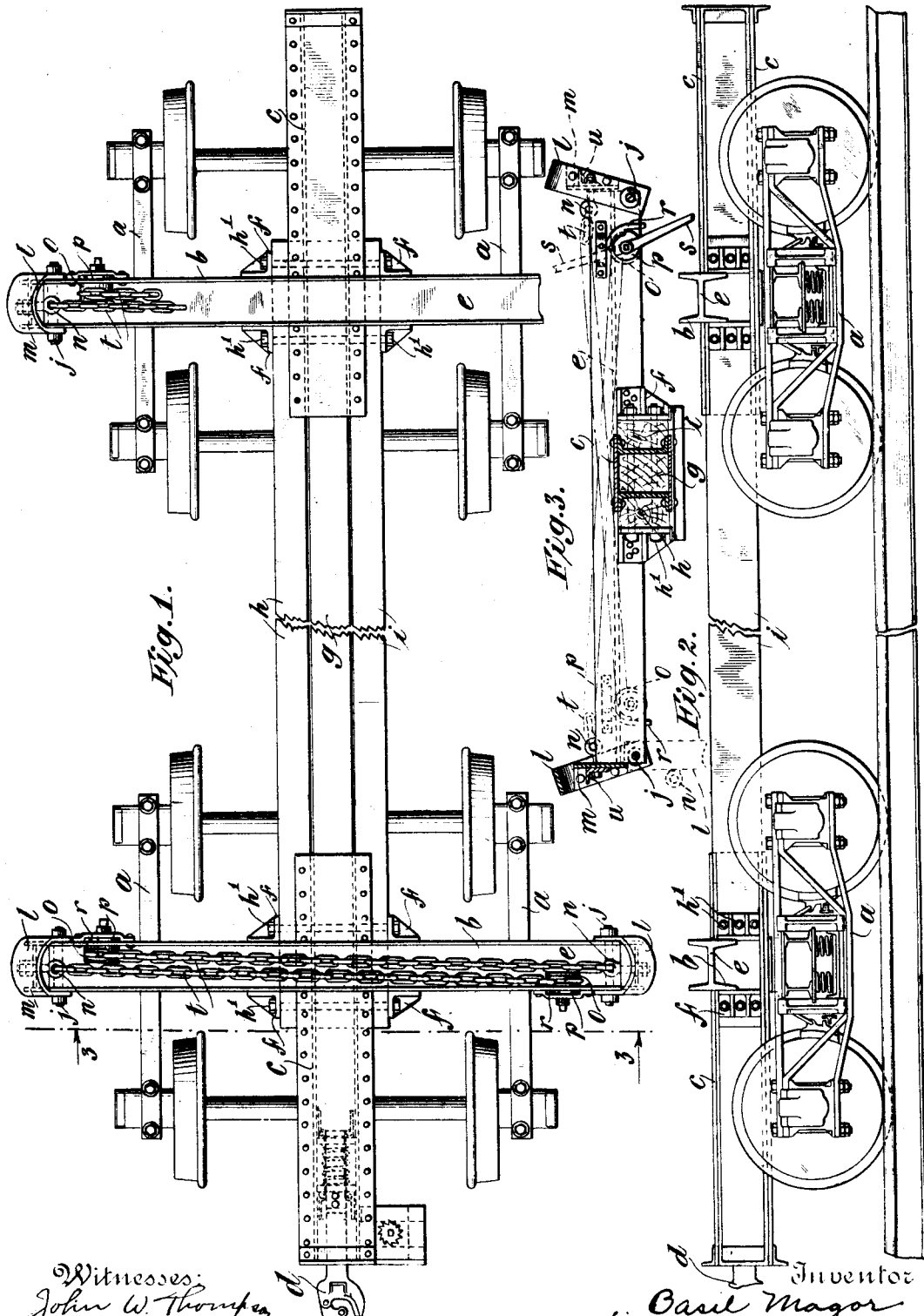


1,049,745.

Patented Jan. 7, 1913.



Witnesses:
 John W. Thompson
 Jolly Russo.

Inventor
 Basil Magor
 By his Attorney
 Lucien E. Varney

UNITED STATES PATENT OFFICE

BASIL MAGOR, OF NEW YORK, N. Y.

LOGGING-CAR.

1,049,745.

Specification of Letters Patent.

Patented Jan. 7, 1913.

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To all whom it may concern:

Be it known that I, BASIL MAGOR, a subject of the King of Great Britain, and a resident of the borough of Manhattan of the city of New York, in the State of New York, have invented certain new and useful Improvements in Logging-Cars, of which the following is a specification, reference being had to the accompanying drawings, forming a part hereof:

The object of the present improvements is to provide a means for connecting together the two trucks of logging cars which shall permit of ready adjustment so that the trucks and their accompanying log-supporting bunks may be separated by varying amounts according to the lengths of the logs, and which shall also permit of ready replacement when injured by contact with the logs as frequently happens. Where steel sills were employed for this purpose heretofore, they could not be straightened or conveniently replaced when bent by the logs, and they neither offered nor embodied any satisfactory means for adjusting the car to different lengths of logs. In accordance with the present invention, I provide a connecting sill in part timber and in part steel; the timber part lying between the bunks, and the steel part, which is preferably in the form of a box girder and carries the draft-rigging, being alined with the timber part and extending beyond the bunks. In this way the draft-rigging may be firmly and permanently united to the bunk and trucks while permitting different lengths of timber to be inserted readily between the steel girders and securely bolted to the same, and also to be removed and replaced when necessary or desirable.

Referring to the accompanying drawings: Figure 1 is a plan view of a car embodying the improvements, being partly broken away for convenience in illustrating. Fig. 2 is a detail side view, and Fig. 3 is a detail view in elevation of one of the log supporting bunks and some of its associated parts, as seen from a plane indicated by the line 3-3 in Fig. 1, one of the stakes, however, being shown in vertical section.

The trucks, denoted by *a*, are each provided with a log-supporting bunk *b* and some means, such as a girder *c*, for receiving and supporting the draft-rigging *d*. The trucks, bunk and girder should be united securely and permanently together, for which pur-

pose any suitable means may be employed. As shown, the girders *c* are box-shaped and extend beyond and are fastened to the respective bolsters of the trucks, and each bunk is cut away, so that its web *e* may rest upon the top of the corresponding box-girder *c* (Fig. 3), in which position it is securely fastened by angles *f*. Thus, each truck is firmly and permanently united with the corresponding box-girder and log-supporting bunk, whereby the draft-rigging operates directly upon the bunk or load.

Alined with the box-girders *c*, which are, of course, of steel, is a timber sill made preferably in three longitudinal members one of which, as *g*, fits at each end into the respective box-girders, and the other two members *h* and *i* flanking the central one *g* and overlapping the ends of the girders at the sides. These timbers are bolted together and to the girders at each end by bolts *h'* which extend through the angle plates *f* already referred to. It will be seen that the foregoing construction makes the timber sills readily removable when injured or when sills of a different length are to be inserted, and all this without affecting the draft-rigging or the relation of the bunk to the latter or to the truck.

It will be obvious that the improvements may be embodied in underframes for various kinds of cars other than logging cars where the advantages of a flexible timber center sill are desirable and cannot be afforded by the usual steel construction. In such a case, the bunks would become the bolsters of the frame and could be constructed and united to the center sill in such a way as to meet the demands of any particular case.

I claim as my invention:

1. In an underframe for cars, a center sill having a steel box member at each end thereof with outwardly facing side channels, three timber beams forming the reach member of the center sill, the ends of the central beam lying within the box members, and the ends of the side beams lying in the outwardly facing channels, and means to fasten the ends of the beams to the box members.

2. In an underframe for cars, a center sill having a steel box member at each end thereof adapted to contain the draft rigging, the said box members having outwardly facing channels, three timber beams forming the reach member of the center sill, the ends of the central beam lying within the box mem-

bers, and the ends of the side beams lying in the outwardly facing channels, and bolts passing through all of the beams and the two side channels in order to unite the beams to the box members.

3. In a logging car, the combination with the bunks, of a center sill having a steel box member at each end thereof with outwardly facing side channels, the bunks being mounted upon said box members, three timber beams forming the reach member of the center sill, the ends of the central beam lying within the box members, and the ends of the side beams lying in the outwardly facing channels, and bolts passing through all of the beams and both channels in order to unite the beams to the box members.

4. In a logging car, the combination with the bunks, of a center sill having a steel box member at each end thereof consisting of

outwardly facing side channels and top and bottom plates, draft rigging mounted in the outer ends of the box members, the bunks being mounted upon and near the inner ends of the box members, three timber beams forming the reach member of the center sill, the ends of the central beam lying within the box members, the ends of the side beams lying in the outwardly facing channels, and all of said beams extending beyond the bunks toward the ends of the car, and bolts passing through all of the beams and both channels in order to unite the beams to the box members.

This specification signed and witnessed this 7th day of November, A. D., 1910.

BASIL MAGOR.

Signed in the presence of—

JOHN W. THOMPSON,

LUCIUS E. VARNEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."