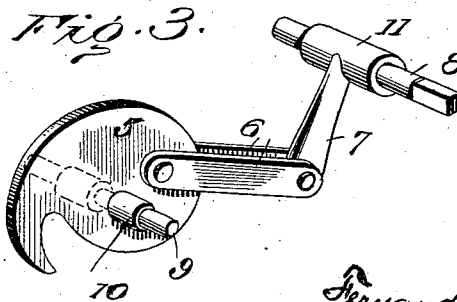
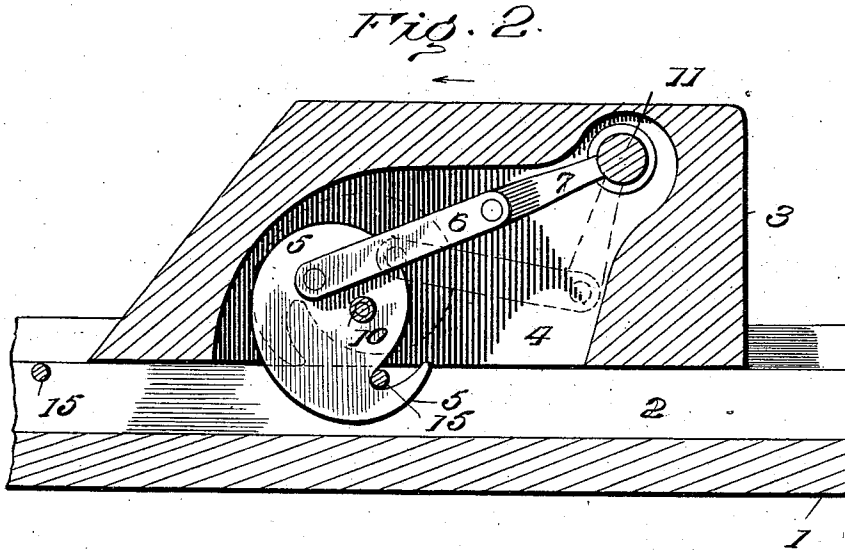
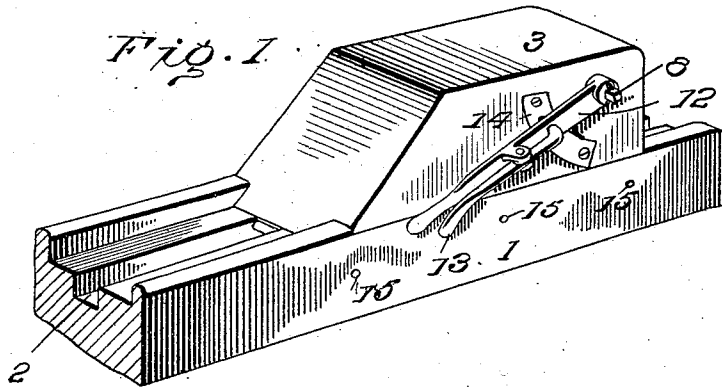


No. 849,261.

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F. NIMMO.
BUNK BLOCK.

APPLICATION FILED MAY 18, 1906. RENEWED FEB. 15, 1907.



Witnesses

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FERNANDO NIMMO, OF WEST POINT, ARKANSAS.

BUNK-BLOCK.

No. 849,261.

Specification of Letters Patent.

Patented April 2, 1907.

Application filed May 18, 1906. Renewed February 15, 1907. Serial No. 357,572.

To all whom it may concern:

Be it known that I, FERNANDO NIMMO, a citizen of the United States, residing at West Point, in the county of White and State of Arkansas, have invented certain new and useful Improvements in Bunk-Blocks; 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 appertains to make and use the same.

My invention relates to certain new and useful improvements in bunk-blocks for use in connection with car or vehicle bolsters of any class, but particularly to that class designed for use in logging districts.

It has for its object to provide a bunk-block simple and economic of construction, readily adjusted to position, positively secured in operative position, and easily removed when it is desired to unload the vehicle.

With these ends in view my invention consists in the details of construction and arrangement hereinafter more particularly described and claimed.

In order that those skilled in the art to which my invention appertains may know how to make and use my improved bunk-block and to fully appreciate its advantages, I will proceed to describe the construction and operation of the same, referring by numerals to the accompanying drawings, in which—

Figure 1 is a perspective view representing a bolster of a wagon or other vehicle with my improved bunk-block secured in position. Fig. 2 is a central longitudinal section of the same, and Fig. 3 is a perspective view of the locking device removed from the block.

Similar numerals indicate like parts in the several figures of the drawings.

1 represents a bolster adapted to be secured in position upon an ordinary logging-wagon, car, or other vehicle and formed with a stepped grooveway 2. This bolster is constructed of one or more pieces securely bolted together or of a single piece, as shown, and may be composed of wood or any other suitable material.

3 is the bunk-block, which is also formed of one or more pieces and of any suitable material and is constructed at its lower edge to fit within the grooveway 2 of the bolster and adapted to freely move longitudinally therein. This block is provided with a central re-

cess 4, (see Fig. 2,) which is adapted to receive the locking devices shown at Fig. 3 and which are pivotally secured therein, as will be presently described.

The locking devices consist of a cam-shaped hook 5, toggle-arms 6 7, and an operating-shaft 8. This cam-shaped hook 5 is mounted upon a shaft 9, passing transversely through the block 3 and recess 4, and 10 are collars arranged upon the shaft 9 each side of the hook 5, as clearly shown in Fig. 3. The toggle-arms 6 are pivoted to the hook a suitable distance from the shaft 9 and at their opposite ends to the toggle-arm 7, which is preferably formed integral with the shaft 8, which is enlarged centrally, as shown at 11, to hold the shaft against longitudinal movement within the recess 4 when the block is formed in two or more parts secured together, and when the block is formed of a single piece the enlarged portion 11 is formed integral with the arm 7 and adapted to receive the shaft 8, to which it may be keyed in any suitable manner. One end of the shaft 8 is squared to receive an operating hand-lever 12, which is provided with a spring-pawl 13, adapted to interlock with a segmental rack 14, secured upon the side of the block, as clearly illustrated in Fig. 1.

15 are bolts or rods passing through the bolster 1 at suitable distances apart and so located as to interlock with the lower notched portion of the cam-shaped hook 5, as clearly indicated in Fig. 2, so that the block may be adjusted according to the load upon the vehicle.

Having described the construction and arrangement of the several parts, I will now proceed to describe the manner in which it is used. When it is desired to lock the block to the bolster in any one of the localities indicated by the transverse bolts or rods, the hand-lever 12 is swung downward to throw the hook 5 into the position shown in Fig. 3 and in dotted lines in Fig. 2 and above the plane of the bolts or rods 15. The block is then located within the recess 2 of the bolster 1 and moved in the direction indicated by the arrow at Fig. 2 until the point of the hook is brought below the plane of the bolt or rod 15, whereupon the block is pulled back until the hook contacts with the bolt or rod 15, and the lever is then raised until the hook and bolt or rod are interlocked, as shown at Fig. 2, and the spring-pawl 13 is released to interlock with the segmental rack 14, at which time

the toggle-arms will have assumed the position shown at Fig. 2 and constitute a positive lock against any accidental release-ment of the hook from the bolt or rod 15.

5 When it is desired to release or remove the block 3, the pawl 13 is withdrawn from the rack 14 and the hand-lever depressed, which will cause the toggle-arms and hook to assume the position shown at Fig. 3 and cause the
10 hook to be released from the bolt or rod 15 in an obvious manner.

Having described the construction and operation of my improved bunk-block, what I claim as new, and desire to secure by Letters
15 Patent, is—

1. A bunk-block for logging-wagons, cars or other vehicles consisting of a grooved bolster with one or more locking bolts or bars passing transversely through the groove; a
20 slidable block having its lower edge fitting within the bolster and having a longitudinal recess; a cam-shaped hook located within the recess of the block and mounted upon a transverse shaft; an operating-shaft mount-
25 ed within the block; toggle-arms pivoted to the cam-shaped hook and operating-shaft, and means for rotating the operating-shaft, substantially as and for the purpose set forth.

2. In a bunk-block such as described and consisting of a grooved bolster and slidable 30 block mounted therein and provided with a cam-shaped hook, toggle-arms and operating-shaft, a hand-lever connected with one end of the operating-shaft and provided with a
35 spring-pawl, and a segmental rack secured to the side of the block and adapted to cooperate with the spring-pawl, substantially as and for the purpose set forth.

3. In a bunk-block such as described the cam-shaped hook adapted to interlock with 40 bolts or bars transversely located in the bolster, toggle-arms pivotally connected at one end to the cam-shaped hook and rigidly connected at the opposite end to an operat-
45 ing-shaft and arranged to constitute a brace or lock to prevent accidental release-ment of the hook from the transverse bolts or bars, substantially as hereinbefore set forth.

In testimony whereof I have signed my name to this specification in the presence of 50 two subscribing witnesses.

FERNANDO NIMMO.

Witnesses:

N. HARDY,
T. Y. PRYOR.