

G. KOMAREK.

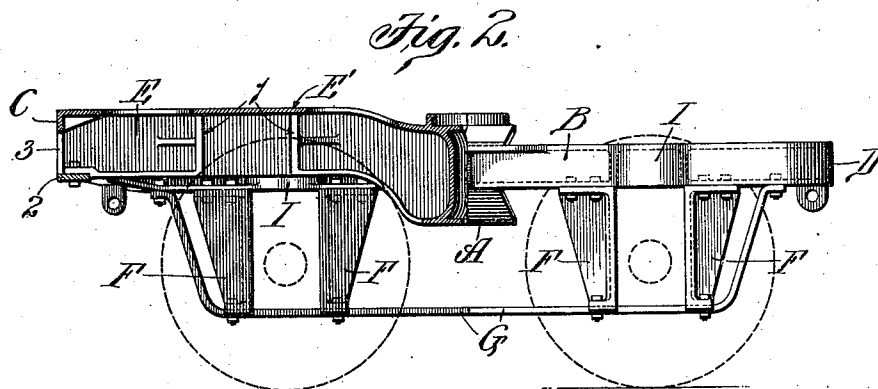
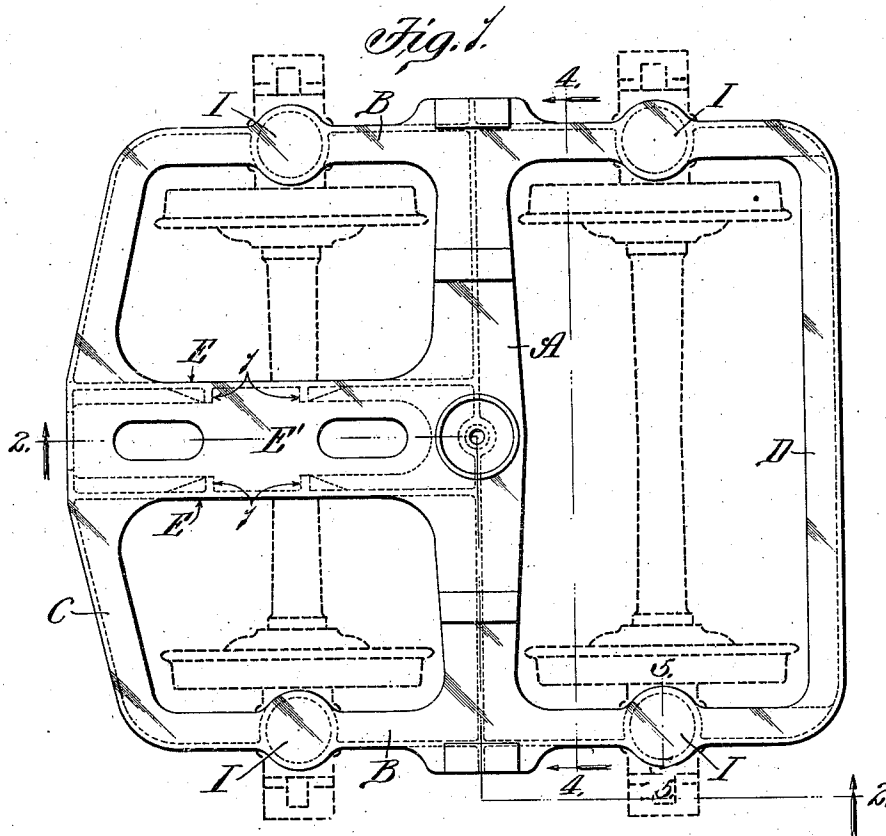
LOG TRUCK.

APPLICATION FILED AUG. 21, 1911.

1,008,921.

Patented Nov. 14, 1911.

2 SHEETS—SHEET 1.



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Fig. 3.

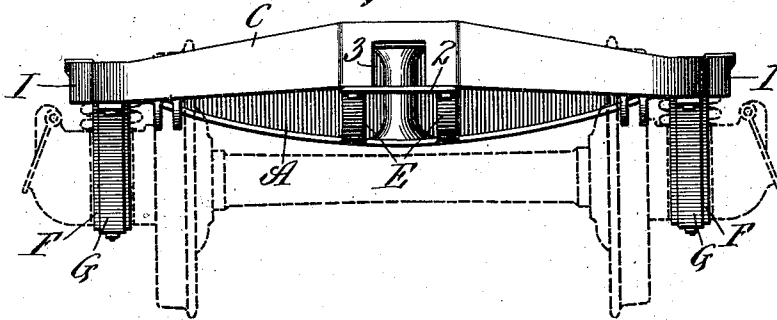


Fig. 4.

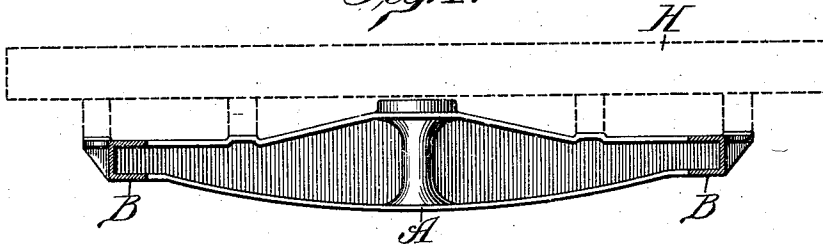
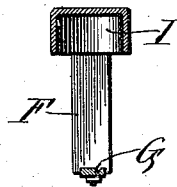


Fig. 5.



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UNITED STATES PATENT OFFICE.

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LOG-TRUCK.

1,008,921.

Specification of Letters Patent.

Patented Nov. 14, 1911.

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To all whom it may concern:

Be it known that I, GUSTAV KOMAREK, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Log-Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to log trucks such as are used for transporting long logs, one truck being arranged adjacent each end of the log.

The object of my invention is to provide a log truck of simple construction which can be manufactured at a low cost.

Figure 1 of the drawings is a top plan view of a log truck constructed in accordance with my invention; Fig. 2 is a side elevational view partly in vertical section on the line 2—2 of Fig. 1; Fig. 3 is an elevational view of the front end truck; Fig. 4 is a vertical transverse sectional view taken on the line 4—4 of Fig. 1; and Fig. 5 is a vertical transverse sectional view taken on the line 5—5 of Fig. 1.

Briefly described, my improved log truck consists of a cast metal frame provided with a bolster, side and end sills and draft beams, all integrally connected together, and pedestals on the side sills for receiving the journal boxes which cooperate with the wheel axles of the truck.

Referring to the drawings which illustrate the preferred form of my invention, A designates a bolster whose end portions are integrally connected to side sills B. The front and rear end sills C and D, respectively, of the truck are integrally connected to the side sills B; and draft sills E, which are arranged between the bolster and the front end sill C, are integrally connected to said bolster and end sill, as shown clearly in Figs. 1 and 2. Pedestals F are secured to the side sills B for receiving the journal boxes which cooperate with the wheel axles of the truck, as shown in broken lines in Figs. 1 and 3, and suitable tie-bars G are connected to the lower ends of the pedestals and to the side sill on each side of the truck, as shown in Fig. 2. The bunk H, shown in broken lines in Fig. 4, on which the logs rest, is supported upon the bolster A of the truck, and the side frames B are provided with integral pockets I for re-

ceiving springs, not shown, which are arranged between the frame of the truck and the journal boxes.

The side and end sills of the truck are preferably channel-shaped in cross section and arranged with their horizontal legs or flanges projecting inwardly, as shown in Figs. 2 and 4, and the bolster A is preferably I-shaped in cross section, the vertical web of the bolster being integrally connected to the vertical webs of the side sills, and the top and bottom flanges of the bolster being integrally connected to the horizontal flanges of the side sills.

The draft beams E are provided with integral lugs or abutments 1 which cooperate with the follower plates of the draft rigging, not shown, and a carry-iron 2 is connected to said draft beams for supporting the draw-bar which passes through an opening 3 in the front end sill C of the truck. A cover member E', which is formed integral with the draft beams, is integrally connected to the top flange of the bolster and to the top flange of the front end sill C so as to reinforce and strengthen the draft beams and tie them securely to the bolster and to the front end sill. I prefer to arrange the draft beams in a higher horizontal plane than the side sills, as shown in Fig. 2, and therefore the rear ends of said draft beams are curved downwardly at the point where they are connected to the bolster and the intermediate portion of the front end sill C is inclined upwardly so as to provide for this arrangement of the draft beams.

A log truck of the character above-described, is exceptionally strong and rigid and can be manufactured at a low cost because it consists of a one-piece cast metal frame having draft beams formed integral with the bolster and the front end sill of the truck both of which are integrally connected to the side sills of the truck, the pedestals and tie-bars being the only detachable or removable elements of the truck.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. A log truck having a cast metal frame which consists of side sills, end sills, a bolster, and draft beams all integrally connected together, and pedestals secured to the side sills.

2. A log truck provided with a front and

a rear end sill and side sills integrally connected to said end sills, a bolster integrally connected to the side sills, and draft sills integrally connected to the bolster and to the front end sill and arranged in a higher horizontal plane than the side sills.

3. A log truck provided with a front end sill and a bolster and side sills formed integral with said end sill and bolster, and draft beams provided with a top cover plate that is integrally connected to the front end sill and to the bolster.

4. A log truck having a cast metal frame

which comprises end and side sills integrally connected together, a bolster formed integral with said side sills, and draft beams arranged in a higher horizontal plane than said side sills and connected to the bolster and to the front end sill.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

GUSTAV KOMAREK.

Witnesses:

SHERWOOD S. KNIGHT,
WM. G. BRIDGEMAN.

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