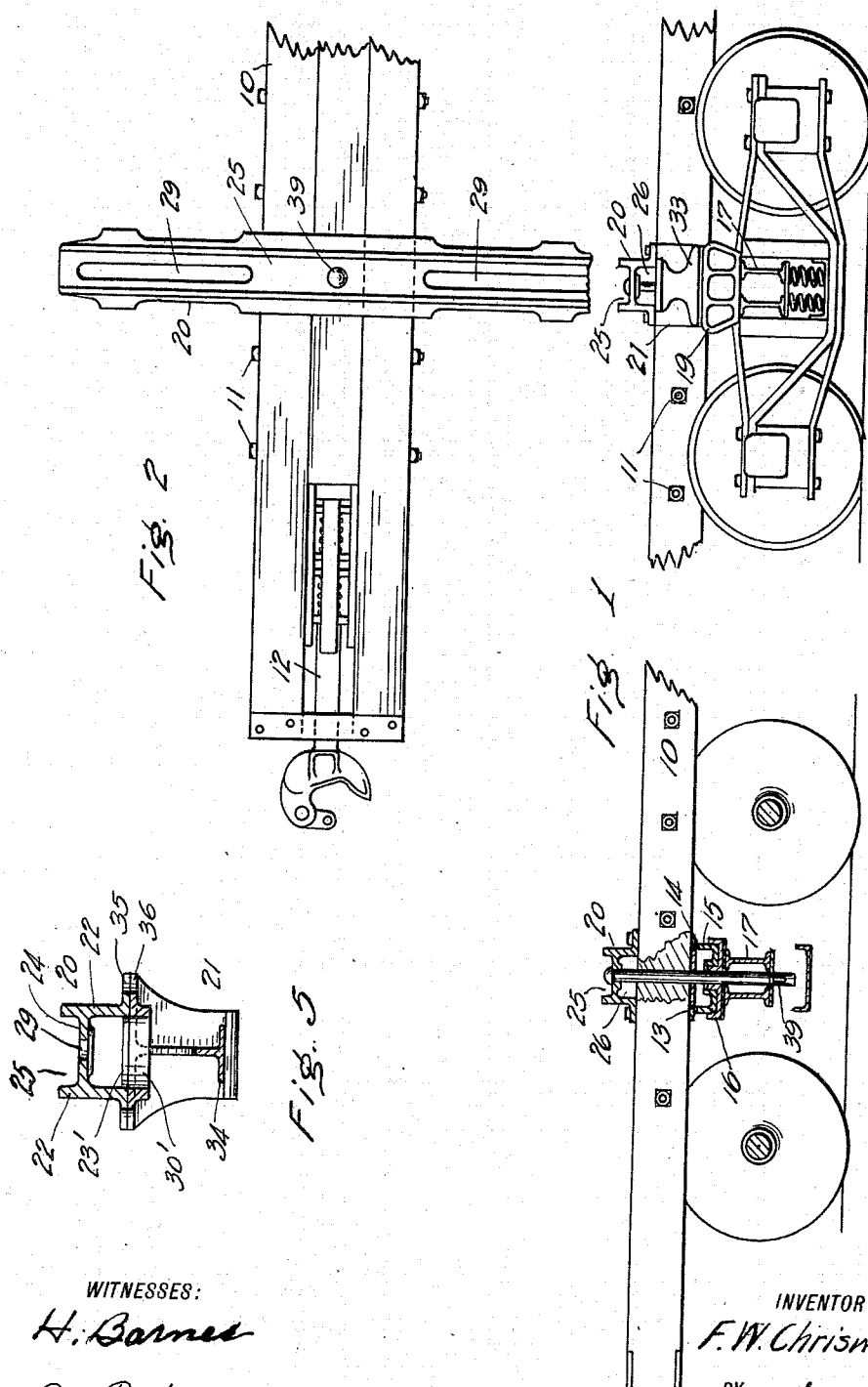


F. W. CHRISWELL.
 LOGGING CAR.
 APPLICATION FILED APR. 26, 1910.

995,056.

Patented June 13, 1911.

2 SHEETS—SHEET 1.



WITNESSES:
H. Barnes
E. Peterson

INVENTOR
F. W. Chriswell
 BY *Pierre Barnes*
 ATTORNEY

F. W. CHRISWELL.

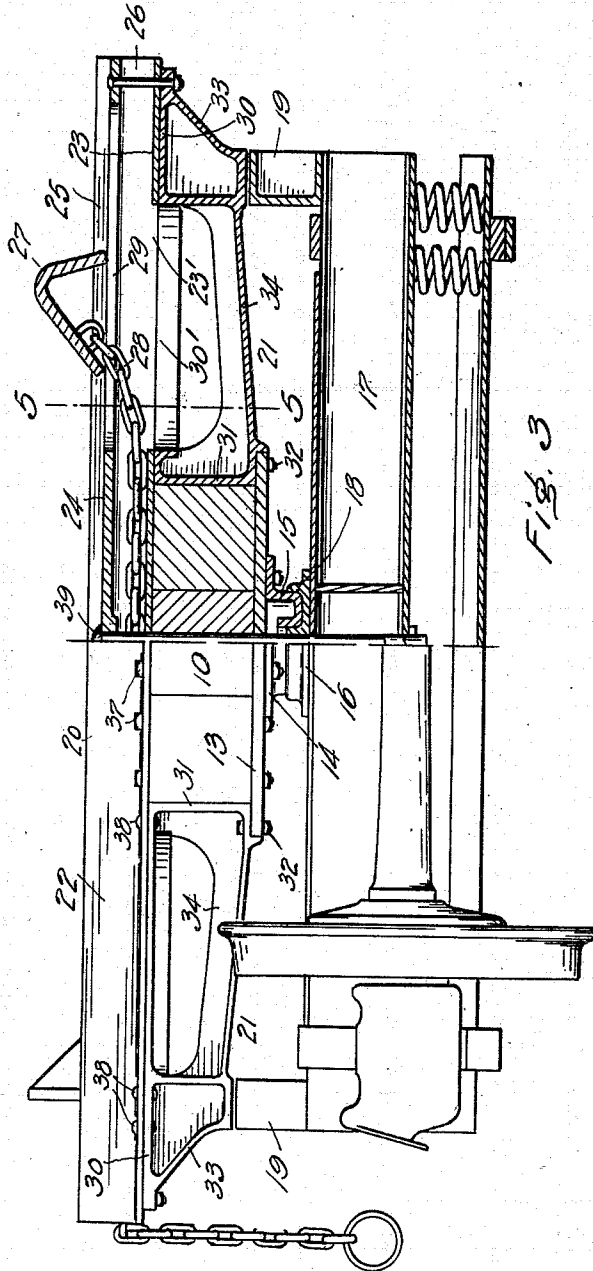
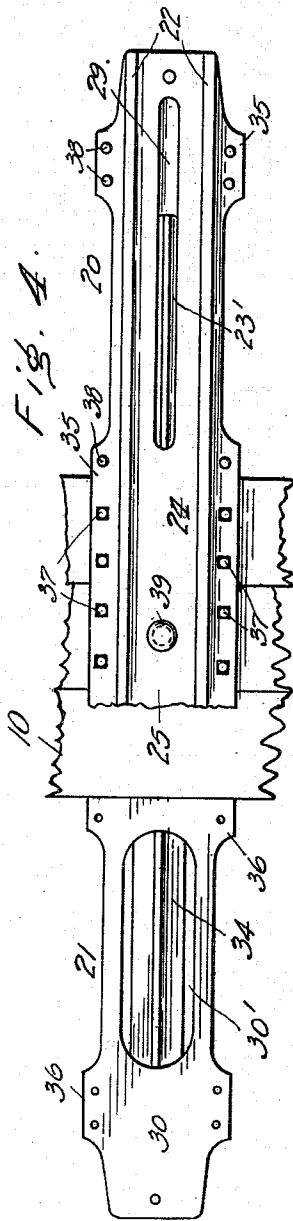
LOGGING CAR.

APPLICATION FILED APR. 26, 1910.

995,056.

Patented June 13, 1911.

2 SHEETS—SHEET 2.



WITNESSES:

H. Barnes

E. Peterson

INVENTOR

F. W. Chriswell

BY
Pierre Barnes
ATTORNEY

UNITED STATES PATENT OFFICE.

FREDERICK W. CHRISWELL, OF SEATTLE, WASHINGTON, ASSIGNOR TO THE SEATTLE CAR MANUFACTURING COMPANY, OF SEATTLE, WASHINGTON, A CORPORATION OF WASHINGTON.

LOGGING-CAR.

995,056.

Specification of Letters Patent. Patented June 13, 1911.

Application filed April 26, 1910. Serial No. 557,710.

To all whom it may concern:

Be it known that I, FREDERICK W. CHRISWELL, 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 Logging-Cars, of which the following is a specification.

This invention relates to logging cars, and its object is to provide a car of this class which is capable of carrying logs of relatively large sizes and to otherwise render it more generally useful.

The invention consists in the general construction and arrangement of the car body comprised of sills and bunks, giving rigidity and adaptability to the service for which intended; the special construction of the bunks to enable them to resist the strains brought thereon and to insure the convenient operation of the bunk-chocks, or knees, and the freedom from dirt accumulations; and to certain details of construction, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a partly-sectional side elevation of a logging-car constructed according to my invention. Fig. 2 is a plan view of a portion of the same. Fig. 3 is an end elevation shown partly in section. Fig. 4 is a view similar to Fig. 2 with parts thereof broken away. Fig. 5 is a section through 5—5 of Fig. 3.

The reference numeral 10 designates the longitudinal sill of the car body extending the entire length of the same. As illustrated, said sill is composed of three members, desirably of timber, which are united by horizontally arranged bolts 11. The intermediate of said members is made of less length than the side ones to afford space between the latter for the accommodation of the draft rigging 12, shown in Fig. 2.

Rigidly secured to the underside of the sill and in proximity to its ends are plates 13 which, in turn, have secured to the underside of each a casting 14 provided with a depending swivel-post 15.

16 indicates a casting secured to the middle of a truck-bolster 17 and which is provided with a socket 18 for the reception of said swivel-post. In proximity to the ends of said bolster are superposed track-blocks 19 secured thereto. Supported by said sill and above the respective trucks are positioned the car-bunks. Each of said bunks is comprised of a beam-section 20 extending

across the sill, and bracket-sections 21 upon opposite sides of the sill and below the arms of the beam section. Said beam-section is formed with spaced side webs 22 which are connected by horizontal webs 23 and 24 disposed respectively at the bottom and intermediate the height of the side webs to provide an open channel 25 above, and a passage 26 between, the last named webs.

The office of the bunk channel 25 is to provide a slideway for the bunk chock-blocks, such as 27, in which they are adjustably secured as by a chain 28 passing through the respective slot 29 of the web 24 and thence through the passage 26 to the remote end of the bunk. Said bracket-sections are each formed with a top web 30 to fit against the web 23 of the beam-section, and also a web 31 at the inner end to seat against the side of the sill and is continued from such inner end to furnish means for securing the bracket-section by bolts 32 with the protruding extremity of a plate 13. At its outer end each bracket section is formed with a downwardly directed portion 33 which serves, together with the subjacent track-block 19, as a side bearing for supporting the bunk against tilting.

The end web 31 and the portion 33 of a bracket-section are integrally connected by a bar 34 which is formed of an inverted T-shape in cross section and thereabove, in the webs 30 and 23 of the bracket and beam sections, are openings 30' and 23'. Flanges 35 and 36 are respectively provided along the sides of the beam and bracket sections to accommodate bolts 37 whereby the bunk is secured to the sill, and for rivets 38, or an equivalent, for securing the bunk sections to each other. To prevent the unshipping of the swivel post 15, a king-pin 39 is extended axially therethrough, and through the bunk web 24 and the truck-bolster.

By uniting the bunk sections and the latter to the car sill in the before-explained manner, the structure is rendered sufficiently strong to withstand the severe strains to which it is subjected; the provision of the openings in the underside of a bunk provide for the discharge of dirt from the chain-passage; and the side-bearings prevent any tilting of the bunks either in transit or when discharging logs from a car.

What I claim as my invention, is—

1. The combination of a car-sill, a plate se-

cured to the underside thereof, and a bunk comprised of a beam section extending across the top of the sill and rigidly secured thereto, and bracket-sections rigidly secured to the beam-section and also to the ends of said plate, said beam-section being provided with a channel for log chocks and with a passage having openings in the bottom, said bracket-sections being each formed with a side bearing at its outer end and its inner end formed to fit against said sill.

2. The combination with a car-sill, of a bunk comprised of a beam section supported upon the sill and bracket-sections upon opposite sides of the sill and rigidly-secured to both the sill and the beam section, said beam-section being formed with a channel at the top for the accommodation of chocks and a passage therebelow for the chock-chains, said bracket sections being each provided with a side bearing at its outer end and its inner end formed to seat against the side of the sill, and a plate extending across the underside of the sill and having its ends fastened to the respective bracket-sections.

3. The combination with a car-sill, of a

bunk comprised of a beam section supported upon the sill and bracket-sections upon opposite sides of the sill and rigidly secured to both the sill and the beam section, said beam-section being formed with a channel at the top for the accommodation of chocks and a passage therebelow for the chock-chains, said bracket sections being each provided with a side bearing at its outer end and its inner end formed to seat against the side of the sill.

4. The combination with a car-sill, of a bunk comprised of a beam section supported upon the sill and bracket-sections upon opposite sides of the sill and rigidly secured to both the sill and the beam section, said beam-section being formed for the accommodation of chocks and a passage therebelow for the chock-chains, said bracket sections being each provided with a side bearing at its outer end and its inner end formed to seat against the side of the sill.

FREDERICK W. CHRISWELL.

Witnesses:

H. BARNES,

E. PETERSON.

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