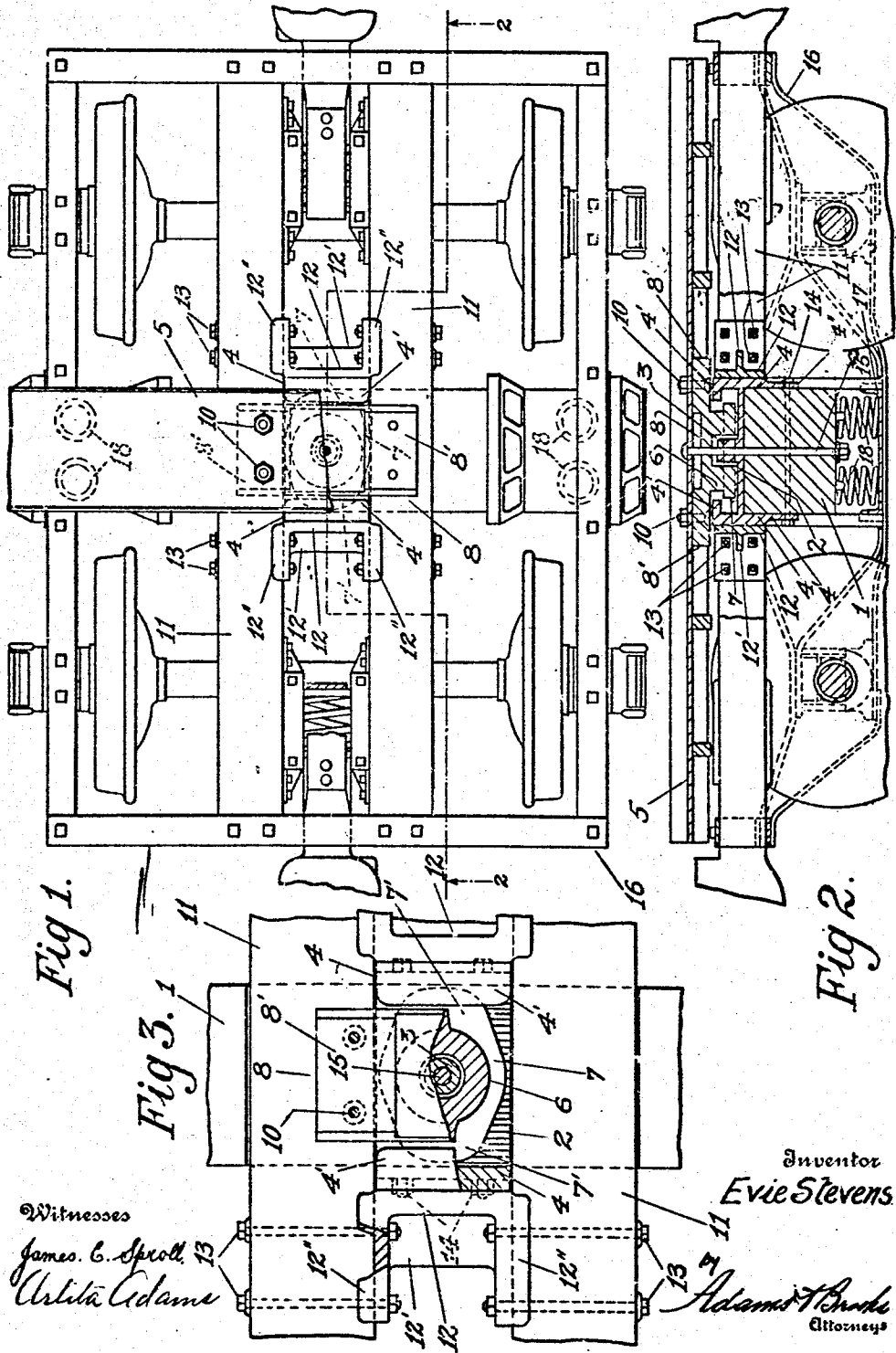


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TRUCK CONNECTION.
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975,475.

Patented Nov. 15, 1910.



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To all whom it may concern:

Be it known that I, EVIE STEVENS, a citizen of the United States of America, and a resident of the town of Park, in the county of Whatcom and State of Washington, have invented certain new and useful Improvements in Truck Connections, of which the following is a specification.

The present invention pertains to improvements in center connections for logging trucks, and it resides in the novel features and combinations of parts hereinafter described, and particularly pointed out in the claims.

15 The primary aim of the invention is to provide a substantial locking connection between the bolster and bunk of a logging truck.

20 A further object is to provide a central connection between the bolster and draft members with due provision for vertical play of the bolster.

In the accompanying drawing, wherein similar reference numerals designate corresponding parts throughout: Figure 1 is a plan of a logging truck of a common form with my invention applied thereto, portions of some of the parts being broken away. Fig. 2 is a vertical section on line 2-2 of 30 Fig. 1 with the bunk in an angular position, and Fig. 3 is a plan of the center portion of the truck in partial section with the bunk removed.

In the practice of my invention I equip 35 the truck bolster 1 with a center bearing on plate 2 combined with a stub pivot 3 and side bearings on plate 4, 4, which as shown, are extended upwardly at opposite sides of pivot 3 and provided with inwardly projecting angular extensions or lugs 4', 4'.

40 On the bunk 5 I provide a center bearing comprising a hub 6 adapted to receive pivot 3 freely and provided with a peripheral flange 7. This flange is extended outwardly at opposite sides of the hub to provide shoulders, as 7' which fit freely in the spaces or grooves between the lugs 4' and center bearing 2.

50 In connection with hub 6 I have shown an elongated head 8 which extends in quartering relation to the tongues 7' and is provided with bearing bosses 8'. These bosses are suitably beveled on their side edges to fit in the channel of bunk 5 and are provided

with apertures for clamping bolts 10 which extend through corresponding apertures in the web of the bunk.

Combined with the draft members or timbers 11, 11 of the truck are companion bearings 12, 12 for the side bearings 4, 4. These 60 companion bearings constitute cross webs of respective double knee irons, which, as shown, are applied at opposite sides of the bolster 1 with their stem portions extending along the opposing faces of the draft members. Each knee iron is stiffened by a backing rib 12' and provided along the upper 65 side edges of its stem portions with flanges 12'' which are seated on respective draft members. The stem portions of the knee 70 irons are further provided with suitable apertures for bolts, as 13, which are applied to the draft members to secure the same in rigid connection with the knee irons.

The side bearings 4, as shown, are provided 75 with downwardly extending stem portions 4'' in which suitable apertures are provided for bolts, as 14, which extend through bolster 1, while pivot 3 and head 8 of the hub are provided with central apertures for a king bolt, as 15, which may be 80 employed if desired but is not essential.

The draft members 11 are secured in the usual manner to end bars of the truck frame 16, which is of the diamond arch bar 85 type and carries a spring plank 17 upon which the springs 18 for bolster 1 are supported.

In placing the bunk it is presented crosswise of bolster 1, for clear passage of flange 90 7 between the lugs 4', and lowered to seat hub 6 on the center bearing 2 with pivot 3 projecting into the hub. The bunk is then turned to its usual position, thereby bringing the shoulders 7' beneath the lugs 4', as 95 shown in Figs. 1 and 3. When the bunk is listed or tilted in operating the truck the shoulders 7' find bearing against the side bearings 4 or lugs 4', as the case may be, and thereby take the strain from pivot 3 and 100 secure the bunk from displacement.

The connection is particularly effective when loading or unloading the truck on a curved track where the truck bolster stands at an angle to the bunk and the latter is subjected to both listing and tilting strains. 105

Having thus described my invention, what I claim as new, and desire to secure by Let-

ters Patent of the United States of America, is:

1. In combination with the truck and a rotatably supported bunk thereon, a locking device comprising interlocking means on said truck and bunk, the interlocking means of said truck overlapping the interlocking means of said bunk, whereby said bunk is held against upward displacement while being free for rotation.

2. In combination with the truck and a rotatably supported bunk thereon, spaced locking elements on said truck, and spaced locking elements on said bunk normally engaging under said first named locking elements.

3. In combination with the truck and a rotatably supported bunk thereon, a plurality of locking elements on said truck, and locking elements on said bunk arranged in spaced relation and normally engaging under said first named locking elements, said first named locking elements being spaced for reception of said last named locking elements therebetween.

4. In combination with the truck and the bunk, a hub on one thereof provided with outwardly projecting shoulders, a pivot on the other thereof journaled in said hub, and relatively fixed lugs on opposite sides of said pivot engaging over the shoulders of said hub.

5. In combination with the truck and the bunk, a pivot on said truck, a hub on said bunk receiving said pivot, opposite outwardly projecting shoulders on said hub, and spaced lugs on said truck normally receiving the shoulders of said hub thereunder.

6. In combination with the truck and the bunk, a hub on said bunk provided with opposite outwardly projecting shoulders, a center bearing on said truck provided with a pivot engaging in said hub, and lugs on said center bearing engaging over the shoulders of said hub.

7. In a truck, draft members provided with spaced companion bearings, a bolster extending between the bearings of said draft members, and a bunk pivotally supported on said bolster.

8. In a truck, draft members provided with spaced companion bearings, a bolster provided with side bearings opposed to the bearings of said draft members, means supporting said bolster for vertical movement, and a bunk on said bolster.

Signed at Park, Washington this 17th day of March 1910.

EVIE STEVENS.

Witnesses:

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