W. B. BROWN.

ATTACHMENT FOR LOGGING CARS.

APPLICATION FILED JUNE 28, 1909.

948,159. Patented Feb. 1, 1910.

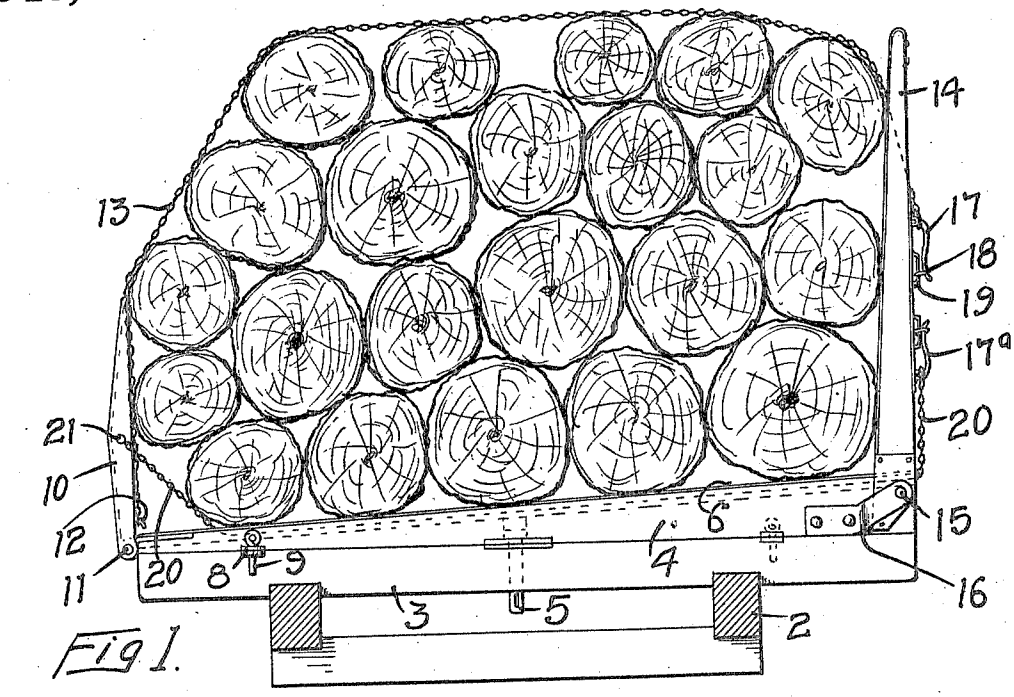

Fig 1.

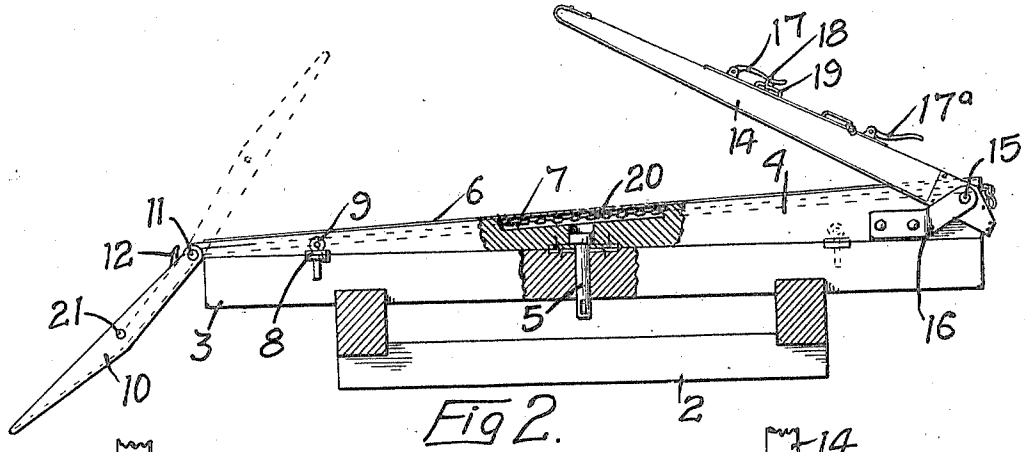

Fig 2.

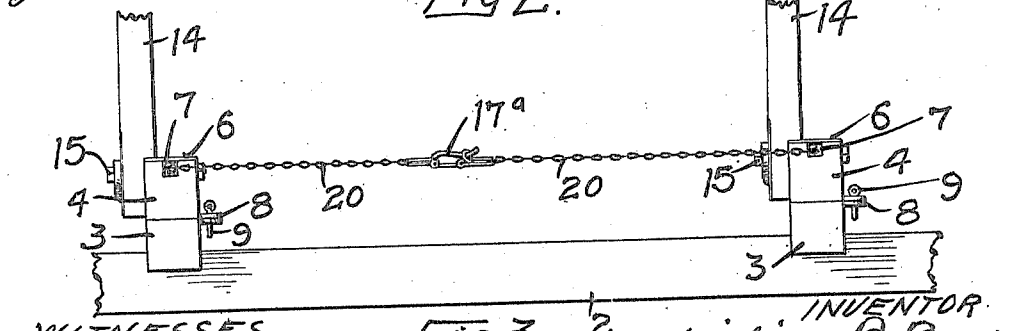

Fig 3.

WITNESSES

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WILLIAM BELL BROWN, OF BIGFORK, MONTANA.

ATTACHMENT FOR LOGGING-CARS.

948,159. Specification of Letters Patent. Patented Feb. 1, 1910.

Application filed June 28, 1909. Serial No. 504,744.

To all whom it may concern:

Be it known that I, WILLIAM B. BROWN, of Bigfork, Flathead county, Montana, have invented certain new and useful Improvements in Attachments for Logging-Cars, of which the following is a specification.

My invention relates to appliances for use in connection with a logging car to facilitate the loading and unloading of the same and at the same time, prevent all danger to the life and limb of the person unloading the car.

The object of the invention is to provide means, which will permit the convenient loading of the car from either side and allow the load to be easily and quickly unloaded without the slightest danger to the person loosening the chains.

My invention consists generally in various constructions and combinations, all as hereinafter described and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is an end view of the upper portion of a logging car with my invention applied thereto, Fig. 2 is a similar view, illustrating the position assumed by the stakes when the car is unloaded, Fig. 3 is a side view, showing the means employed for securing the ends of the binder chain.

In the drawing, 2 represents the car frame, 3 a bunk thereon and 4 a second bunk resting upon the first one and having a swiveled connection therewith by means of a king bolt 5, which allows the upper bunk to be swung around on its pivot and adapt the car for loading from either side. The bunk 4 has an inclined upper surface formed by tapering the bunk from one end to the other, and a plate 6 is secured to said surface over a longitudinal groove 7, which is formed in the top of the bunk 4 and extends from end to end thereof. The ends of the bunk 4 are flush with the lower bunk 3 and are held against premature oscillation thereon by means of ears 8 and linch pins 9 fitting therein.

A stake 10 is pivoted at 11 on one end of the bunk 4 and is adapted to swing therewith from one side of the car to the other. A hook 12 is provided on the stake 10 near its pivot, to engage one end of a binder chain 13, which is carried over the top of the load. A stake 14 is pivoted at 15 on the other end of the bunk 4 and may swing inwardly to the position shown in Fig. 2, but engages a stop 16 when swung to a vertical position and is prevented thereby from swinging outwardly beyond a vertical position. This stake carries a finger hook 17, locked by means of a ring 18 and a link 19 whereon said ring slides, and said hook engages the free end of the binder chain 13 and locks it securely. A second chain 20 is attached at 21 to the stake 10 and passes down into the groove 7 under the plate 6 to the other end of the bunk. This free end is there secured by means of a finger hook 17^a corresponding to the one described. Instead however, of securing this trip chain to the finger hook, it may be attached to one end of the trip chain of the contiguous bunk, as shown in Fig. 3.

When it is desired to unload the logs, the finger hook 17^a will be released and when the trip chain becomes slack, the stake 10 will drop down to the position shown in Fig. 2. This movement will reverse the position of the hook 12, allow the link of the binder chain to become disengaged therefrom and release the load and allow the logs to roll off the bunk down over the inclined stake 10 to the ground. The inclination of the top of the bunk is such that usually the logs will roll off without further attention after the load is released. The stake 10, besides serving as a support for the logs on one side of the car, acts as a skid in unloading and loading, it being unnecessary to employ independent skids usually used for this purpose. The stake 14, as shown, is considerably longer than the stake 10, cannot swing outwardly beyond its upright position and thoroughly protects the person releasing the chains on that side of the car.

The device is capable of application to any style or size of car, will facilitate the loading of the logs from either side and will positively eliminate all danger of injury to the person releasing the binder chains.

I claim as my invention:

1. The combination, with a car, of a bunk swiveled thereon, stakes mounted on each side of said bunk and adapted to swing therewith, one of said stakes being adapted to swing outwardly and form a skid from the ground to the bunk, and the other stake having means preventing its swinging outwardly beyond an upright position, a binder chain, and means for connecting it to said first-named stake, means for locking said

first-named stake against outward movement, the tripping of said locking means allowing said stake to swing outwardly and release said binder chain, substantially as described.

2. The combination, with a car, of a bunk pivoted thereon, a stake pivoted on one end of said bunk and adapted to swing outwardly to form a skid from the ground to the bunk, a hook mounted in said stake near its pivot, a binder chain attached to said hook and adapted to extend over the load, a second stake mounted on the other end of the bunk and capable of swinging outwardly only to an upright position, means for locking said first-named stake in an upright position, the release of said locking means allowing said first-named stake to swing outwardly and disengage its hook from said binder chain for the purpose specified.

3. The combination, with a car, of a bunk mounted thereon, stakes pivoted on said bunk, one of said stakes being adapted to swing outwardly and form a skid between the ground and the bunk, the other stake having only a limited outward swinging movement, said bunk having a longitudinal groove therein, a binder chain attached to said skid stake near its pivot, a trip chain attached to said skid stake and fitting within said groove and slidable therein, means for locking said trip chain, said locking means when released allowing said trip chain to slide in said groove and said skid stake to swing outwardly and disengage itself automatically from said binder chain.

4. The combination, with a car, of a bunk pivoted thereon and having an inclined upper surface, stakes pivoted on said bunk, one of said stakes being adapted to swing outwardly and form a skid from the ground to the car, the other stake having only a limited outward swinging movement, a binder chain, means for attaching it to said skid stake near its pivot, a trip chain attached to said skid stake, means for locking said trip chain, and said trip chain, when released allowing said skid stake to swing outwardly and disengage itself from said binder chain.

5. The combination, with a car, of a bunk mounted thereon, a skid stake pivoted at one end of said bunk and adapted to swing outwardly and form a skid between the ground and the bunk, a binder chain having means for connection with said skid stake near its pivot, a trip chain attached to said stake and extending to the other side of the load, and means for temporarily locking said trip chain, and said trip chain when released allowing said skid stake to swing outwardly and automatically disengage itself from said binder chain.

In witness whereof, I have hereunto set my hand this 21st day of June 1909.

WILLIAM BELL BROWN.

Witnesses:

JOHN LANX,

OSCAR E. LEHMICKE.