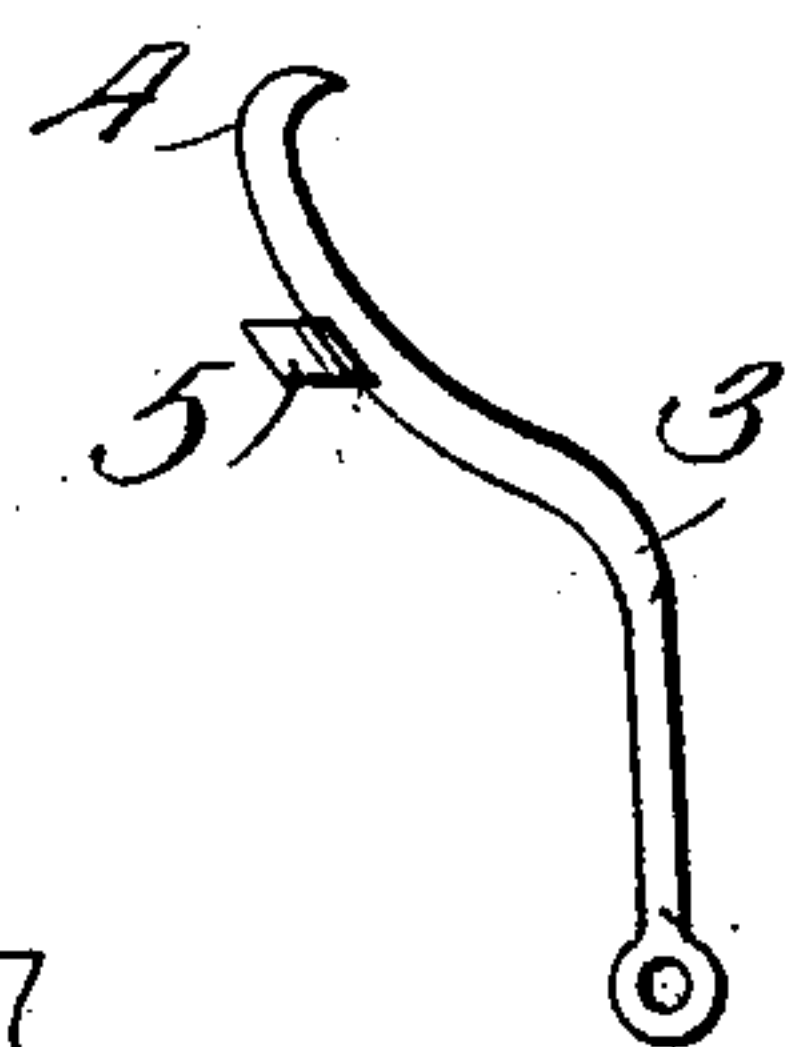
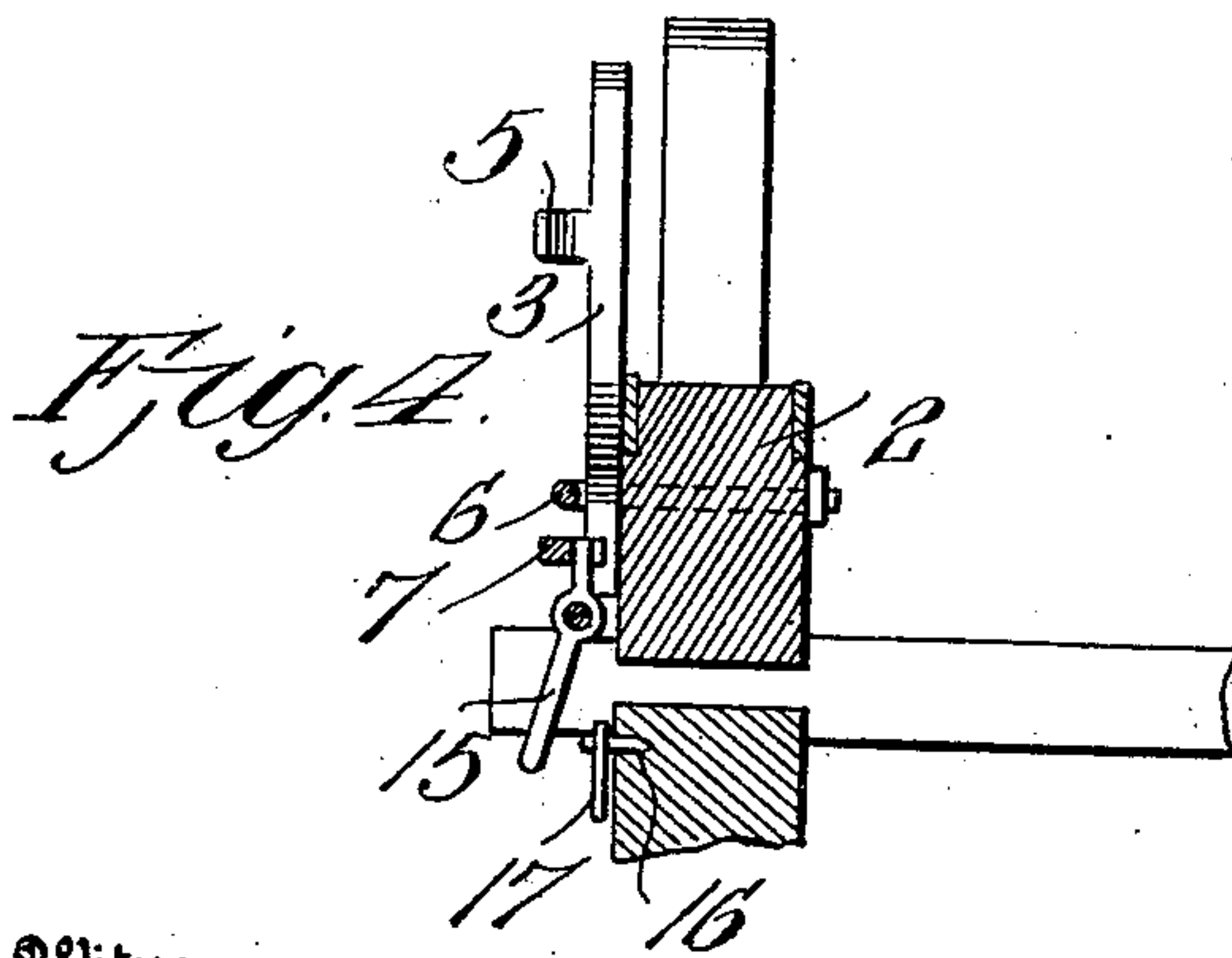
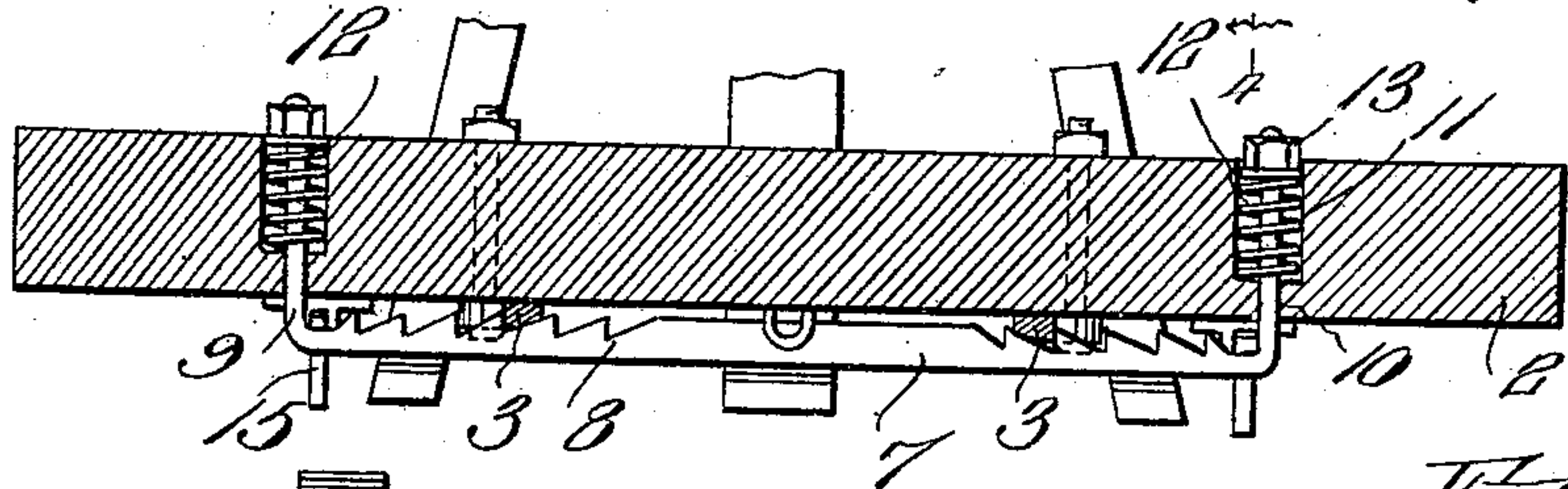
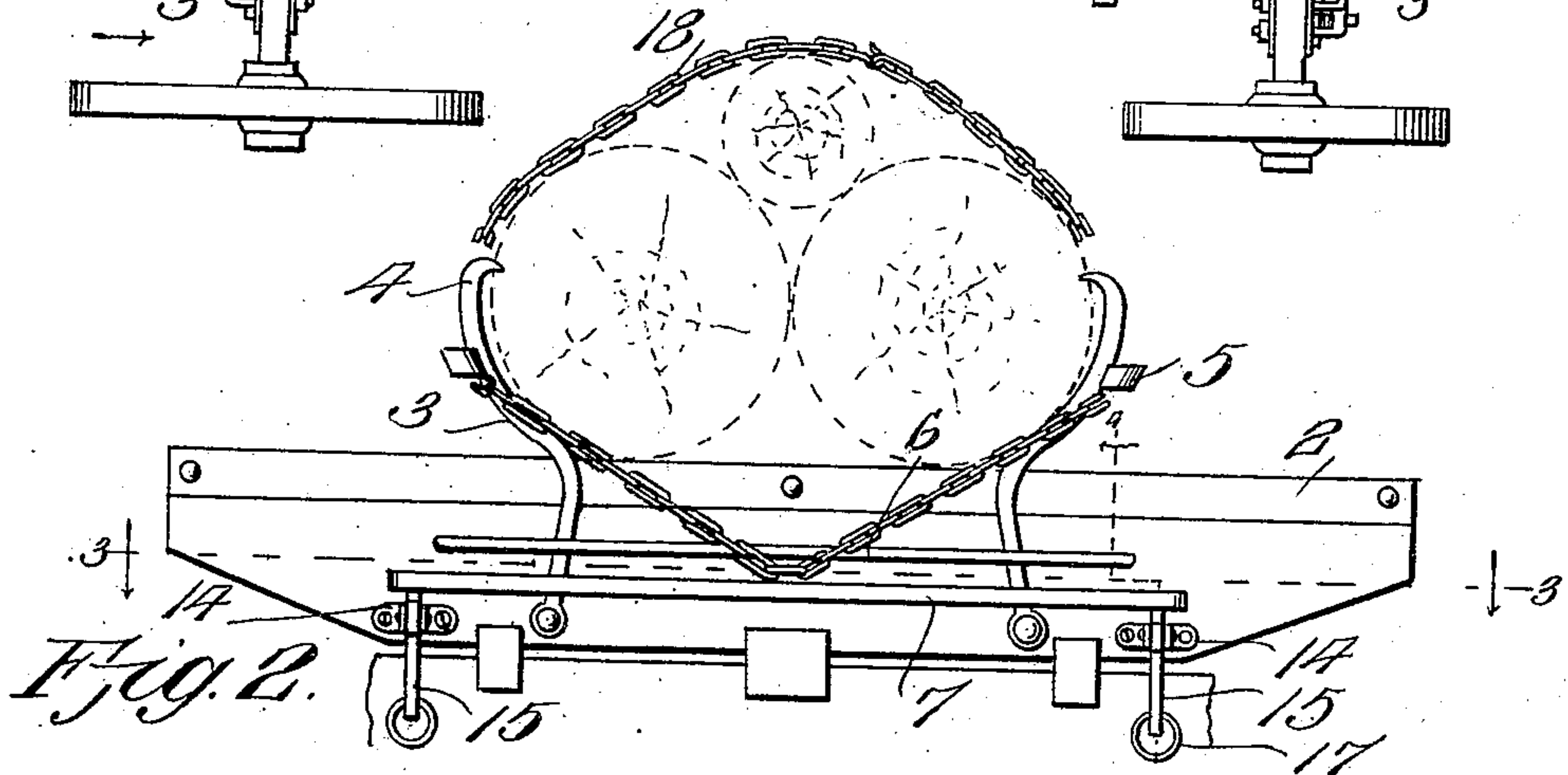
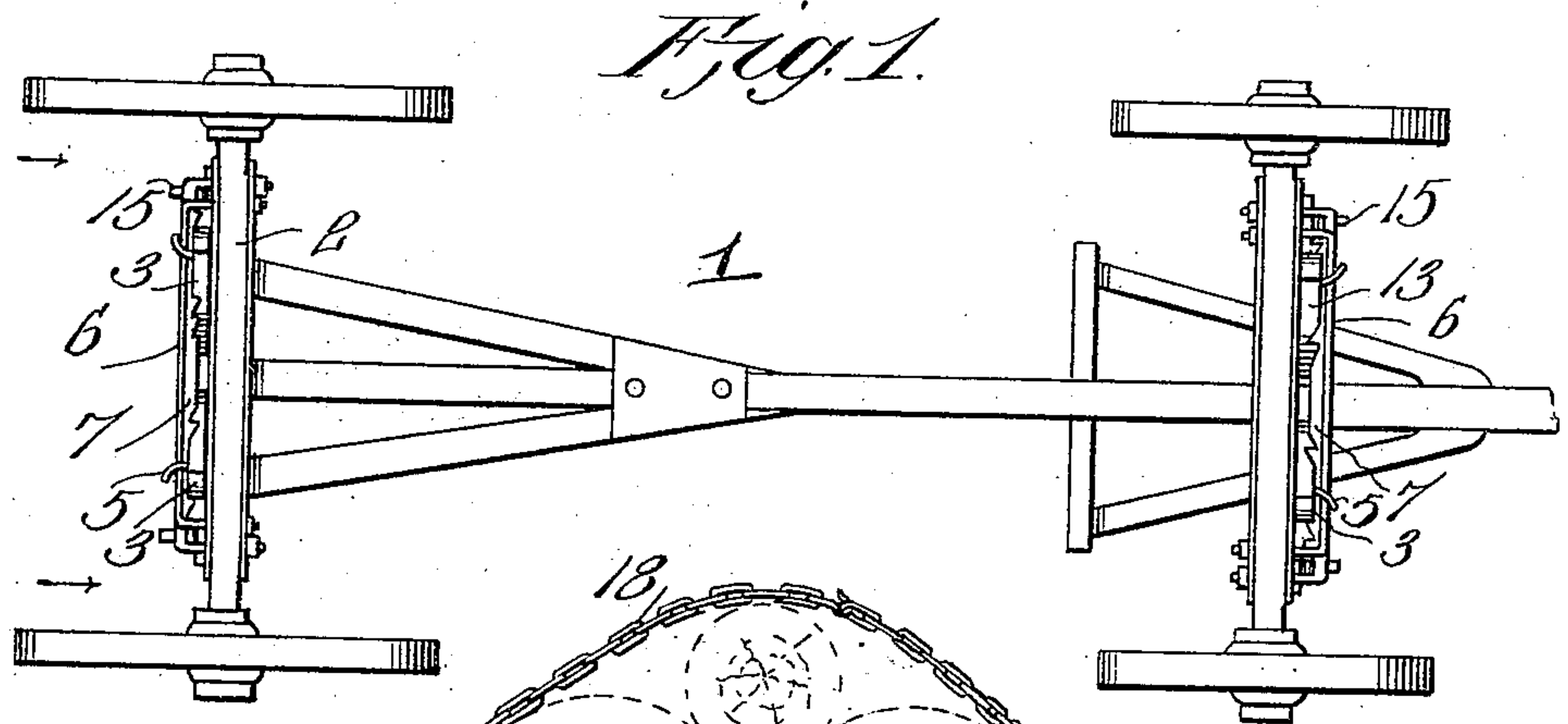


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 DOG FOR LOG WAGONS.
 APPLICATION FILED JUNE 30, 1908.

951,213.

Patented Mar. 8, 1910.



Witnesses
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[Signature]

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UNITED STATES PATENT OFFICE.

HARRY GOLDEN, OF BLYTHEVILLE, ARKANSAS.

DOG FOR LOG-WAGONS.

951,213.

Specification of Letters Patent.

Patented Mar. 8, 1910.

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To all whom it may concern:

Be it known that I, HARRY GOLDEN, a citizen of the United States, residing at Blytheville, in the county of Mississippi and State of Arkansas, have invented new and useful Improvements in Dogs for Log-Wagons, of which the following is a specification.

This invention relates to wagon trucks especially adapted for hauling logs, and the object of the invention is to provide the bolsters of a wagon of this description with a pair of log securing dogs, and a spring pressed bar provided with a plurality of teeth adapted to engage the dogs for retaining them in engagement with the logs to effectively prevent the dogs from being disconnected from the logs while the truck is in transit.

Another object of the invention is to provide automatic locking means for log retaining dogs upon a wagon truck with means whereby the toothed rack may be disengaged from the dogs and retained in such disconnected position, until the dogs are released from the logs and removed from the truck.

With these and other objects in view the invention resides in the novel construction of elements and their arrangement in operative combination, hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view of a wagon truck provided with the improvements. Fig. 2 is a partial end elevation looking toward the arrows and dotted line shown in Fig. 1. Fig. 3 is a longitudinal sectional view upon the line 3—3 of Fig. 2. Fig. 4 is a transverse sectional view upon the line 4—4 of Fig. 2. Fig. 5 is a perspective view of one of the dogs.

In the accompanying drawings the improved log holding device is illustrated in applied position upon the bolsters of a wagon truck, but it is to be understood that the invention is applicable to other devices and that its application is not limited to the device upon which it is illustrated. The front and rear bolsters of the truck, employed to illustrate the application of the device, are both provided with similar devices, and the numerals of reference indicating the parts upon one of the bolsters are to be understood as applying equally to the other bolster.

In the accompanying drawings, the nu-

meral 1 designates a truck of any ordinary or desired construction, having the front and rear wheels provided with the ordinary bolsters 2, and being connected by the customary reach bar. The bolster 2 is provided with pivoted log securing dogs 3, of any desired or preferred formation, and having the offset teeth 4, adapted to be inserted within the side of the log when the dogs are in engaged position with the logs. The dogs 3 are provided with offset arms or handles 5, adapted to provide a means whereby the dogs may be swung upon their pivots into engagement with or away from engagement with the logs positioned upon the bolsters of the truck intermediate the dogs. The bolster 2 is provided with a keeper bar 6, extending longitudinally of the bolster and provided with offsets upon each of its ends adapted for engagement with the bolster to provide a sufficient space for the dogs to be moved upon their pivots between the face of the bolster and the longitudinally extending keeper bar 6. Positioned directly below the keeper bar 6 and above the pivoted extremities of the dogs 3 is a longitudinally extending toothed bar 7. This bar 7 has its inner face provided with teeth 8 near each of its ends, and these teeth are oppositely inclined to provide retaining shoulders for each of the dogs 3 which they are adapted to contact and retain in adjusted position. The bar 7 has its ends reduced and provided with offsets 9. These offsets 9 extend rearwardly from the outer face of the bar 7 and are adapted to be received within suitable openings 10 provided within the bolster 2. The openings 10 of the bolster 2 communicate with larger openings 11, so as to provide a pocket for a helical spring 12, and the free extremities of the offsets 9 are threaded for the reception of retaining elements 13, adapted to contact with the outer end of the spring 11, to normally force the bar 7 toward the bolster, and the teeth of the bar into engagement with the vertical arms of the dogs 3.

Directly below the offsets 9 of the bar 7, the bolster 2 is provided with ears 14 adapted for the reception of a pivoted lever 15. The upper portion of this lever 15 is normally positioned between the bar 7 and the bolster 2, while its lower extremity extends at an angle away from the bolster, so that pressure exerted upon the lower portion of the lever will force the teeth of the bar 7 out of

engagement with the vertical arm of the dogs 3.

Secured by suitable staples 16, directly below, and in the path of the lever 15 are rings 17. These rings 17 are adapted to engage the lower ends of the levers 15 when the bar 7 is forced away from contact with the dogs 3, and thereby retain the teeth of the bars 7 away from the dogs to allow the dogs to be adjusted upon the logs carried by the truck.

Secured to the bolsters through the medium of a suitable link is a chain 18. This chain 18 is adapted to serve as a means whereby logs may be loaded upon the truck. In positioning the logs upon the truck, the dogs 3 adjacent one side of the truck are lowered below the surface of the bolster, while the opposite dogs are raised to serve as a retaining means for limiting the movement of the logs when drawn upon the truck. A pair of skids is secured at an inclination from the bolsters, the chain positioned beneath the log to be drawn upon the truck and having its opposite ends secured to a suitable double tree by which the animals connected with the vehicle are caused to draw the log upon the truck. When the logs are positioned in this manner, the double tree is detached from the chain and attached to the truck, and the chains positioned over the log to retain them against movement.

As illustrated in Fig. 2 of the drawings the chain 18 is carried over the logs and has one of its links provided with an attaching ring secured upon one of the arms 5 of the dog, thus effectively retaining the upper-

most logs in position against lateral or longitudinal movement. It will be noted that the chain 18 is adapted to be positioned over one of the arms of one of the dogs and to engage the arm of the opposite dog, thereby securely retaining the chain in position upon the logs, and at the same time forcing the teeth of the dogs into rigid engagement with the logs.

Having thus fully described the invention what is claimed as new is:

1. In a device of the character set forth, a wagon bolster, dogs pivotally secured upon the bolster, a spring pressed bar upon the bolster, teeth upon the bar, and said teeth being adapted to engage the dogs, and means for moving the bar out of contact with the dogs.

2. In a device of the character set forth, a wagon bolster, dogs pivotally connected with the bolster, arms upon the dogs, a chain upon the bolster, the chain being adapted to engage the arm of one of the dogs, a keeper bar upon the bolster for the dogs, a toothed bar upon the bolster, offsets upon the bar, springs engaging the offsets of the bar to force its teeth into contact with the dogs, levers pivotally connected with the bolster and engaging the toothed bar, and rings upon the bolster adapted to engage the ends of the levers to retain the toothed bar away from engagement with the dogs.

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

HARRY GOLDEN.

Witnesses:

J. T. COLLINS,

JESSE W. KLINE.