

No. 830,786.

PATENTED SEPT. 11, 1906.

T. G. HAYWOOD.
COMBINED BUNK AND CHOCK BLOCK FOR LOGGING TRUCKS.

APPLICATION FILED APR. 3, 1906.

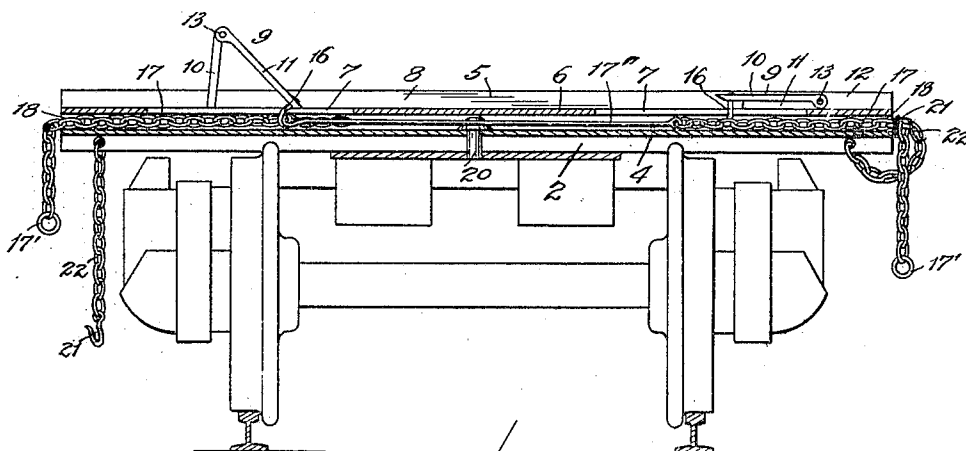


FIG. 1.

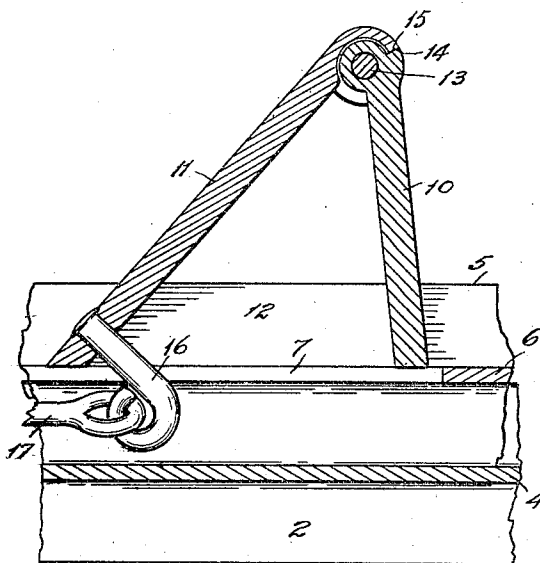


FIG. 2.

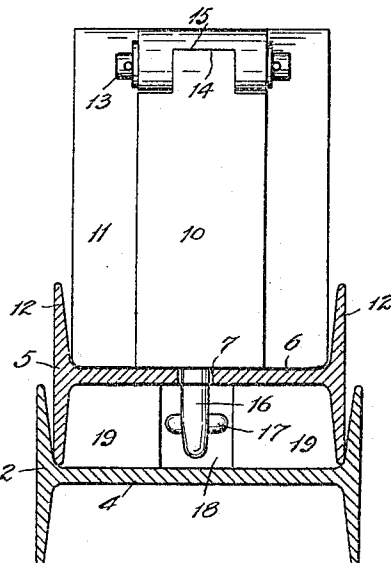


FIG. 3.

Witnesses
S. R. Keller
W. L. Cross

Inventor
T. G. Haywood
By his Attorney
A. J. Barnes

UNITED STATES PATENT OFFICE.

THOMAS G. HAYWOOD, OF SEATTLE, WASHINGTON.

COMBINED BUNK AND CHOCK-BLOCK FOR LOGGING-TRUCKS.

No. 830,786.

Specification of Letters Patent.

Patented Sept. 11, 1906.

Application filed April 3, 1906. Serial No. 308,666.

To all whom it may concern:

Be it known that I, THOMAS G. HAYWOOD, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in a Combined Bunk and Chock-Block for Logging-Trucks, of which the following is a specification, reference being had therein to the accompanying drawings, wherein—

Figure 1 is a front elevation, partly in section, showing an embodiment of my invention mounted upon a logging-truck. Figs. 2 and 3, respectively, are enlarged longitudinal and transverse sectional detail views.

This invention relates to devices employed for retaining logs upon railway cars or trucks; and its object is to provide improved means for reliably accomplishing this result and at the same time affording means whereby the logs may be conveniently released for dumping without endangering the safety of the attendants.

With these ends in view the invention consists in the novel construction, adaptation, and combination of parts, as will be hereinafter described, and pointed out in the appended claims.

In the drawings the reference-numeral 2 represents an I-beam arranged transversely of and carried upon the body of car or a truck 3 and supports upon its web 4 another like beam 5 and comprising a "bunk." In the web 6 of the member 5 are centrally-disposed longitudinal slots 7, having their outer ends terminate at short distances from the extremities of the bunk. Located within the upper channel 8 of the bunk are two oppositely-arranged foldable chocks 9, severally comprised of legs 10 and 11 of sufficient lengths to protrude above the upper edges of the adjacent bunk-flanges 12 when the chocks are in their upright operative position and of less width than the distance therebetween to allow of their being freely slid lengthwise of the bunk.

The legs of each chock are pivotally connected by a pin 13, passing through the apertured interfitting hinge portions at the top, and are respectively provided with shoulders 14 and 15, adapted to prevent a too extended opening or spread of the legs—that is to say, when the chock is in its erect condition the outer leg 10 will be inclined inwardly to a small angle from a perpendicular, while the other leg 11 will incline oppositely therefrom

to an angle approximately forty-five degrees, as clearly shown in Fig. 2.

Secured to the inner leg 11 of a chock is an eyebolt 16; which protrudes through the slot below into the tunnel-like space between the webs of the two bunk members and wherein it is connected to a line or chain 17, which extends longitudinally therethrough to outside the opposite end of the bunk and desirably terminates in a ring 17' of greater diameter than the contracted opening 18 for the chain formed by blocks 19 or the equivalent rigidly secured to the ends of the bunk. Where a king-pin, as 20 in Fig. 1, extends through the web of beam 2, as ordinarily on trucks, elongated links or bars 17" are desirably included in the chain upon each side of the pin in order that interference thereby with a free movement of the chain may be avoided.

Grab-hooks 21 are attached by chains 22 or the like to some suitable places on the truck or bunk and are employed to engage with links of the respective chains and prevent their being drawn through said contracted openings, and thus secure the chocks in their set positions and against the dislodging force emanating from the load of logs carried.

The operation of the invention is as follows: The chocks, as above explained, are anchored against lateral displacement and maintained in their upright positions by the grab-hooks engaging the chains and are thus capable of retaining the logs upon the bunk, as illustrated by chock at the left of Fig. 1. When a chock is to be released to allow the dumping of the restrained logs, the grab-hook is disengaged from the chock-securing chain, whereupon the lateral pressure exerted by the logs against the inner leg of the chock causes the latter to be moved outwardly and be almost immediately tilted over upon the lower edge of the outer leg and falling in a collapsed state into the upper channel of the bunk when it is incapable of offering any obstruction to the rolling or sliding of the logs from the bunk.

It may be mentioned that it is customary at the place of dumping to arrange the rails of the track so that the one upon the discharge side is somewhat lower than the other, thus inclining the car, so that upon being released by the chocks the logs will readily roll or slide from the bunk, and also facilitates the withdrawing or collapse of the op-

posing chock. It is obvious that the chocks can be adjustably positioned to accommodate any load of logs for which the bunk is adapted, likewise that the collapsing of a
5 chock is effected with but a slight movement thereof, and that the release is effected from the opposite side of the car or truck from that of the discharge, thereby rendering it impossible for the log-tender to be caught and
10 injured thereby.

Having described my invention, what I claim is—

1. The combination with a bunk provided with a channel in its top, of a chock slidably
15 seated in said channel and to one side of the mid-length thereof, said chock being comprised of two legs hinged so as to fold but limit the extent of their spread when open, and releasable means controlled from the
20 end of the bunk end opposite to the chock for securing the latter against movement toward the adjacent end of the bunk.

2. The combination with a bunk provided with a top channel and a longitudinal slot in
25 proximity to each of its ends, of two chocks slidably seated in the said channel and severally comprised of two hinged legs, a chain connected through the respective slots to each of the chocks and extending therefrom
30 to beyond the ends of the bunk farthest from the respective chocks, and means whereby the chain may be detachably engaged to retain the connected chocks in their operative positions.

3. The combination with a bunk consisting 35 of a lower I-beam, and an upper beam provided with longitudinal slots adjacent to its ends, of two chocks slidably mounted in the top channel of the upper beam and severally
40 formed of two pivotally-connected legs which are adapted to be spread to a limited extent, an eyebolt for one of the legs of each chock and extending through the respective slots
45 into the space between the webs of said beams, a chain including a rod-link connected to the eyebolt of each chock and extending therefrom to beyond the ends of said
50 beams farthest from the respective chocks, and means engageable with the chains whereby the chocks may be secured in various positions longitudinally of the beams.

4. A collapsible chock formed of two legs 55 connected by a hinge-joint provided with means whereby the extent of the spread of the legs is limited.

5. A collapsible chock formed of two legs 60 pivotally connected by a pin, and provided with means upon the respective legs for limiting the extent of the opening thereof, and means attached to one of said legs whereby the lateral movement of the same is restrained.

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

THOMAS G. HAYWOOD.

Witnesses:

PIERRE BARNES,
E. D. O'BRIEN.