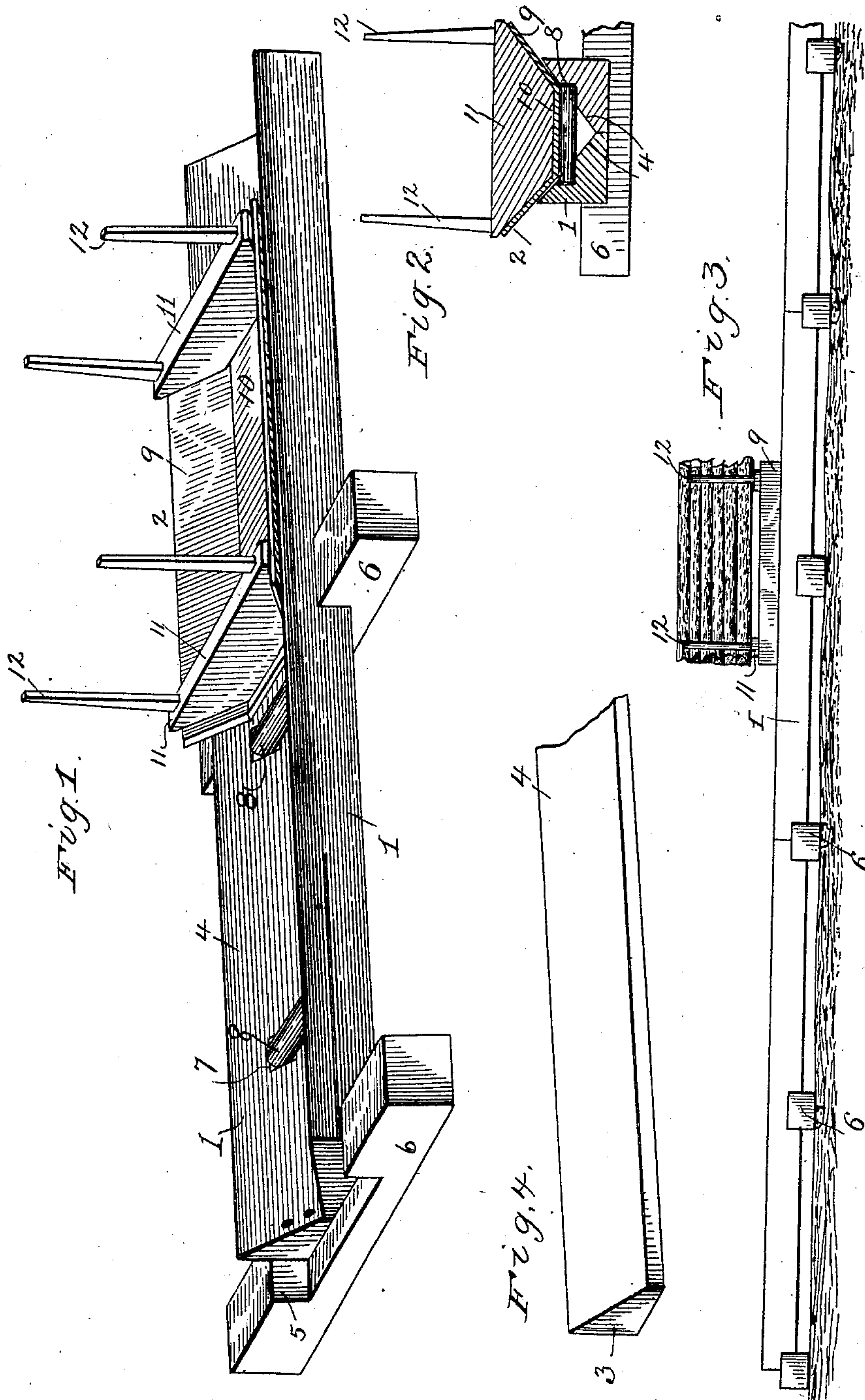


No. 839,971.

PATENTED JAN. 1, 1907.

S. L. VANCE.
LOG TRANSFER.

APPLICATION FILED APR. 30, 1906.



Witnesses
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UNITED STATES PATENT OFFICE.

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LOG-TRANSFER.

No. 839,971.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed April 30, 1906. Serial No. 314,589.

To all whom it may concern:

Be it known that I, SEYMOUR L. VANCE, a citizen of the United States, residing at Kinzua, in the county of Warren and State of Pennsylvania, have invented certain new and useful Improvements in Log-Transfers, of which the following is a specification.

This invention relates to new and useful improvements in transferring devices, and it especially has reference to log-transfers.

The present invention aims to provide a sectional runway and a car or boat slidable therein. It is especially designed to provide a runway in which the sections may be disassembled from one another and are independently portable in order that they may be moved from place to place in the logging country, whereby the sections being independently portable the runway constructed thereof may be set up as an entirety in different places.

The detailed construction will appear in the course of the following description, in which reference is had to the accompanying drawings, forming a part of this specification, like numerals designating like parts throughout the several views, wherein—

Figure 1 is a perspective view of the log-transfer constructed in accordance with the present invention. Fig. 2 is a vertical transverse section thereof. Fig. 3 is a side elevation, and Fig. 4 is a detailed perspective of sections of the runway.

In the practical embodiment of my invention I employ a runway 1, arranged in an inclined plane, and a car or boat 2, slidable therein. The runway 1 is composed of counterpart sections 3, formed with inclined top surfaces 4. The sections 3 are arranged in parallel confronting relation, so as to afford a runway for the car or boat 2 of substantial V shape and between the inclined sides of which said car or boat has movement. The sections in their assembled relation, as above described, are supported in recesses 5, provided in transverse skids 6, which are arranged centrally of the length of the sections and adjacent to the meeting edges thereof. The sections 1 are severally formed in their inclined sides 4 at regular intervals with recesses 7, which are arranged in alinement in pairs in the parallel relation of the said inclined sides. Transversely journaled in said

recesses in any approved manner are rollers 8, upon which the boat 2 is supported, and said rollers serve to take up friction in the movement of the boat along said runway. The boat 2 is constructed with a body 9 of substantially the same cross-sectional shape as said runway. The body 9 is formed with a flat bottom 10, which rides upon the rollers 8. End pieces 11 are provided in the body 9, and said end pieces carry corner-standards 12.

In practical use it is designed that the car or boat 2 shall be of sufficient capacity to carry approximately a cord of wood. The wood having been placed upon said car or boat 2 between the standards 12, as shown in Fig. 3, said car gravitates down the inclined runway 1 to the desired destination. The car or boat 2 travels upon the rollers 8 with its flat bottom 10, and the inclined sides of said car extend parallel to and are closely associated with the inclined sides of the runway 1. The sections 3 are secured to the skids 6 by bolts or other approved fastening means. Said sections may severally be removed from said skids and are of a size to be carried about from place to place by a laborer, whereby the runway may be disassembled in one place and progressively constructed in another place.

It is obvious that various minor changes may be made in the invention without departing from the spirit and scope thereof as defined in the appended claim.

Having fully described my invention, I claim—

A log-transfer embodying an inclined runway formed with counterpart sections severally provided with inclined upper surfaces which mutually converge in the parallel relation of said sections, rollers journaled transversely of said runway and between said sections, and a car or boat slidable in said runway and formed with a flat bottom designed to ride upon said rollers and with inclined sides overlying for a short distance the inclined sides of said sections.

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

SEYMOUR L. VANCE.

Witnesses:

A. HARTNESS,
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