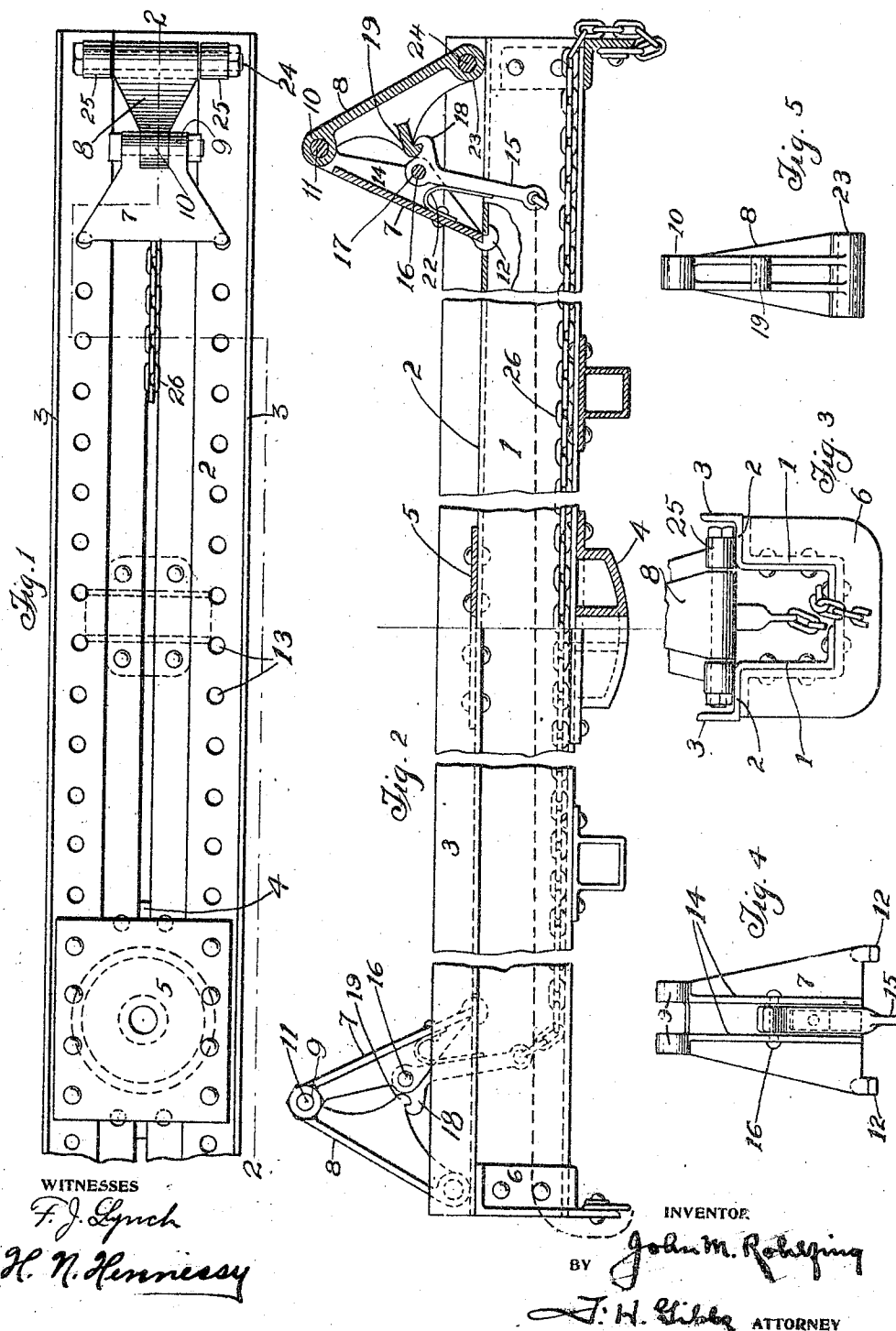


J. M. ROHLFING.  
 COLLAPSIBLE CHECK FOR LOG CAR BUNKS.  
 APPLICATION FILED JAN. 31, 1912.

1,029,226.

Patented June 11, 1912.



# UNITED STATES PATENT OFFICE.

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## COLLAPSIBLE CHOCK FOR LOG-CAR BUNKS.

1,029,226.

Specification of Letters Patent.

Patented June 11, 1912.

Original application filed February 19, 1910, Serial No. 544,795. Divided and this application filed  
January 31, 1912. Serial No. 674,628.

*To all whom it may concern:*

Be it known that I, JOHN M. ROHLFING, residing at St. Louis, Missouri, and being a citizen of the United States, have invented certain new and useful Improvements in Collapsible Chocks for Log-Car Bunks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof will occur to persons skilled in the art.

In said drawings: Figure 1 is a plan view of a bunk and the chock embodying the features of the present invention, parts being broken away for saving of space. Fig. 2 is a longitudinal vertical section taken on the planes indicated by line 2—2 of Fig. 1, parts being seen in elevation, and intermediate parts being broken out. Fig. 3 is an end view of the parts seen in Fig. 1 with the upper portion of the legs of the chock broken away. Fig. 4 is a detail elevation of the inner leg of the chock detached. Fig. 5 is a similar view of the outer leg thereof the rollers and bolt therefor being omitted.

One of the objects in view is the provision of a chock which is easily collapsible, and may be readily collapsed from the opposite side of the car to that occupied by the particular chock which it is desired to operate, and a further object is the combination with such chock of an improved bunk of rolled channel beams so disposed that the legs or members of the chock, when collapsed, may assume a position out of the path of logs moving on the beams.

The bunk or bolster is not specifically claimed herein as it forms the subject-matter of another application, Serial Number 544,795, filed February 19, 1910.

Channel beams 1—1 are provided and disposed with the major portion of their webs in vertical position, the channels being spaced apart, and the webs being bent longitudinally above the median line to extend outwardly at right angles and away

from each other in a horizontal position, forming treads 2—2, the flanges of the channels 1 upstanding from treads 2, as at 3—3, thus producing a longitudinal trough within which the chocks may collapse when unloading the car. The beams 1 are connected intermediate their length by bearing plate 4 and top plate 5, and at their ends by castings or suitable metal angle sections 6, each of the latter comprising a U shaped plate angular in transverse section, and fixed to the webs and lower flanges of the beams 1 outside thereof, leaving open the ends of the trough formed by said beams.

At each end of the bunk, a log retaining chock is provided, and each being a duplicate of the other, one only will be described and the description and reference numerals will apply to both.

The chock comprises a pair of legs 7 and 8, having registering eyes 9 and 10 at their upper ends, connected by pin or bolt 11. The lower end of leg 7 terminates in a pair of spaced hooks 12, adapted in operation to engage any of a series of apertures 13—13 formed in the treads 2. Flanges 14—14 extend outwardly from the body of leg 7 and a trip lever 15 has its upper end extending between the flanges, and pivoted thereto by a pin 16, engaging said flanges and extending through an eye 17, at the upper end of the lever 15. Outstanding from said upper end of lever 15 is a hook 18, adapted, when the chock is in its raised position, to engage a hook 19 extending inwardly from leg 8. A spring 22 is fixed to leg 7 and has its free end engaging lever 15 under spring pressure tending to maintain the hook 18 in its raised position for assuring the maintenance of the hooks 18 and 19 normally in locking engagement. The lower end of leg 8 is provided with an eye 23, through which is passed a bolt or pin 24, carrying a roller 25 at each end, said rollers being positioned for traveling on the treads 2. A chain or other operating means 26 engages the lower end of lever 15 and extends to the opposite end of the bunk, for enabling the manipulation of the chock from the opposite side of the car from that which it occupies.

In operation, the chocks may be adjusted along the bunk in accordance with the dimensions of the logs being handled, and

when it is desired to unload the logs from the bunk at either side of the car, it is only necessary to exert a pull on the chain 26 connected with the lever 15 of the chock at the opposite side of the car, whereupon the hooks 18 and 19 will be disengaged and rollers 25, traveling outwardly, allow the chock to be readily and quickly collapsed to a relatively horizontal position beneath flanges 3 of the bunk upon which the logs rest. The restoration of the raised condition of the chock requires merely forcing the leg 8 back or inwardly toward the middle of the car until hook 19 snaps past and into engagement with hook 18, the hooks 18 and 19 having their ends rounded to enable automatic interlocking of the hooks when pressed together.

What I claim is:

1. In combination, a flanged beam bent longitudinally intermediate its width for disposing a portion of the web laterally to form a tread having an upstanding flange, and a chock mounted on said web and adapted to be shifted from a position extending above said upstanding flange to position below the top edge of the flange.

2. The combination with a bunk, having a tread formed with apertures and a flange upstanding therefrom, of a chock comprising pivotally connected legs, one of the legs having means for engaging said apertures for retaining the leg against longitudinal movement, and means for detachably connecting the legs for retaining the same in upstanding position against pivotal movement.

3. A chock comprising pivotally connected legs, and a hook fixed on one leg, a trip lever pivoted to the other leg, and a hook extended from said lever, adapted to engage the first mentioned hook for detachably locking the legs in an outstanding position.

4. The combination with a bunk, of a chock comprising a pair of pivotally connected legs one of said legs having means adapted to engage the bunk for retaining the leg against longitudinal movement, and allowing pivotal movement thereof, the other leg being adapted to have a sliding engagement longitudinally of the bunk, for

permitting relative pivotal movement of the legs, and a hook carried between said legs for detachably connecting the legs in an upstanding position for preventing said pivotal movement thereof.

5. The combination with a bunk having longitudinal treads and apertures formed therein, of a chock comprising a pair of pivotally connected legs, one of said legs being formed with means for engaging said apertures to retain the leg against longitudinal movement, the other leg being formed with an eye, a pin extending through said eye, rollers carried by said pin and engaging said treads, and means for detachably connecting the legs in upstanding position.

6. The combination, with a bunk, of a chock comprising pivotally connected legs, a hook carried between said legs to detachably connect said legs for maintaining the same in an upstanding position, said hook comprising a trip lever for releasing said hook.

7. A collapsible chock formed of two legs connected by a hinge joint which normally permits said legs to expand, and a separately formed pivoted hook carried by one of said legs and adapted to engage a suitable seat on the other leg.

8. A collapsible chock formed of two legs connected by a pin, said legs being normally free to expand, a hook on one of said legs adapted to interlock with a fixed supporting member and a second hook adapted to lock said legs in elevated position.

9. The combination with a bunk provided with a channel near its top, of a chock slidably seated in said channel, said chock comprising two hinged legs, hinged and free to fold and not limited as to their spread when open, a releasable hook extending below and between said legs adapted to lock said legs in folded position and means adapted to release said hook to permit collapse of said chock within said channel.

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

JOHN M. ROHLFING:

Witnesses:

PAUL M. BEARD,  
JAMES J. COOPER.