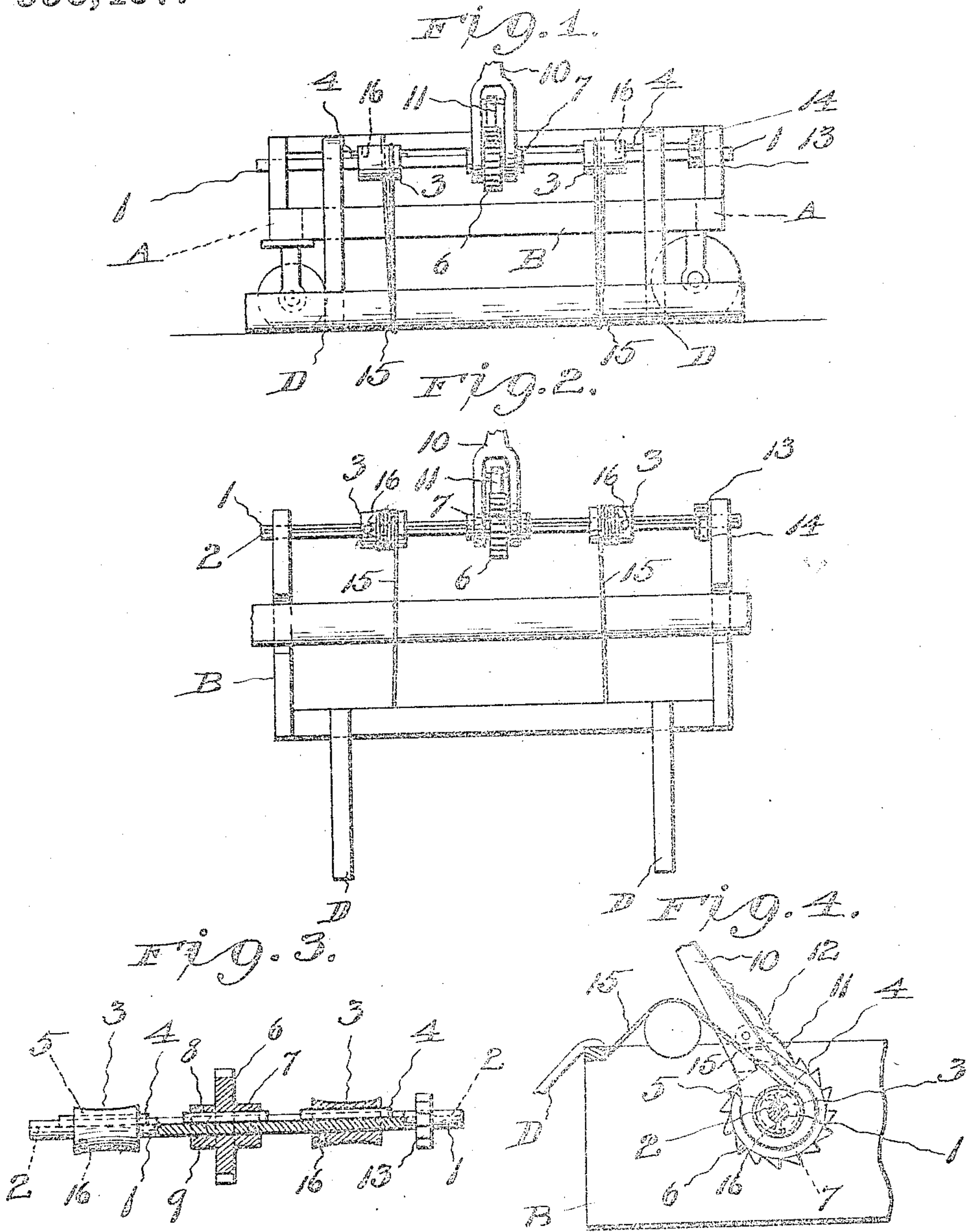


G. STUBBLEFIELD.  
LOG LOADER FOR WAGONS.  
APPLICATION FILED MAY 26, 1910.

Patented Apr. 25, 1911.

990,407.



Inventor:

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Witnesses

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# UNITED STATES PATENT OFFICE.

GEORGE STUBBLEFIELD, OF MAYFIELD, KENTUCKY.

## LOG-LOADER FOR WAGONS.

990,407.

Specification of Letters Patent.

Patented Apr. 25, 1911.

Application filed May 26, 1910. Serial No. 563,560.

*To all whom it may concern:*

Be it known that I, GEORGE STUBBLEFIELD, a citizen of the United States, and a resident of Mayfield, in the county of Graves and State of Kentucky, have invented certain new and useful Improvements in Loaders for Wagons, of which the following is a full and complete specification.

My invention relates to devices used in loading logs on wagons for transportation from the woods, and consists in the provision of a device that is removably secured to the wagon-bolsters, and comprises a shaft having a groove or spline therein extending throughout its length with spools secured to the shaft with removable keys so that the spools may be secured at any position desired on the shaft for the most effectual operation of the loader, ropes being secured to said spools that are passed around the logs to be loaded and secured to any convenient part of the wagon-body. The shaft is rotated by means of a lever-and-ratchet wheel that is also adjustably secured to the shaft by means of a removable key.

My invention will be described in detail hereinafter and illustrated in the accompanying drawings, in which—

Figure 1 is a side view of a lumber-wagon, showing my loader in position thereon; Fig. 2, a top plan view; Fig. 3, an end view; and Fig. 4, a longitudinal sectional view of the shaft.

In the drawings similar reference characters indicate corresponding parts throughout all of the views.

The shaft 1 of my improved loader is journaled on the front and rear bolsters A of a wagon B and is formed with a spline or groove 2 extending throughout its length.

3 designates spools that are slidably mounted on shaft 1 and secured for rotation therewith by means of keys 4 that engage grooves 5 therein and groove 2.

6 indicates a ratchet-wheel having its hub 7 provided with an interior groove or spline 8, and 9 designates a key to secure the hub to the shaft for rotation therewith, said wheel being adjusted as desired so as to divide the strain on the shaft between the two spools. A lever 10 is provided having one of its ends bifurcated and loosely engaging hub 7 on the two sides of wheel 6.

11 indicates a pawl pivotally secured to lever 10 and held in engagement with the

teeth of ratchet-wheel 6 by means of leaf-spring 12.

13 designates another ratchet-wheel fixedly secured to shaft 1, and 14 a spring-actuated pawl engaging said wheel that operates to prevent the shaft from backward rotation when pressure on the lever 10 is released.

In use ropes 15 are secured to any convenient part of wagon B, passed around log C, to be loaded on the wagon, adjacent to its two ends, and then secured to the spools 3. Skids D are then placed against the wagon in position to support the two ends of the log, and form inclines up which the log may be rolled onto the wagon. The ropes are then secured to the spools 3. By operating the lever back and forth it will be apparent that the shaft 1 will be rotated by the pawl and ratchet movement connected to the lever and the ropes will be wound upon the spools 3.

Should the log roll up the skids unevenly, as is usually the case, because of the difference in the diameters of the two ends of the log, the spool pulling the lagging end of the log, or the smaller end thereof, may be separately rotated to pull up that end of the log by securing a suitable instrument, such as a lever (not shown) in a socket 16 in the spool, the key 4 having been removed, and after the log is evened the key 4 may be replaced and the operation proceed as at first.

Having thus described my invention, what I claim is—

1. In combination with a wagon having front and rear bolsters, a shaft journaled on said bolsters, spools adjustably secured to the shaft, ropes secured to said wagon and spools and adapted to engage a log to be loaded on the wagon, and means to rotate the shaft, substantially as shown and described.

2. In combination with a wagon having front and rear bolsters, a shaft journaled on said bolsters, and having a spline or groove extended the length of the shaft, spools adjustably mounted on the shaft and secured thereto by means of removable and replaceable keys, ropes secured to said wagon-body and to the spools, said ropes being adapted to engage a log to load it on the wagon, and means to rotate said shaft, substantially as shown and described.



3. In combination with a wagon having  
front and rear bolsters, a shaft journaled on  
said bolsters, and having a spline or groove  
extended the length of the shaft, spools ad-  
5 justably mounted on the shaft and secured  
thereto by means of removable and replace-  
able keys, ropes secured to said wagon-body  
and to the spools, said ropes being adapted  
to engage a log to load it on the wagon, a  
10 ratchet-wheel adjustably mounted on the  
shaft and secured thereto by means of a  
removable and replaceable key, a lever car-

rying a spring-actuated pawl to engage the  
ratchet-wheel mounted on the shaft, and a  
pawl and ratchet to hold the shaft from 15  
backward rotation, substantially as shown  
and described.

In witness whereof, I have hereunto set  
my hand in presence of two subscribing  
witnesses.

GEORGE STUBBLEFIELD.

Witnesses:

W. H. WYMAN,  
J. E. WARREN.