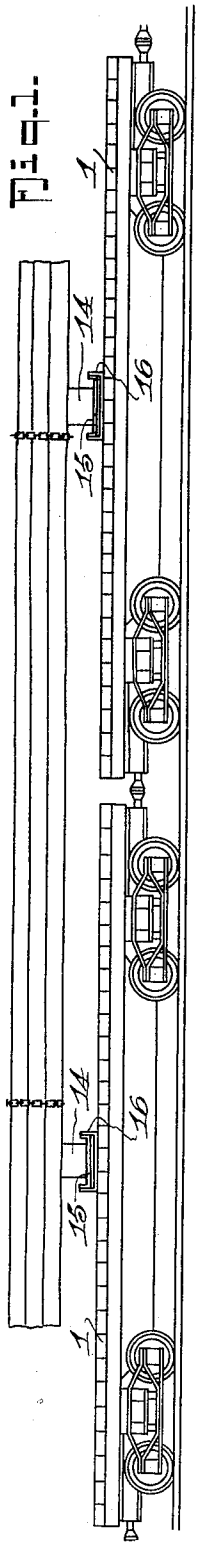
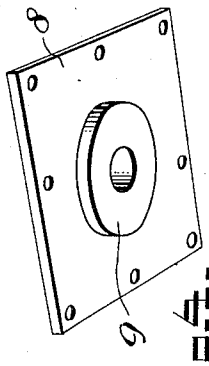
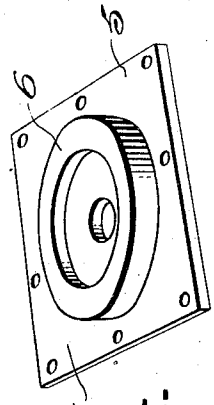
July 14, 1931. A. STURROCK 1,814,232

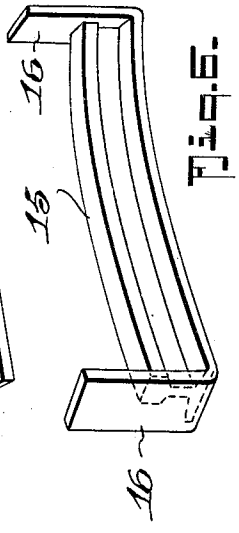
LOG BUNK

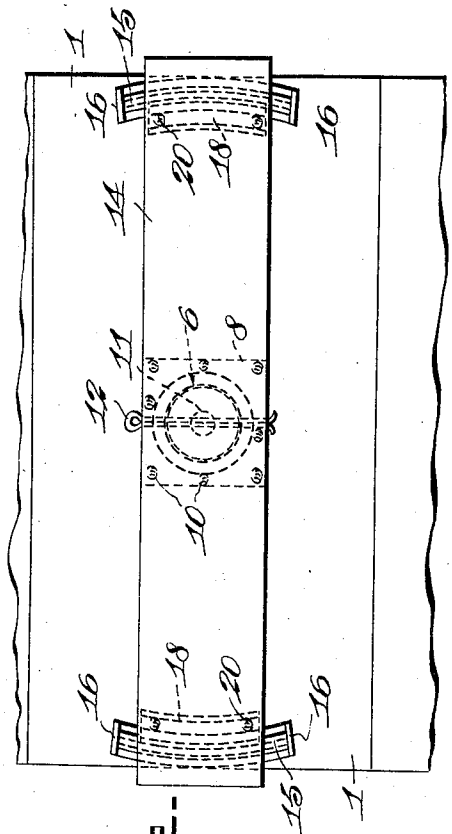
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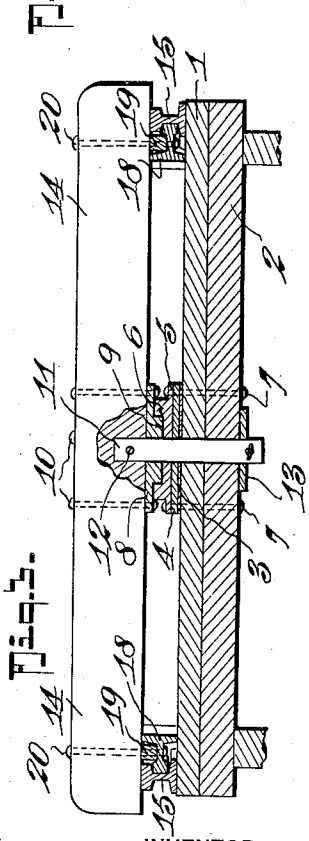












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Patented July 14, 1931 1,814,232

UNITED STATES PATENT OFFICE

ARCHIBALD STURROCK, OF VICTORIA, BRITISH COLUMBIA, CANADA

LOG BUNK

Application filed March 20, 1930. Serial No. 437,460.

My invention relates to radial bunks which are used on logging trucks for transporting long timbers over two or more cars, and it particularly has for its object to provide a center swivel bearing which will fit any style of bunk now in use, and to provide outer bearing friction members to support the ends of the bunk and hold the bunk from coming out of the center bearing on the outside should it receive a heavy jar or knock, and also serving to prevent bending of the king pin because of such jars and knocks.

Other objects will in part be obvious and in part be pointed out hereinafter.

To the attainment of the aforesaid objects and ends, the invention still further resides in the novel details of construction, combination and arrangement of parts, all of which will be first fully described in the following detailed description, then be particularly pointed out in the appended claims, reference being had to the accompanying drawings, in which:—

Figure 1 is a side elevation of the top of a flat car with the invention applied.

Figure 2 is a plan view of a portion of the same.

Figure 3 is a cross section on the line 3—3 of Figure 2.

Figure 4 is a detail perspective view of the upper or male swivel casting that is riveted to the bunk.

Figure 5 is a detail perspective view of the lower or female swivel casting that is mounted on the flat car.

Figure 6 is a detail perspective view of one of the arcuate rail sills.

In the drawings in which like numerals of reference indicate like parts in all of the figures, 1 represents the top of a flat car having the usual center sill 2. 3 is a bed plate over which is mounted a hardwood block 4 that supports the lower or female swivel casting 5, the casting 5, the block 4 and the bed plate 3 being bolted, spiked or otherwise secured at 7 to the top of the flat car.

The lower female casting 5 has a circular socket 6 and is apertured to receive the king pin 11.

8 indicates the upper or male swivel casting which is provided with a circular protuberance 9 to fit the socket 6 of the female casting. The upper casting 8 is fastened to the bunk 14 by rivets 10 or in any other suitable way and is apertured to permit passage of the king pin 11, the latter being keyed to the bunk 14 by a suitable cotter pin 12.

13 is a washer plate mounted beneath the sill 2 to which it may be spiked or otherwise fastened if desired, and a second cotter pin 12 may be provided at the lower end of the king pin 11.

The bunk 14 is of the usual kind and per se does not constitute my invention.

Secured to the sill 2 of the flat car at the sides in alignment with the king pin 11 are rail segments 15 which are securely fastened to the sills 2 and are curved on arcs having as their centers the axis of the king pin 11. The webs of the rail segments 15 are bent up as at 16 at the ends of the segments to constitute limiting stops for the movement of the bunk 14.

Associated with each of the outer rail frictions 15 are inner rail frictions 18 consisting of rail segments curved on arcs having as their center the axis of the king pin 11, and these rail segments 18 are held in a horizontal position by spacer blocks 19 and are secured by suitable means 20 to the bunk 14, the head of the horizontal rail member 18 lying against the web of the vertical rail member 15 between its head and base flange so that the two rail members 15 and 18 interlock or interproject.

It will be seen that by employing the center swivel bearing and using rail segments a simple inexpensive and widely useful supporting means for the bunk is provided.

From the foregoing description, taken in connection with the accompanying drawing, it is thought the construction, operation and advantages of my invention will be clear to those skilled in the art to which it relates.

What I claim is:

1. The combination with the top of a flat car having a cross sill, and a log bunk; a swivel bearing therefor comprising an upper male casting secured to the bunk, a lower female casting mounted on the flat car, a

king pin passing through said castings and keyed to the bunk, and pairs of frictions located at the sides of the flat car and adjacent the outer ends of the bunk, one of each pair of frictions being secured to the flat car sill and the other to the bunk, said pair of frictions comprising interprojecting elements.

2. The combination with the top of a flat car having a cross sill, and a log bunk; a swivel bearing therefor comprising an upper male casting secured to the bunk, a lower female casting mounted on the flat car, a king pin passing through said castings and keyed to the bunk, and pairs of frictions located at the sides of the flat car and adjacent the outer ends of the bunk, said pairs of frictions each comprising a rail segment secured to the said sill in vertical position and curved on an arc having the king pin as a center, means securing said rail segment to said sill, a second rail segment lying horizontally, means securing said second rail segment to said bunk, said second rail segment being curved on an arc having the king pin as a center and having its head engaging the web of the first rail segment between its head and base flange.

3. The combination with the top of a flat car having a cross sill, and a log bunk, a swivel bearing therefor comprising an upper male casting secured to the bunk, a lower female casting mounted on the flat car, a king pin passing through said castings and keyed to the bunk, and pairs of frictions located at the sides of the flat car and adjacent the outer ends of the bunk, one of each pair of frictions being secured to the flat car sill and the other to the bunk, said pairs of frictions comprising interprojecting elements, and a hardwood block located between said female casting and the top of said flat car.

4. The combination with the top of a flat car having a cross sill and a log bunk, a swivel bearing therefor comprising an upper male casting secured to the bunk, a lower female casting mounted on the flat car, a king pin passing through said castings and keyed to the bunk, and pairs of frictions located at the sides of the flat car and adjacent the outer ends of the bunk, one of each pair of frictions being secured to the flat car sill and the other to the bunk, said pairs of frictions comprising interprojecting elements, a hardwood block located between said female casting and the top of said flat car, and a bed plate beneath said hardwood block.

ARCHIBALD STURROCK.