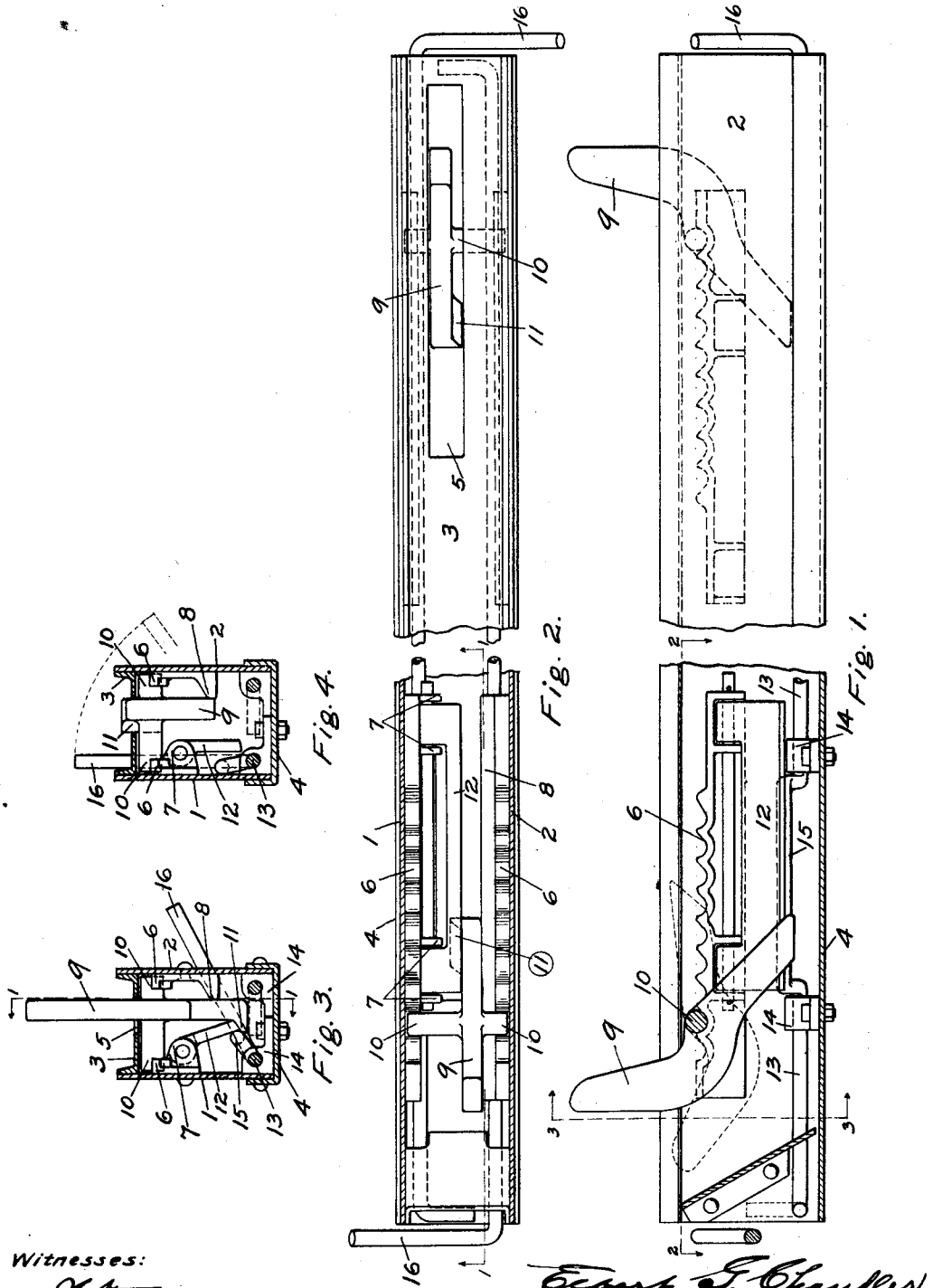
E. G. CHANDLER.

LOG BUNK.

APPLICATION FILED MAR. 7, 1913.

1,066,795.

Patented July 8, 1913.



Witnesses:

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UNITED STATES PATENT OFFICE.

ELBERT G. CHANDLER, OF PORTLAND, OREGON.

LOG-BUNK.

1,066,795. Specification of Letters Patent. Patented July 8, 1913.

Application filed March 7, 1913. Serial No. 752,687.

To all whom it may concern:

Be it known that I, ELBERT G. CHANDLER, a citizen of the United States, residing in the city of Portland, county of Multnomah, and State of Oregon, have invented certain new and useful Improvements in Log-Bunks, of which the following is a specification.

My invention relates to log bunks, and more particularly to a bunk such as is mounted upon a flat car, truck, or other vehicle, to receive and hold logs or other objects which are capable of rolling or being otherwise accidentally misplaced during the transportation thereof.

Among the salient objects of my invention are,—to provide an improved bunk of the character referred to having holding chocks adapted to move down into the body of the bunk and below the uppermost supporting surface thereof, when released, whereby to permit the object held to be unloaded; to provide in a bunk of the character referred to, improved mechanism whereby the holding chocks can be released from the opposite side thereof, whereby to avoid the danger incident to releasing or tripping said chocks at the side of the car from which the load is to be discharged; to provide in a bunk of the character referred to improved mechanism for adjusting the holding chocks to different holding positions, whereby they can be readily and quickly adjusted without the necessity of releasing hooks, bolts, or other fastenings; to provide in a bunk of the character referred to improved mechanism for holding the chocks in operative positions and for tripping or releasing the same whereby to permit them to move down into the body of the bunk and thereby release the log or other object; and, in general, to provide an improved, simplified and practical bunk of the character referred to which can be manufactured and put upon the market at a minimum expense.

In order that others may understand my invention, I have shown in the accompanying sheet of drawings, one practical embodiment thereof, which I will now describe.

Figure 1 shows a side elevation of a bunk embodying my invention, with a part broken out to reduce the size of the figure, and with a part in longitudinal section to show the inner construction and arrangement thereof; Fig. 2 is a similar top plan view with a portion of the top removed, and as if taken on line 2—2 of Fig. 1; Fig. 3 is a cross sectional view taken on line 3—3 of Fig. 1; and Fig. 4 is a view on the same line with the tripping mechanism released and the holding chock down in the body of the bunk.

Referring now to the drawings, the body of the bunk is preferably square or rectangular in cross section and is of such length as is best adapted for the car or other vehicle upon which it is to be used. The body can be made in a variety of ways, but as here shown, it is made of two heavy sheet metal side pieces 1 and 2, with a channel iron top 3, and a bottom plate 4, having upturned edges between which the side pieces 1 and 2 are placed and to which they are riveted. The top plate 2, at each end, is provided with a suitable slot or longitudinally extending opening, as 5, for a purpose hereinafter again referred to.

Secured to the inside of the side pieces 1 and 2, at each end of the bunk and opposite each other, are bracket members 6—6, having corrugated or notched upper edges, one member of each pair being provided with two pairs of hinge lugs, as 7—7, and the other member of each pair being provided with a flange-like portion, as 8, for a purpose hereinafter referred to.

A chock 9, having trunnions 10, substantially of the form shown in side elevation, Fig. 1, and top plan view, Fig. 2, is movably and changeably mounted through the opening or slot 5, in the notches of the bracket members 6—6, the upper end of said chock 9 being adapted to project above the top or supporting surface of the bunk for holding the logs or other objects placed thereupon, and the lower end thereof being provided with a lip or flange portion, as 11, for a purpose now to be described, it being understood, of course, that there is a chock at each end of the bunk.

Hingedly mounted between the hinge lugs 7—7, upon one of each pair of brackets 6—6, is a swinging plate or member 12, the lower edge of which is slightly beveled, as indicated in Figs. 3 and 4, this swinging member being adapted to be moved outwardly, as indicated in Fig. 3, to engage the lip or flange 11, upon the outer end of the chock 9, which lip or flange, it will be noted, is also beveled, and adapted to have a flat engagement with the edge of the swinging

member 12. It is to be noted also that the angle of engagement between the end of the swinging member 12 and the lip or flange 11 of the chock is such, relative to the horizontal component of the pressure between the two surfaces, as to overcome the friction therebetween, so that when the swinging member 12 is released by the movement of the operating rod hereafter referred to, the strain on the chock 9 which causes its lower end to rise, forces the swinging member laterally to the position shown in Fig. 4 and thereby allows the chock to rock on its pivot bearing. The lip or flange portion 8 on the opposite bracket, serves as a bearing against which the opposite side of the chock 9 bears and by means of which said chock is prevented from being moved laterally.

The swinging member 12, at opposite ends of the bunk, are moved outwardly by means of operating rods mounted longitudinally of the bunk and in the lower corners thereof, as indicated by the numerals 13—13, said rods being held in suitable bearing blocks 14—14, each of said bearing rods being provided adjacent the swinging member 12—12, with offset portions, as at 15, adapted to move outwardly against said swinging member 12, when said rods are turned, as indicated in Fig. 3. Each of said rods is provided at its operating end, with a long, upturned portion, as 16, which serves as a lever or handle, and at its opposite end with a shorter bent portion 17, by means of which said rod can be turned, when there is no load, for the purpose of adjusting the chock at that end; that is, it is possible for one man to turn the rod with one hand and hold the chock with the other.

The chocks 9—9, at the opposite ends of the bunk, it will be noted, are positioned toward opposite sides of the bunk. The operating rods are at opposite sides of the bunk, the swinging members 12—12 are supported at opposite sides of the bunk, and the holding lips 11—11 on the down ends of said chocks, face in opposite directions, as can be understood from Fig. 2. The longer operating lever ends 16—16 of the operating rods 13—13 are, therefore, at opposite ends of the bunk, and each forms a part of the rod which operates the holding and releasing mechanism of the chock at the farther end of the bunk from which it is located. Thus, if it is desired to release a chock at one side of the car and to discharge the log or other object from that side of the car, the operator would go to the opposite side of the car and move the long lever or handle 16, which releases the swinging member 12 at the other end of the bunk body, being the opposite side of the car from that on which he is standing, and the chock at that side of the car would be released and allowed to move down into the bunk body and into a position below the uppermost supporting edges of the bunk body, whereby any log or other object is free to roll off the end of the bunk.

It is intended that when the offset portion 15 of one of the operating rods 13 is turned downwardly so as to move the swinging member 12 outwardly and to hold it there, that said offset portion 15 shall be at such an angle to said swinging member 12 that the latter cannot move back and release the chock until the operating rod is turned. The angular engagement between the end of the swinging member 12 and the lip 11 of the chock 9 is such that when said operating rod is turned, the swinging member 12 is automatically forced back, as shown in Fig. 4.

While I have shown and described but one embodiment of the invention, I am aware that changes can be made therein without departing from the spirit thereof, and I do not, therefore, limit the invention to the particular form here shown for illustrative purposes, except as I may be limited by the hereto appended claims.

I claim:

1. In a log bunk, a body oppositely disposed supporting or bearing seats therein, a holding chock having supporting trunnions adapted to said bearing seats and movable bodily to different pivotal locations on said seats, and a movable part for holding said chock in its up or operative position.

2. In a log bunk, a body oppositely disposed supporting or bearing seats therein, a holding chock pivotally mounted therein and movable bodily to different bearing seats, and a holding member for holding said chock in operative position in any of said locations.

3. In a log bunk, a body provided with series of notches, a holding chock pivotally mounted in said notches and movable bodily to different notches to change its operative location in said body, and a holding member for holding said chock in operative position in said body.

4. In a log bunk, a body, a pivotally mounted holding chock therein and adjustable to different pivotal locations, an operating mechanism, operable from the end of the body of the bunk, for releasing said chock, whereby it can be moved on its pivotal bearing.

5. In a log bunk, a body provided with oppositely disposed supporting or bearing seats, a pivotally mounted holding chock with supporting trunnions adapted to said seats and movable upon its pivot bearing to a position below the supporting surface of said body, and a holding and tripping mechanism operable from the opposite end of the bunk body.

6. In a log bunk of the character referred

to, in combination, a bunk body having oppositely disposed bearing seats, a pivotally mounted holding chock with trunnion like members adapted to move upon its pivot bearing down into said body, said chock being movable bodily to different bearing seats, a movable part adapted to engage and hold said chock in its up or operative position, and an operating member for moving said movable part.

7. In a log bunk of the character referred to, in combination, a bunk body, a pivotally mounted holding chock adapted to move upon its pivot bearing down into said body, said chock being adjustable to different pivotal locations, a movable part adapted to engage and hold said chock in its up or operative position, and an operating member for moving said movable part.

8. In a log bunk, a bunk body provided with series of oppositely disposed supporting notches or seats, a holding chock pivotally mounted therein and adjustable to different locations therein, a movable part for holding said chock in its up or operative position, and operating mechanism for moving said part.

9. In a log bunk, a bunk body provided with series of oppositely disposed supporting notches or seats, a holding chock pivotally mounted therein and adjustable to different locations therein, a movable part for engaging and holding said chock in operative position, and an operating rod extending to the opposite end of said body for moving said part.

10. A log bunk of the character referred to comprising in combination a bunk body of hollow construction with longitudinally extending opening in its upper side; bracket members having corrugated upper edges mounted opposite each other adjacent said opening, a chock member pivotally supported through said opening and upon said bracket members and adjustable to different positions thereon, said chock being adapted to move upon its pivotal mounting down into said bunk body, a movable member adapted to be moved into holding engagement with said chock, and an operating rod for moving said movable member into engagement with said chock, substantially as described.

Signed at Portland, Oregon, this 26th day of February, 1913.

ELBERT G. CHANDLER. [L. S.]

In presence of—
J. C. STRENG,
R. B. FRENCH.

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