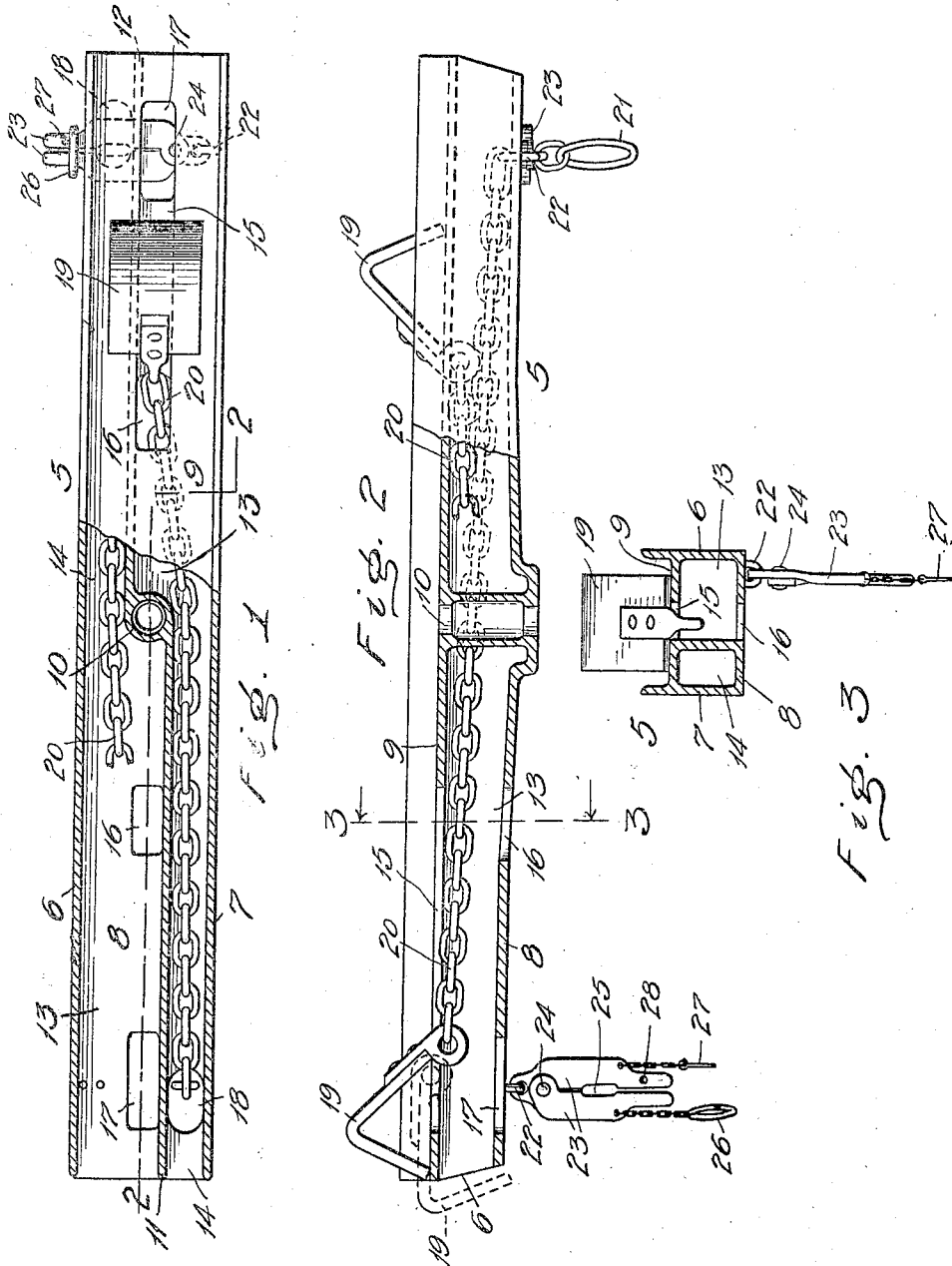


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 LOGGING CAR BUNK AND BLOCK.
 APPLICATION FILED APR. 10, 1909.

979,650.

Patented Dec. 27, 1910.



WITNESSES:

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

LOGGING-CAR BUNK AND BLOCK.

979,650.

Specification of Letters Patent.

Patented Dec. 27, 1910.

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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-Car Bunks and Blocks, of which the following is a specification.

This invention relates to chock-blocks and the supports thereof for logging trucks or cars and, more specifically, to improvements in the devices of this character shown and described in United States Patent No. 816,339, issued March 27, 1906, to J. E. Knight.

The object of the present invention is to simplify and perfect the construction of the aforesaid patented devices to render them more convenient and efficient in operation and afford means whereby the operation of the log retaining chocks is safeguarded against being incommoded through an accumulation of dirt or trash about the controlling chains therefor.

With these ends in view, the invention consists in the novel construction, adaptation and combination of parts as will be hereinafter described and claimed.

In the drawings, Figure 1 is a view partly in plan and partly in horizontal section of a bunk and associated parts which embody my invention and shown in forms as now preferred by me. Fig. 2 is a longitudinal view of the same, partly in elevation and partly in vertical section, such sectionalized portion being taken substantially through broken lines 2-2 of Fig. 1. Fig. 3 is a vertical cross sectional view through 3-3 of Fig. 2, but omitting the chain connections for the chocks.

The reference numeral 5 designates a hollow bunk which is secured either upon the deck of a flat car or directly upon a car truck. The bunk is provided with vertical side plates 6 and 7 which are connected with each other at their lower edges by a bottom web 8 and likewise by an upper web 9 which is arranged at some distance below the top edges of said side plates so that the latter will present guard flanges upon the respective sides to extend above the upper web and afford a channel or slideway above the latter.

Centrally of a bunk structure is a socket

10 for the reception of the king-pin of a car truck and extending from the socket to the opposite ends of the bunk and positioned intermediate said upper and lower webs are partition members 11 and 12. These partition-members are arranged to be parallel with said side plates, but are oppositely offset from the longitudinal axis of the bunk, as shown in Fig. 1, to divide the space between the webs into two passage-ways which are each provided with a wide portion 13 at one end and a narrow portion 14 at the other end, and reversely arranged so that the wide portions of two passage-ways will be disposed at opposite ends of the bunk. Extending from in proximity to the ends of the bunk and to within a short distance of its mid length the upper web 9 is provided with slots 15 which are disposed to be in the axis of the bunk and consequently communicate with the wider portions of said passageways. Directly below and preferably at the opposite ends of each of these slots, openings 16 and 17 are provided in the bottom web 8. There are also openings 18 provided in the bottom web and respectively located to be near the outer ends of narrow portions 14 of such passageways.

The herein illustrated chocks, 19, like those shown and described in the aforesaid patent, are severally integral and of angular form, being comprised of a plate having two limbs which are adapted to be operatively supported within the slide-way upon the upper web of the bunk. In this instance, however, both of the chocks are connected with individual chains 20 which extend through the aforesaid passage ways to and rove through the openings 18 near the remote end of the bunk and, below these openings, the chains are each provided with a ring, as 21, of sufficient diameter to prevent their being drawn through the openings with the possible loss of the chocks and attached chains when unemployed. To accommodate a load of logs, the chocks are adjustably secured by engaging the respective chains by suitable devices which are adapted for obstructing the movement of the same through the openings 18. Such securing devices may advantageously consist of grapples which are severally hung from the bunk as by pendent staples 22. These devices may be each comprised of two

jaws 23, which are pivotally connected at 24 and provided with complementary recesses 25 to receive a chain-link; while for the free ends of the jaws is provided a re-
5 movable coupling link 26 which serves upon occasion to hold the jaws in engaged condition upon their chains. A pin 27 inserted in a hole 28 of one of the jaws may be utilized to prevent the accidental displacement
10 of the link 26.

The operation of the invention will be understood by reference to Fig. 2, where the chocks are represented by full lines as being in operative positions upon the web
15 19 and protruding above the flange portions of the side plates 6 and 7 which in turn support the load of logs. In their various operative positions the chocks are secured
20 through the previously explained agencies of the connected chains and the securing devices therefor. By reason of the disposition of the chains and the securing devices which engage them at the end of the bunk
25 the latter is released from the side of the car opposite to that from which the logs are to be delivered. When thus released, the unrestrained logs will then push the chock to the end of the bunk so that one of

ward movement, such means being disposed at the opposite ends of the bunk from the respective chocks.

2. The combination of a bunk formed of side plates, two spaced webs connecting said
70 plates and disposed to afford a channel above the upper web and a passage-way between the webs, a chock movable in said channel, a chain connected with the chock and extending through a slot provided adjacent to
75 one end of the bunk in the upper of said webs and thence through said passage-way and through an opening near the other end of the bunk and in the lower of said webs,
80 and a means for adjustably securing the chain from being drawn upwardly through the said opening.

3. The combination of a bunk of hollow section, two movable chocks supported upon
85 the bunk, and chains attached to the chocks and extending through the inclosed passage-way of the bunk and openings in the bottom of the bunk and adjacent to the ends opposite the respective chocks to which they are attached, said chocks being angular in
90 form and capable of folding down over end of the bunk.

4. The combination of a hollow bunk, movable chocks arranged to slide thereon,

the bunk, and means extending through said passage-way and an opening in the bottom of the bunk for securing the chock in adjusted positions.

5 9. The combination with a hollow bunk affording two inclosed passage-ways and a slide way above having flanges at its sides, two angular chocks adapted to move on the slide way and capable of folding down over
10 the end of the bunk, and means extending through the respective passage-ways for holding the chocks in adjusted positions.

10 10. The combination with a hollow bunk comprised of side plates and two horizontally arranged spaced webs, the upper of
15 said webs being provided with a longitudinal slot and the other web being provided with an opening which is arranged to be below said slot, of a chock mounted for
20 movement upon the upper of said webs, a chain connected with the chock and extending through the space intermediate said webs, and means engageable with the chain
25 for securing the chock in adjusted positions.

25 11. In apparatus of the class described, the combination of a bunk provided with two side plates which are connected by two spaced webs and a partition connecting the
30 two webs so as to afford two passage-ways extending the entire length of the bunk, the upper of said webs being disposed below the plane of the top edges of said side plates to provide a channel between the latter, said
35 upper web being provided with slots and the lower of said webs being provided with an opening into each passage-way and near the opposite end of the bunk from the respective slots.

40 12. In apparatus of the class described, the combination of a bunk provided with two side plates which are connected by two spaced webs and a partition connecting the two webs so as to afford two passage-ways
45 extending the entire length of the bunk, the upper of said webs being disposed below the plane of the top edges of said side

plates to provide a channel between the latter, said upper web being provided with slots and the lower of said webs being provided with openings below the respective
50 slots and with an opening into each passage-way and near the opposite end of the bunk from the respective slots.

13. In apparatus of the class described, the combination of a bunk provided with
5 two side plates which are connected by two spaced webs and a partition connecting the two webs so as to afford two passage-ways extending the entire length of the bunk, said
60 passage-ways being each formed of greater width at one end than at the other and arranged oppositely for the respective passage-ways, the upper of said webs being disposed below the plane of the top edges of
65 said side plates to provide a channel between the latter, said upper web being provided with slots, and the lower of said webs being provided with an opening into each passage-way and near the opposite end of
70 the bunk from the respective slots.

14. In apparatus of the class described, the combination of a bunk provided with
75 two side plates which are connected by two spaced webs and a partition connecting the two webs so as to afford two passage-ways extending the entire length of the bunk, said passage-ways being each formed of greater width at one end than the other and arranged oppositely for the respective
80 passage-ways, the upper of said webs being disposed below the plane of the top edges of said side plates to provide a channel between the latter, said upper web being provided with slots and the lower of said webs being provided with openings below the
85 respective slots and with an opening into each passage-way and near the opposite end of the bunk from the respective slots.

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