

(No Model.)

L. T. GOODWIN & J. A. HUNTER.
CAR BUNK.

No. 461,572.

Patented Oct. 20, 1891.

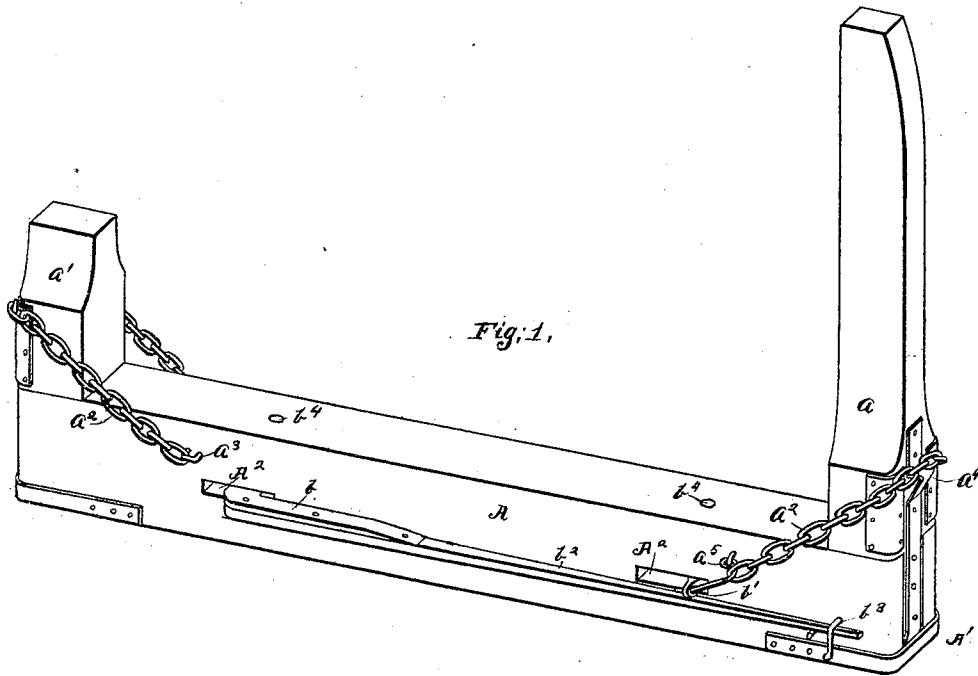


Fig. 1.

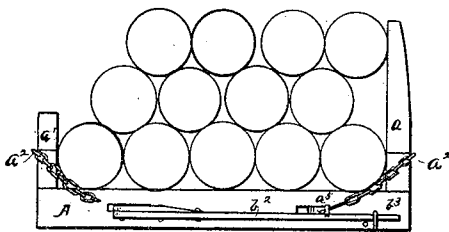


Fig. 2.

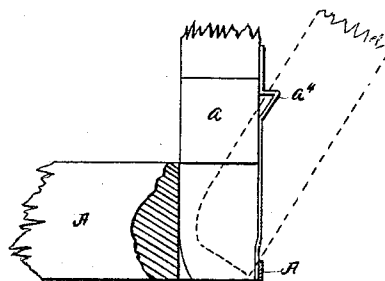


Fig. 3.

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UNITED STATES PATENT OFFICE.

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CAR-BUNK.

SPECIFICATION forming part of Letters Patent No. 461,572, dated October 20, 1891.

Application filed February 25, 1891. Serial No. 382,701. (No model.)

To all whom it may concern:

Be it known that we, LEWIS T. GOODWIN and JESSE A. HUNTER, citizens of the United States, residing at Granby, in the county of Essex and State of Vermont, have invented a new and useful Car-Bunk, of which the following is a specification.

In loading logs upon railway-cars stakes or posts are necessary to prevent the logs from rolling off from the cars. The pressure against these posts is such that it is impossible to remove them until the car is unloaded. The usual practice is to cut the stakes or posts—a dangerous and expensive practice.

The object of our invention is to provide means for holding the posts securely in position and in such manner that they may be easily released and allowed to fall when unloading the car. We accomplish these objects by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a projection of our invention. Fig. 2 is a side elevation of the same, showing position of logs. Fig. 3 is a detail showing manner in which the posts are joined to timber A.

Our invention consists of a timber A of a length substantially equal to the width of cars to be used, and is provided with a mortise at either end, to which are fitted two posts $a a'$. Two bent arms $b b$ are placed upon opposite sides of the timber A, with one end passing through the mortises $A^2 A^2$, and the said end is provided with a hole or eye b' . Pins $b^4 b^4$ pass through the arms b , and handles b^2 are bolted to the said arms, converting them into levers, of which the pins $b^4 b^4$ form the fulcrum. Bands $A' A'$ serve to hold the lower ends of the posts $a a'$ in place, and the posts are held upright by chains $a^2 a^2$, which have one end secured to the timber A by staples a^3 and pass around the posts

over suitable projections a^4 , which hold the chains up. Their other ends are secured by latch-rods a^5 , passed through the end links of the chains and through the eyes b' of the arms b . The levers b^2 are held against the timber A by the bent pins b^3 , which may be turned upward to release the levers.

In cases where it is not necessary to remove the posts in unloading the chains may be secured to the timber A by staples at each end, the latch-rod a^5 and arms b not being necessary.

We prefer to make one post short for convenience in loading. Otherwise the posts $a a'$ are alike and are secured and released by similar mechanism, so that cars may be loaded or unloaded from either side. These bunks are used in pairs, and in unloading the operators stand at the end opposite the post to be released, unlatch the ends of levers at b^3 , and move them away from the timber A, causing the eyes b' to slip off from the latch-rods a^5 and release the chains, allowing the posts to fall.

What we claim as our invention, and desire to secure by Letters Patent, is—

The combination, in a car-bunk, of a timber for the logs to rest upon, posts fitted to mortises in the ends of said timber, and chains placed about the posts to hold them in a vertical position upon the said timber, with latch-rods $a^5 a^5$ and arms $b b$ to hold the ends of the chains to the timber, and levers $b^2 b^2$ to move the arms $b b$ to release the said chains, substantially as described, and for the purpose set forth.

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Witnesses:

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