No. 760,354.

PATENTED MAY 17, 1904.

D. W. STRICKLAND.

LUMBER WAGON.

APPLICATION FILED NOV. 12, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

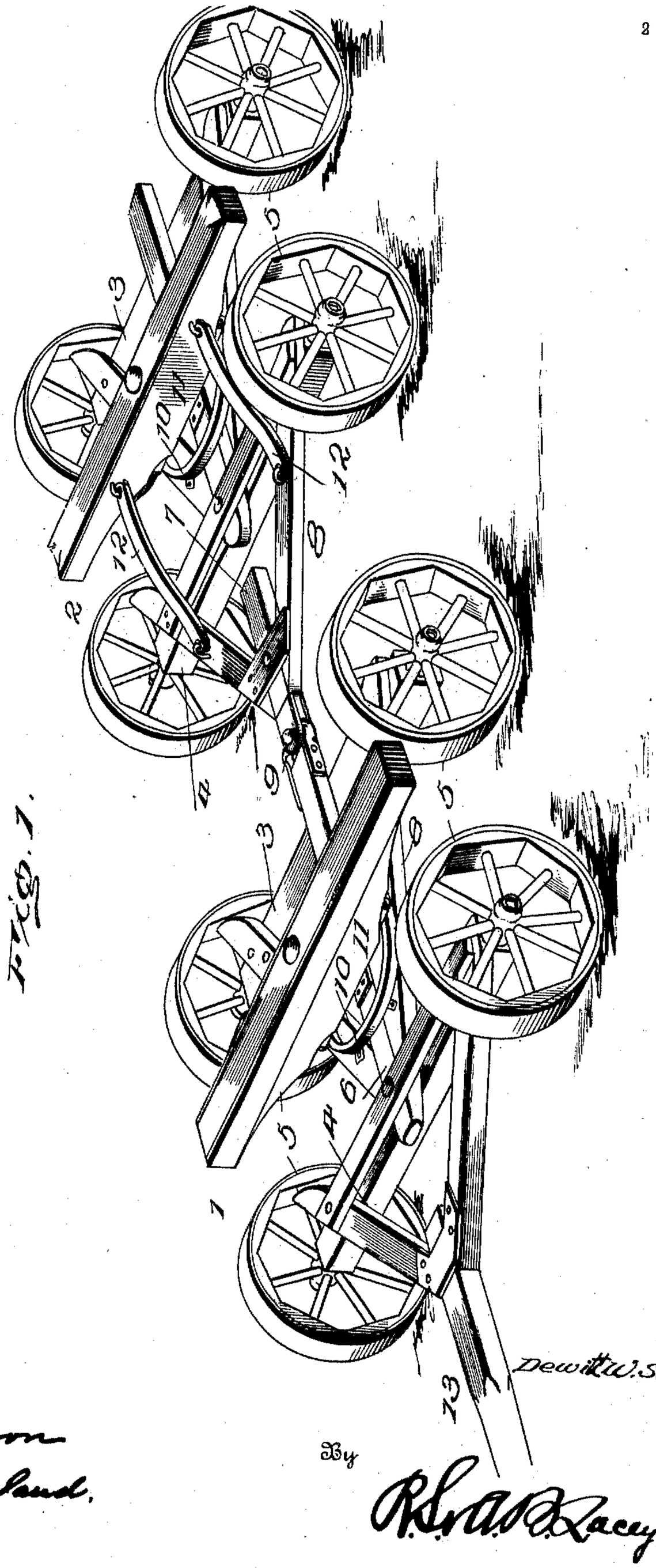

FIG. 1.

Witnesses
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Inventor
DeWitt W. Strickland.

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2 SHEETS—SHEET 2.

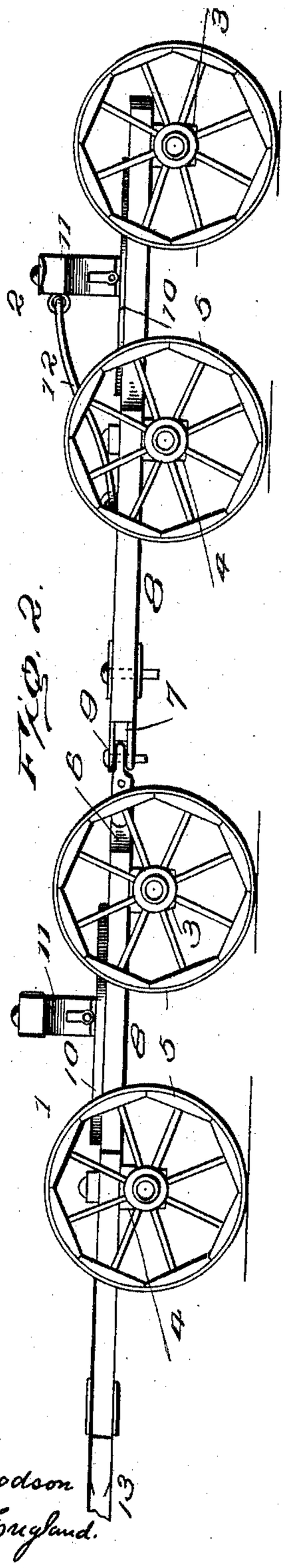

FIG. 2.

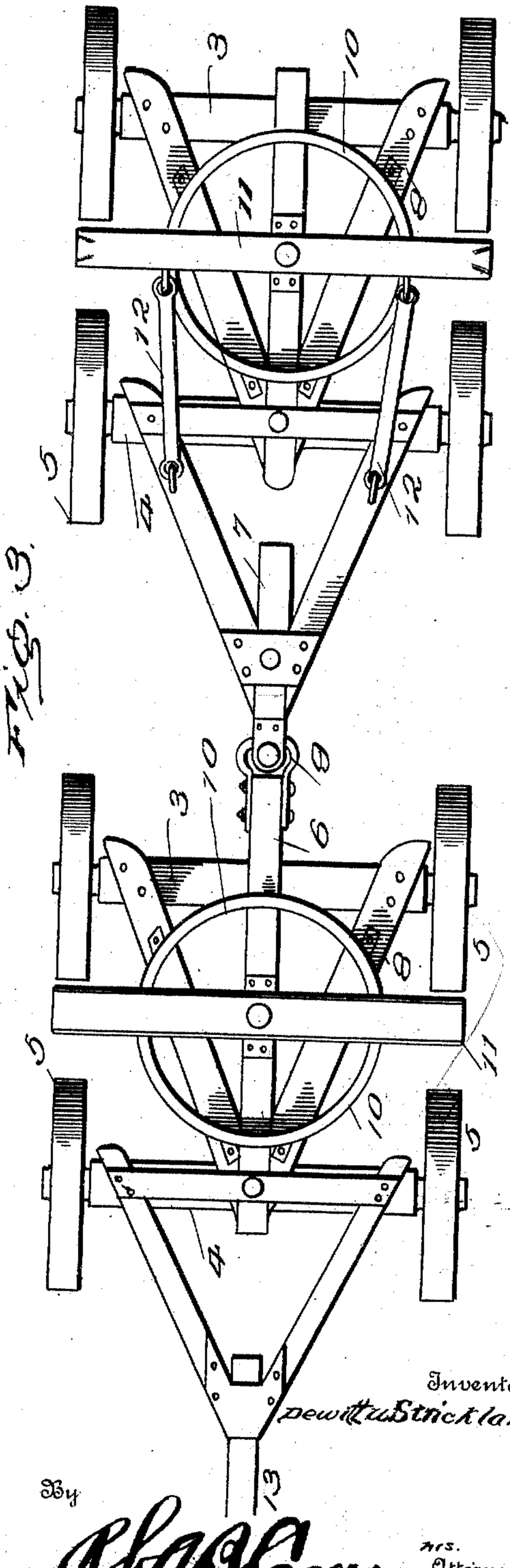

FIG. 3.

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No. 760,354. Patented May 17, 1904.

UNITED STATES PATENT OFFICE.

DEWITT W. STRICKLAND, OF COLUMBIA, MISSISSIPPI.

LUMBER-WAGON.

SPECIFICATION forming part of Letters Patent No. 760,354, dated May 17, 1904.

Application filed November 12, 1903. Serial No. 180,916. (No model.)

To all whom it may concern:

Be it known that I, DEWITT W. STRICKLAND, a citizen of the United States, residing at Columbia, in the county of Marion and State of Mississippi, have invented certain new and useful Improvements in Lumber-Wagons, of which the following is a specification.

This invention relates to that type of heavy draft-wagons more especially used for carrying lumber, embodying the use of independent trucks, each supporting independent bolsters, upon which the load is disposed. Special means are provided for maintaining the bolsters in an ascertained position upon the respective trucks, permitting movement of the said bolsters relative to the trucks, but always restoring the same to a normal position after said movement.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Fig. 1 is a perspective view of the invention. Fig. 2 is a side elevation. Fig. 3 is a top plan view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The trucks upon which the load is supported comprise the front and rear frames 1 and 2. Each of the frames 1 and 2 are provided with two axles, the rear axles 3 being rigidly secured to the frames and the front axles 4 pivotally mounted relative thereto. Ground-wheels 5 are mounted upon the respective axles of the frames and support the trucks in the usual manner. The frames are connected together by the reaches 6 and 7, the reach 6 being carried by and rigidly secured to the front frame. Extending from the rear pivoted axle 4 are the hounds 8, between which is secured the reach 7, adapted for adjustment in the usual manner. The reaches 6 and 7 are pivotally connected together by any substantial means desired, as shown at 9. Fifth-wheels 10 are disposed upon the front and rear frames 1 and 2, and adjacent the said fifth-wheels are pivoted the bolsters 11, secured in position by king-bolts or the like.

The weight of the load is directly upon the bolsters, as will be readily understood, and as the vehicle turns the bolsters move independently of the frame carrying them, so that the vehicle is permitted to move independently thereof. It will be apparent, in view of the foregoing, that the vehicle may make as short a turn as under ordinary conditions is necessary to facilitate the advance thereof, which is essentially important in this class of draft-wagons.

In order that the load carried by the vehicle may be prevented from assuming a position not conforming to the relative positions of the parts comprising the truck, means are provided, as before mentioned, to hold the bolsters in an ascertained position upon the trucks. The vehicle is essentially designed as a lumber-carrier, and it is therefore necessary that the lumber supported by the two bolsters shall be disposed and held in position approximately lengthwise of the vehicle, except in the turning movement of the latter. For the above reason bars 12 are provided which connect the corresponding ends of the rear bolster and the hounds 8, extending from the rear pivoted axle 4. The bars 12 are pivotally connected to the bolster and hounds and hold the bolster in a relative position as regards the truck upon which it is disposed. In the turning movement of the vehicle the rear bolster is actuated by means of the connecting-bars 12 being turned slightly, dependent upon the turning movement of the rear pivoted axle 4. The load upon the vehicle connects the front and rear bolsters for simultaneous movement, so that the position assumed by the front bolster is substantially parallel at all times with the rear bolster. As soon as the vehicle advances in a straight course the rear axle 4 assumes its normal position, throwing the bolster into its normal position, thereby causing the load to be properly supported

relative to the body of the vehicle. The bolsters are thus not permitted to assume a position at an angle to the axles of the trucks except in the turning movement of the vehicle, being always restored to an ascertained and relative position, as before described.

A tongue 13 extends from the front axle and is of any desirable form usually employed.

Having thus described the invention, what is claimed as new is—

1. In a vehicle, the combination with front and rear trucks, reaches pivotally connecting the trucks, axles pivoted to the respective trucks, bolsters supported upon the trucks, and connecting means coöperating with a bolster and the adjacent pivoted axle to hold the bolsters in a relative position.

2. In a vehicle, the combination with front and rear trucks, reaches pivotally connecting the trucks, bolsters supported by said trucks, axles pivoted to the respective trucks, and means operable by the pivoted axles and holding the bolsters in an ascertained position relative to the axles.

3. In a vehicle, the combination with double-truck frames, rigid and pivoted axles carried by each of the said frames, hounds extended from the pivoted axle of the rear-truck frame, reaches pivotally connecting the front-truck frame and the hounds aforesaid, bolsters pivoted to the said truck-frames, and members pivotally connecting the rear bolster with the hounds extended from the pivoted axle of the rear frame aforesaid.

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

DEWITT W. STRICKLAND. [L. S.]

Witnesses:

H. B. WELLBORN,

L. C. WELLBORN.