

(No Model.)

J. W. McCANLEY.
WAGON.

No. 419,537.

Patented Jan. 14, 1890.

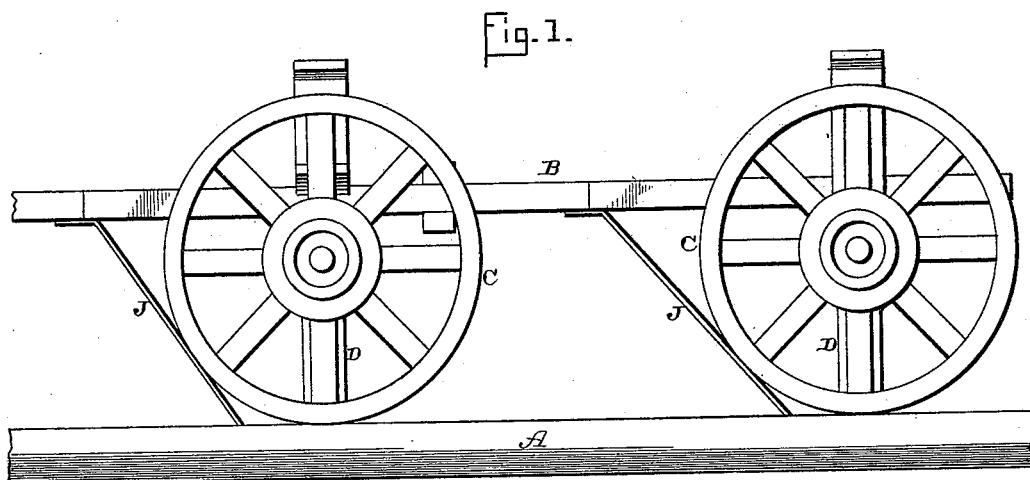
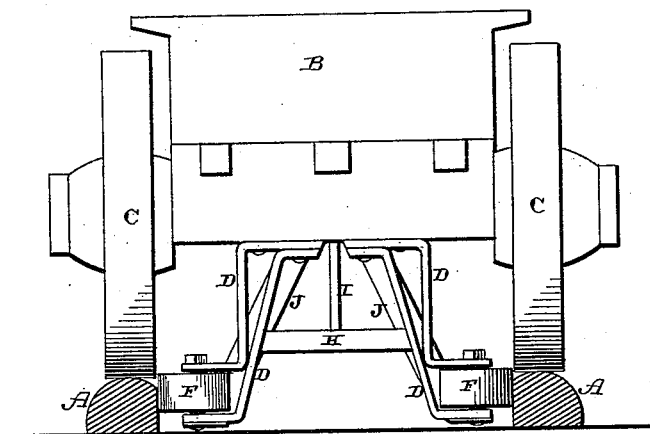


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN W. MCCANLEY, OF LAKE CHARLES, LOUISIANA.

WAGON.

SPECIFICATION forming part of Letters Patent No. 419,537, dated January 14, 1890.

Application filed May 29, 1889. Serial No. 312,640. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. MCCANLEY, of Lake Charles, in the parish of Calcasieu and State of Louisiana, have invented certain new and useful Improvements in Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in wagons; and it consists in the combination of a suitable track, which is formed of wood or other material, an ordinary lumber-wagon, rollers which are applied to the inner sides of the track, so as to prevent the wheels of the wagon from becoming derailed, castings in which the rollers are journaled, and braces applied to these castings, as will be more fully described hereinafter.

The object of my invention is to construct a road or track upon which lumber-wagons can be moved, whereby the wagons are enabled to be loaded more heavily and moved more rapidly and easily than can be done where the wagons are drawn along upon the ground in the usual manner.

Figure 1 is a side elevation of a wagon and track embodying my invention, the rear wheels of the wagon being removed. Fig. 2 is a rear view of the same.

A represents the rails of the track, which are formed of wood and secured together by cross-pieces in the usual manner. The inner sides of these rails are squared or flattened sufficiently to form a solid bearing-surface for the rollers which are attached to the under side of an ordinary logging-wagon B. The wheels C of the wagon run upon the top of the track, as shown, and are prevented from slipping off laterally by rollers, which bear against the inner flattened sides of the rails, as shown in Fig. 2. No change whatever is made in the wagon; but secured to the under side of its front and rear axles are the two castings D, which have their upper ends turned inward, so as to be bolted rigidly to the under side of the axles, and their lower ends turned outward, so as to form journals or bearings for the rollers F. In order to hold these castings D rigidly in position, there is placed between them above the level of the

rollers a brace H, which extends horizontally, and which is supported in position by means of a bolt I, which is driven through the brace and into the under side of the axle between the inner ends of the castings. In order to still further brace the castings D in position and prevent any possibility of their becoming displaced, a brace J is fastened to the lower end of each of the castings, and these braces are made to extend diagonally upward and are fastened to the under side of the reach and the tongue. The brace prevents the castings from being moved inwardly, while the pressure of the rollers against the inner sides of the tracks prevent them from being moved outwardly, and the braces J prevent the castings from being moved in a line with the track. The wheels of the wagon being made to run upon the tracks A, which are made tolerably smooth, it will readily be seen that the wagon can be drawn more easily back and forth upon the track than can be drawn upon the soft ground. As the wagon can be moved more easily upon the track than upon the ground, the wagon can be loaded more heavily and moved with greater rapidity.

By means of a logging-road constructed as here shown and described lumber can be obtained in swampy and other soft places where it would be very difficult, if not almost impossible, to haul the lumber.

Having thus described my invention, I claim—

1. The combination of the wagon, two castings D, secured to the under side of its axles, the rollers journaled in the lower ends of the castings, horizontal braces placed between the castings, and the diagonal braces secured to the lower ends of the castings and to the wagon, substantially as set forth.

2. The combination of the rails, the wagon placed thereon, suitable castings applied to the under side of the axles of the wagon, rollers journaled in the castings, and the diagonal braces for holding the castings in position, substantially as specified.

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

JOHN W. MCCANLEY.

Witnesses:

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