pivoted upon a separate pin 7^a and 7^b, which pins are fixed to the cone 5. The jaws are respectively extended beyond their pivots into the arms 10 and 11, to both of which arms the coupler-chain 9 is secured. In this form the metallic connection by which the pull is transmitted to the jaws 3 and 4 consists of the chain 9.

In Fig. 5 the rope or chain 2 is coupled directly to the rearward extensions 10 and 11 of the jaws 3 and 4. The jaws and said rearward extensions form tongs pivoted on the pin 7^c near the apex of the wooden cone 5. Said pin 7^c is fixed in said wooden cone, and the tongs lie in the slots 12 and 13. 14 and 15 are stay-rods extending transversely across the cone to strengthen it.

In Fig. 6 the construction is similar to that of Fig. 5, excepting that the cone in Fig. 6 is constructed of hollow steel.

Fig. 7 is similar to Fig. 5, excepting that the cone is constructed partially of wood and partially of hollow steel. The wood constitutes the frustum of a cone 5^a, through which pass the grooves necessary to receive the tongs, and the apex of the cone is formed by the hollow steel cone 5^b, through the open apex of which passes the coupler 9.

I am aware of the Baptist patent, No. 400,728, dated April 2, 1889, in which the chain passes through the apex of a cone and is secured to bolts driven into the end of the log. I am also aware that in the Baptist patent, No. 561,855, dated June 9, 1896, a similar form is shown with tongs substituted for said bolts. In said Baptist constructions, however, the tongs or bolts and the cone are separate contrivances, which are only combined by reason of their connection with the rope or chain and which are separately applied to said rope or chain. As distinguished from this, all of the constructions shown in this specification exhibit the jaws by which the log is held as unified with the cone, either by extending through recesses therein or by pivotal connection therewith in such a way that the jaws and cone constitute a unit of mechanism the attachment of which together

is independent of the hauling rope or chain and to which the hauling-rope or its equivalent—a chain—is attached as a unit, so that the combined jaws and cone are carried as a unit to the place of use and substantially only one handling is necessary in attaching them to the end of the hauling-rope.

Although I have shown various ways by which the log-engaging dogs are secured to the deflector, all coming within the generic invention claimed by me, I do not wish to be understood as limiting myself to the forms shown, since other ways of securing the dogs to the deflector may be adopted without departing substantially from the unified principle of my log-capper.

I claim—

1. In a log-capper the combination with a deflector, of log-engaging dogs pivoted upon the deflector, and a draft connection at the apex of the deflector.

2. In a log-capper the combination with a deflector, having slots therein, dogs lying in said slots and permanently secured to the de-

flector, and a draft connection at the small end of the deflector.

3. In a log-capper the combination with a deflector, of dogs pivoted to and lying mainly within the outlines of the deflector, and a draft connection at the apex of the deflector.

4. In a log-capper the combination with a deflector, of log-engaging dogs secured to said deflector, and a draft connection for said capper.

5. In a log-capper the combination with a deflector, of log-engaging dogs secured to said deflector, and a draft connection with the dogs.

6. In combination, the jaws 3 and 4, the deflector, a pivotal connection between each of the same and the deflector intermediate the two ends of each jaw, and a hauling connection attached to the rear end of each jaw, substantially as described.

JOSEPH H. DICKINSON.

Witnesses:

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