

No. 751,366.

PATENTED FEB. 2, 1904.

J. P. ABERNATHY.
ADJUSTABLE CHOCK BLOCK.
APPLICATION FILED MAY 29, 1903.

NO MODEL.

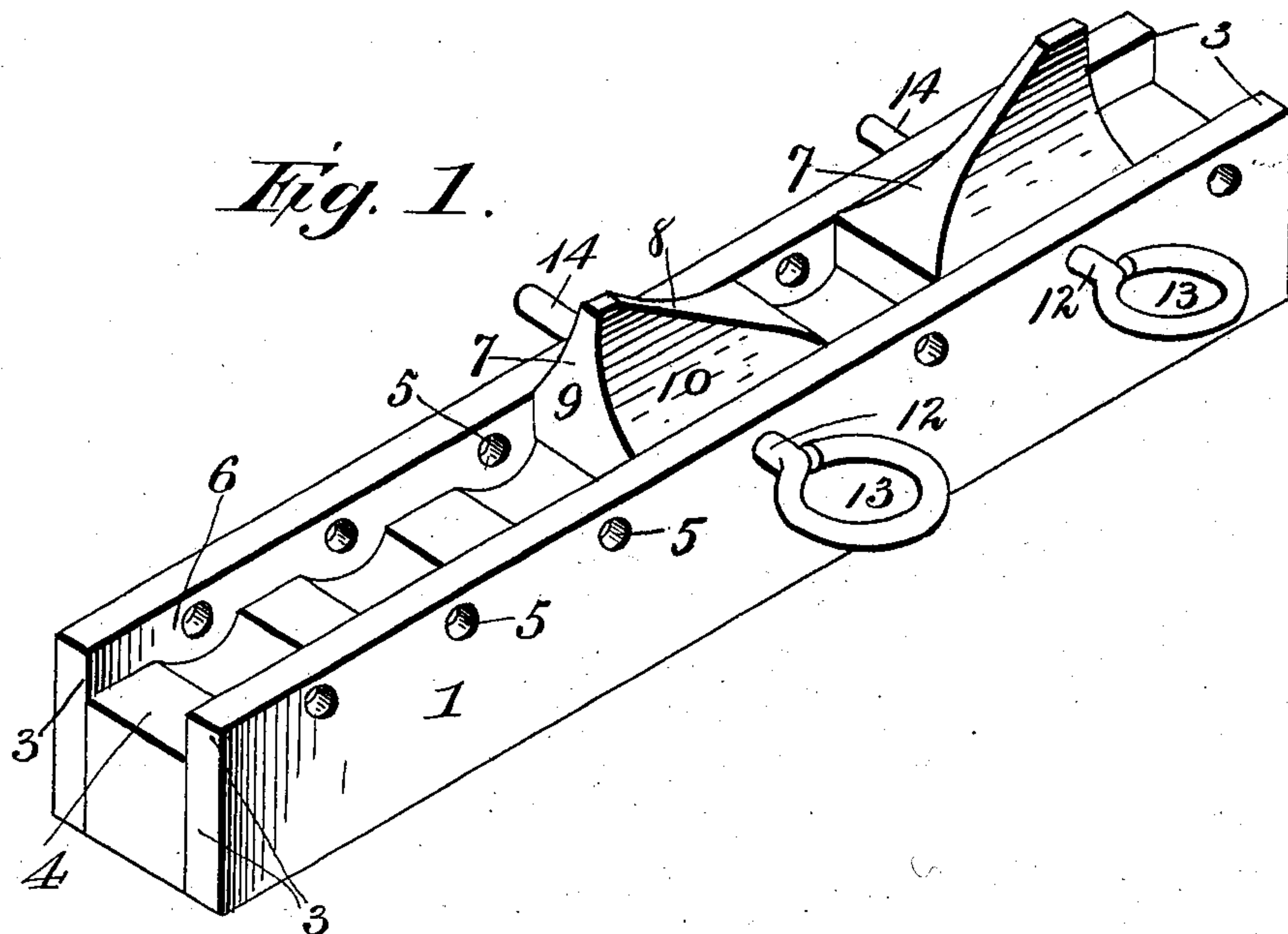
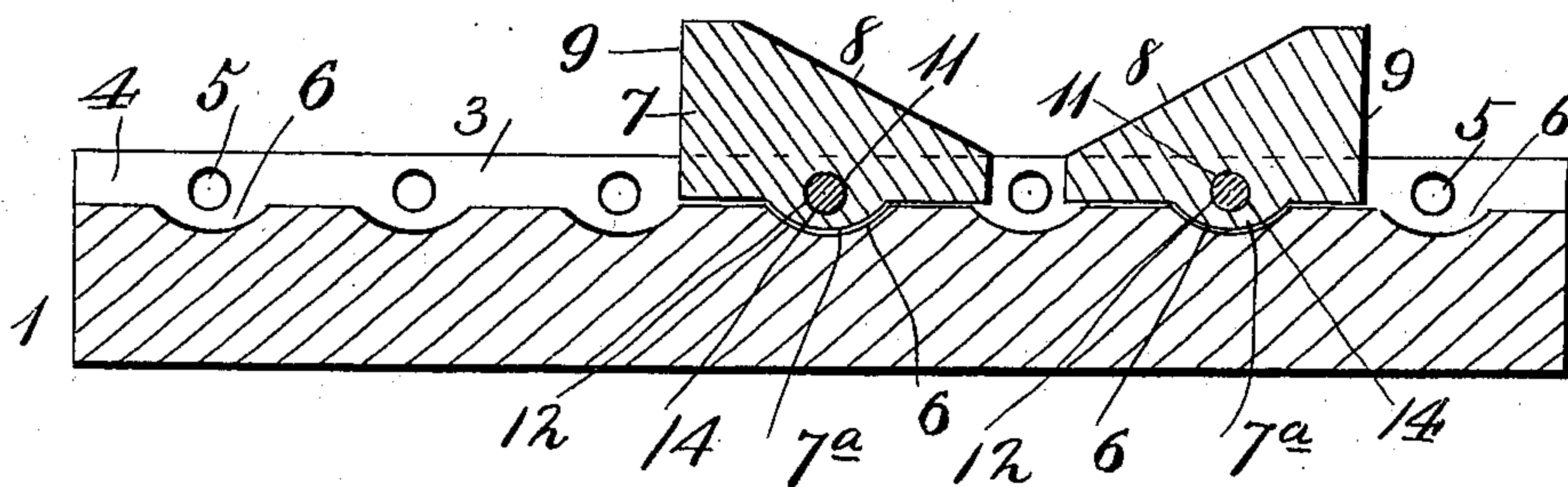


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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ADJUSTABLE CHOCK-BLOCK.

SPECIFICATION forming part of Letters Patent No. 751,366, dated February 2, 1904.

Application filed May 29, 1903. Serial No. 159,361. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. ABERNATHY, a citizen of the United States, residing at Jonesboro, in the county of Craighead and State of Arkansas, have invented new and useful Improvements in Adjustable Chock-Blocks, of which the following is a specification.

My invention relates to chock-blocks for log wagons or cars; and the object of the same is to construct an improved bolster and adjustable chock-block therefor which may be set to support a log of any size and hold it against longitudinal movement also.

The simple and novel construction employed by me in carrying out my invention is fully described and claimed in this specification and illustrated in the accompanying drawings, forming a part thereof, in which—

Figure 1 is a perspective of one of my bolsters, carrying a pair of chock-blocks. Fig. 2 is a vertical longitudinal section of the same.

Like numerals of reference designate like parts in the different views of the drawings.

The numeral 1 designates a bolster, which is supported on the bed of a car or wagon and extends transversely thereof. Parallel guide-flanges 3 of uniform height are formed on the sides of the bolster 1 and project above the upper face 4 thereof. Transverse apertures 5 are formed in the flanges 3 and are arranged in pairs, the members of which are opposite to and in alinement with each other.

Concave recesses 6 are formed in the face 4 just below the pairs of apertures 5 to accommodate rounded lugs 7^a, formed on the bottoms of chock-blocks 7, beveled on one end 8, squared on the other end 9, and beveled on the sides 10. Apertures 11 pass transversely through the blocks 7 to accommodate locking-pins 12, having eyes 13 and shanks 14, which are adapted to fit any pair of apertures 5 and pass through the apertures 11 to secure the blocks in place. The blocks 7 fit snugly between the flanges 3, which form guides therefor.

When in use, the blocks 7 are usually placed

with their bevel ends 8 facing the center of the bolster and engaging the round of the log; but their position may be reversed to form standards when square stuff is carried. The beveling of the sides 10 forms a narrow face at 7, which serves to hold the log against longitudinal movement. The combination of the lugs 7^a, engaging the recess 6, prevents the longitudinal movement of the blocks, but permits them to yield slightly when a log is canted over against them to prevent straining.

I do not wish to be limited as to details of construction, as these may be modified in many particulars without departing from the spirit of my invention.

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

1. The combination with a bolster having apertured guide-flanges thereon located adjacent to the edges of the upper face of said bolster and extending at right angles to said face, of an apertured chock-block adjustably mounted intermediate said guide-flanges and a locking-pin passing through the apertures in said guide-flanges and through the aperture in said chock-blocks, substantially as described.

2. The combination of a bolster-bearing guide-flanges projecting above the upper face thereof, said flanges having transverse apertures located in alinement in pairs, an apertured chock-block mounted intermediate said flanges, and a locking-pin passing through one pair of said apertures and through an aperture in said chock-block, substantially as described.

3. In a logging-car, the combination of a bolster having guide-flanges thereon projecting above the upper face thereof, said bolster having concave recesses formed in said upper face, a chock-block bearing a rounded lug adapted to fit any one of said recesses, and means for securing said block, substantially as described.

4. In a logging-car, the combination of a

bolster having guide-flanges projecting beyond the upper face thereof and having apertures therein located in alinement with each other in pairs, said bolster having concave recesses formed therein and located in alinement
5 with said apertures, a transversely-apertured chock-block, bearing a rounded lug engaging one of said recesses and a pin fitted in one pair of said apertures and passing through the

aperture in said chock-block, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN P. ABERNATHY.

Witnesses:

S. R. LAING,

G. E. MUSE.