

(No Model.)

H. A. TODD & A. H. ANDERSON.
CENTER PLATE FOR LOGGING CARS.

No. 472,151.

Patented Apr. 5, 1892.

Fig. 1.

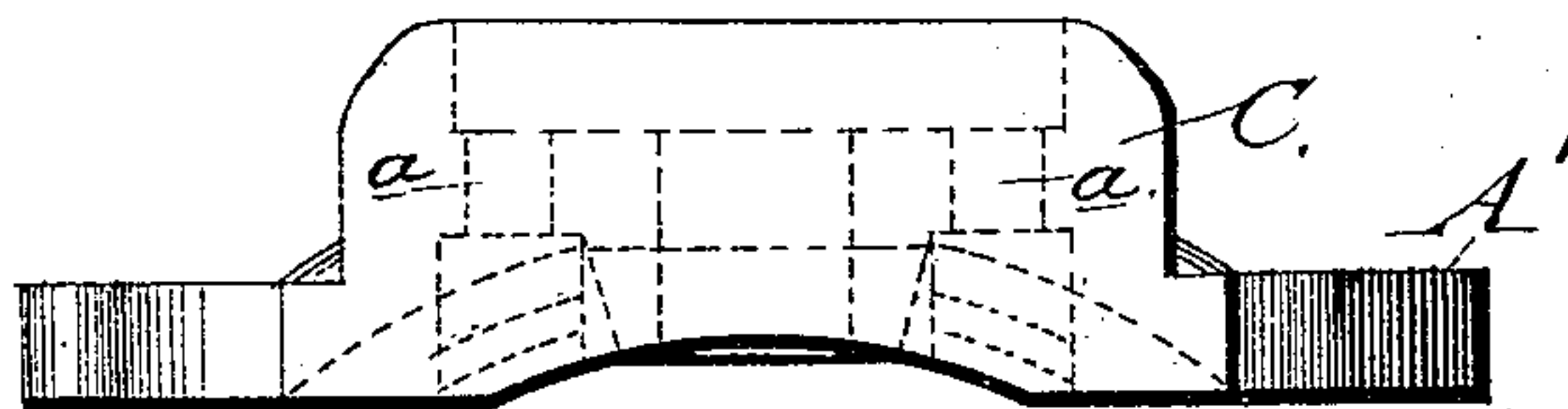


Fig. 6.



Fig. 2.

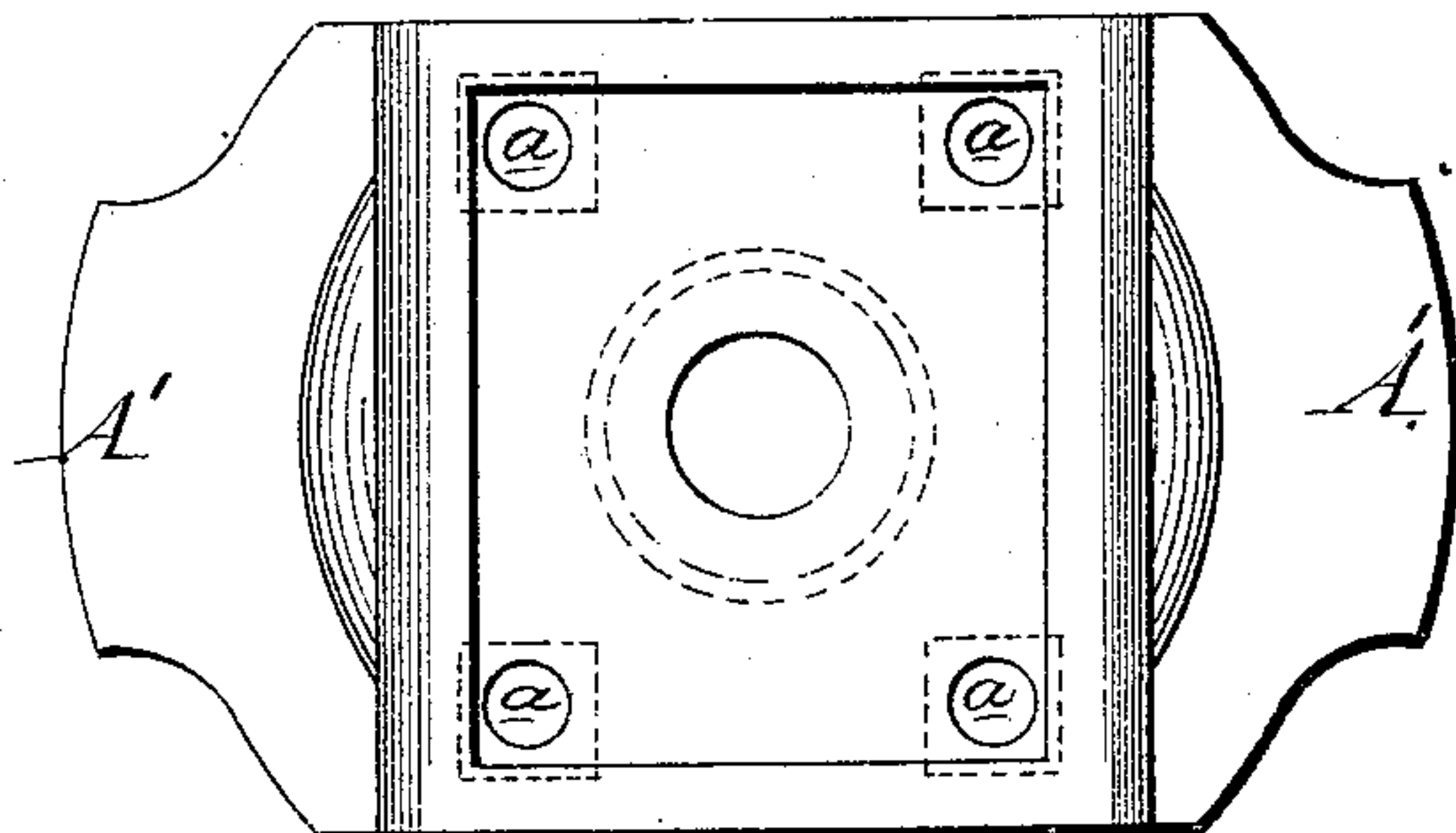


Fig. 7.

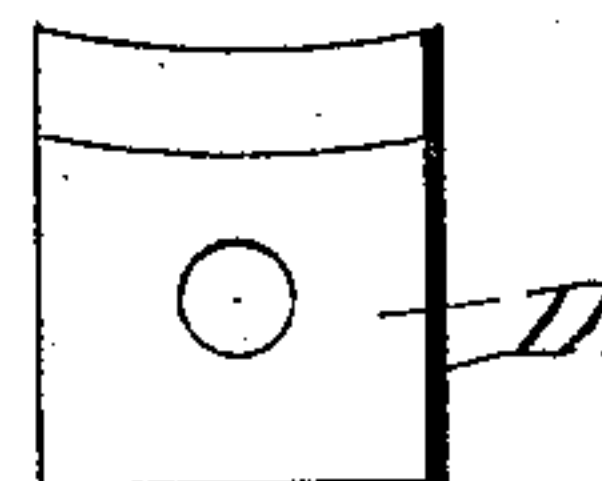


Fig. 5.

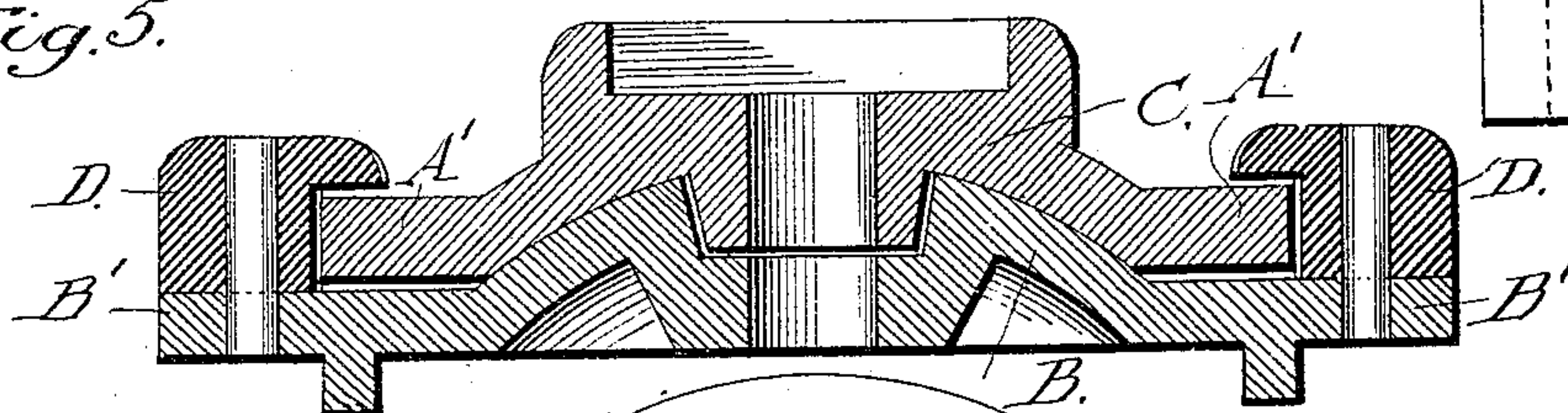


Fig. 8.



Fig. 3.

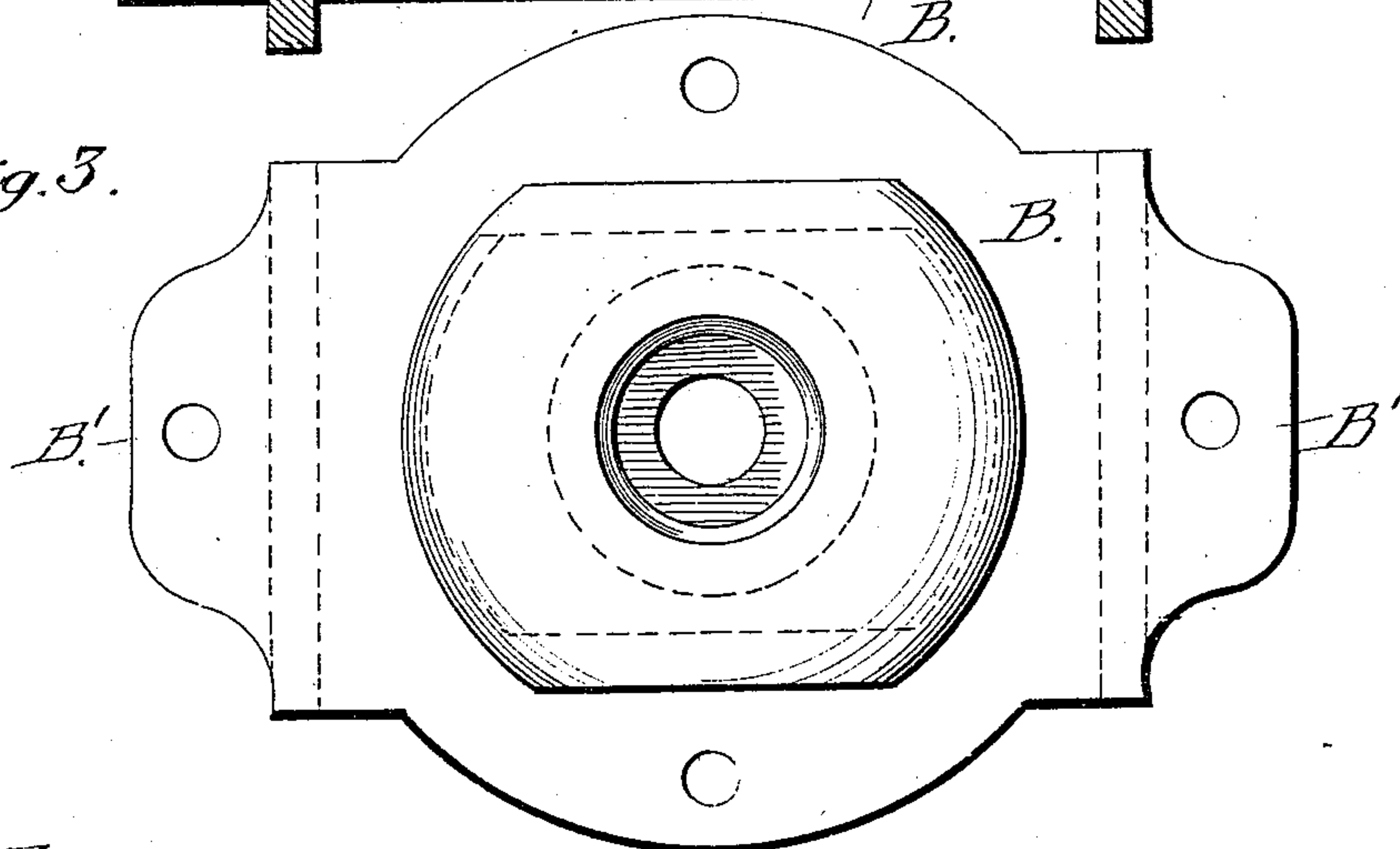
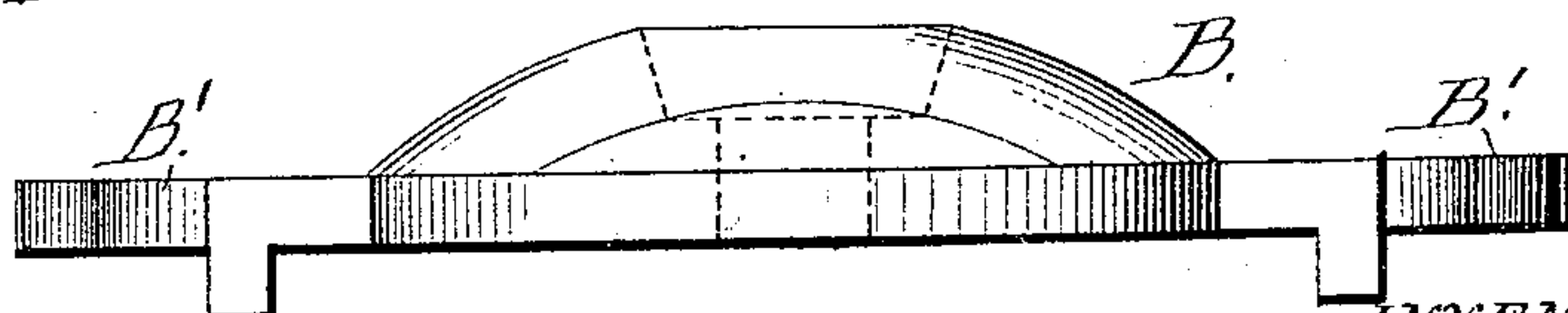


Fig. 4.



WITNESSES

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HERMAN A. TODD AND ALFRED H. ANDERSON, OF SHELTON, WASHINGTON.

CENTER-PLATE FOR LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 472,151, dated April 5, 1892.

Application filed August 8, 1891. Serial No. 402,129. (No model.)

To all whom it may concern:

Be it known that we, HERMAN A. TODD and ALFRED H. ANDERSON, citizens of the United States, residing at Shelton, in the county of Mason and State of Washington, have invented certain new and useful Improvements in Center-Plates for Logging Cars or Trucks, as set forth in the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of the upper center-plate. Fig. 2 is a top plan view of the same. Fig. 3 is a top plan view of the lower center-plate. Fig. 4 is a side view of the same. Fig. 5 is a sectional view taken through both plates when in position. Figs. 6, 7, and 8 represent details of the lug or keeper by which the upper and lower center-plates are united.

Our invention relates to certain improvements in center-plates especially adapted for logging cars or trucks to prevent the usual bunk or I-beam from turning over when a heavy draft strain is on the car; and it consists of the constructions and combinations of devices which we shall hereinafter fully describe and claim.

To enable others skilled in the art to which our invention appertains to make and use the same, we will now describe its construction and indicate the manner in which the same is carried out.

In loading logging cars or trucks two trucks are usually required for each load, one of said trucks being placed at each end of the logs, the two trucks being generally designated as one car and the logs furnishing the coupling or connection between the two trucks, while the third and succeeding trucks making the train are usually coupled by a link and pin in the ordinary manner.

In the logging-trucks now in use a great deal of difficulty has been experienced and considerable expense incurred from the bunks or I-beams turning over by reason of the heavy draft from the engine of the train and also by the application of the brakes, and our present invention has for its object the overcoming of these objections in a simple and positive manner.

In using I-beams for bunks the shape of the upper center-plate C should be made to fit into the beam, to which it is bolted by bolts *a*, passing through holes in the plate, as shown in Figs. 1 and 2, and the middle portions of this plate A has a concave seat adapted to fit over a corresponding convex portion on the lower center-plate B in the usual manner and as shown in Fig. 5.

In carrying out our invention we form the upper center-plate A with outwardly-extending flanges or extensions A', and also form the lower plate B with similar extensions or flanges B', which project beyond the flanges of the upper plate and are adapted to be cast with or have bolted to their upper surfaces suitable lugs or keepers D, whose upper ends are hook-shaped and adapted to overlap and engage the contiguous flanges of the upper plate to unite the two plates together.

By reason of the construction above noted the center-plates are allowed their usual movement, and yet the I-beams or bunks are prevented from turning over by reason of any strain or jar to which they are subjected.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination of an upper center-plate having a centrally-disposed concave seat and outwardly-extending flanges, a lower center-plate having a convex portion to fit the seat of the upper plate and having outwardly-extending flanges terminating short of the outer ends of the flanges of the lower plate, and lugs or keepers rigidly secured to the flanges of the lower plate and having hooked upper ends overlapping the flanges of the upper plate and securing both plates, substantially as herein described.

HERMAN A. TODD.
ALFRED H. ANDERSON.

Witnesses:

GEORGE LAWLER,
M. F. WARD.