

No. 760,275.

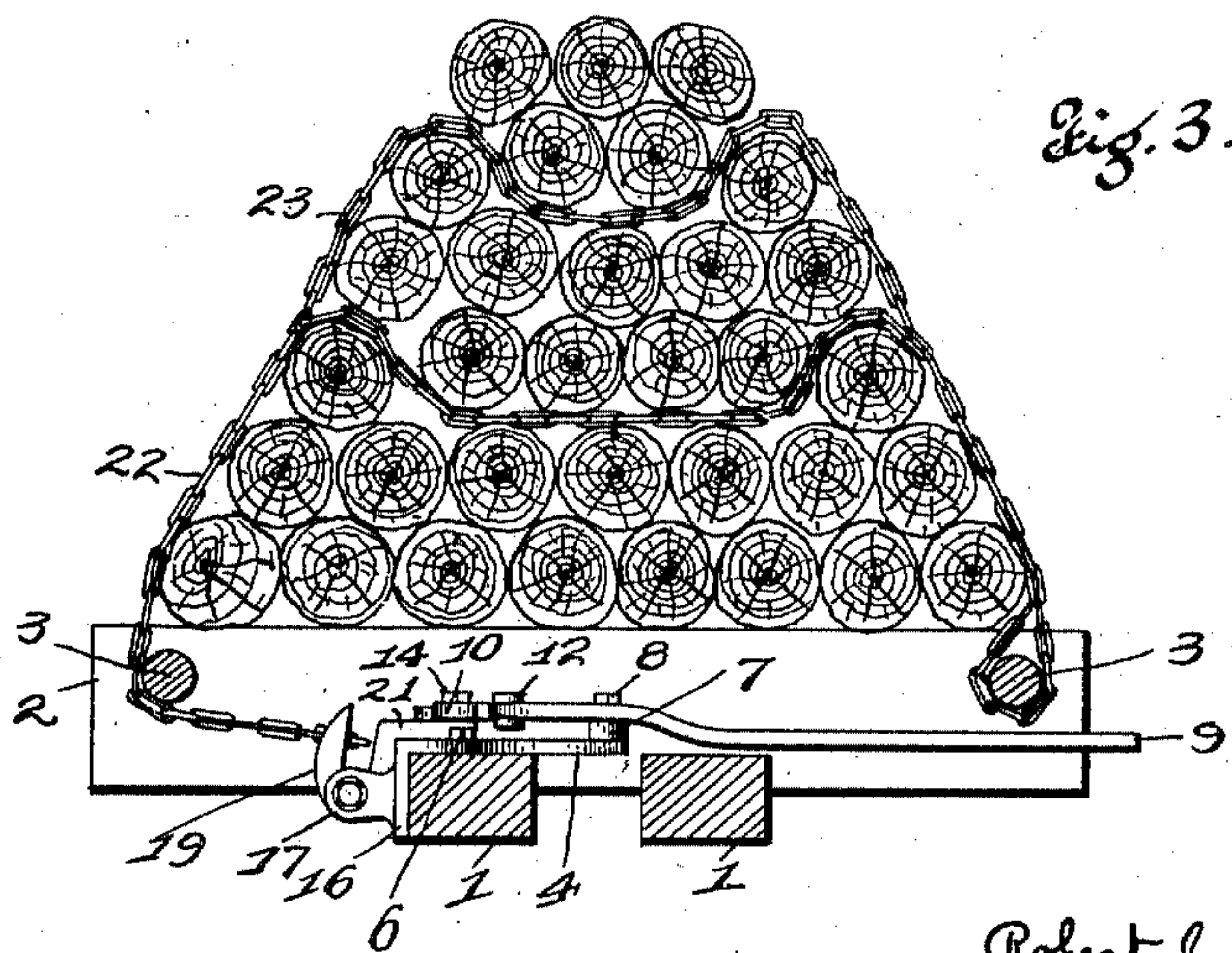
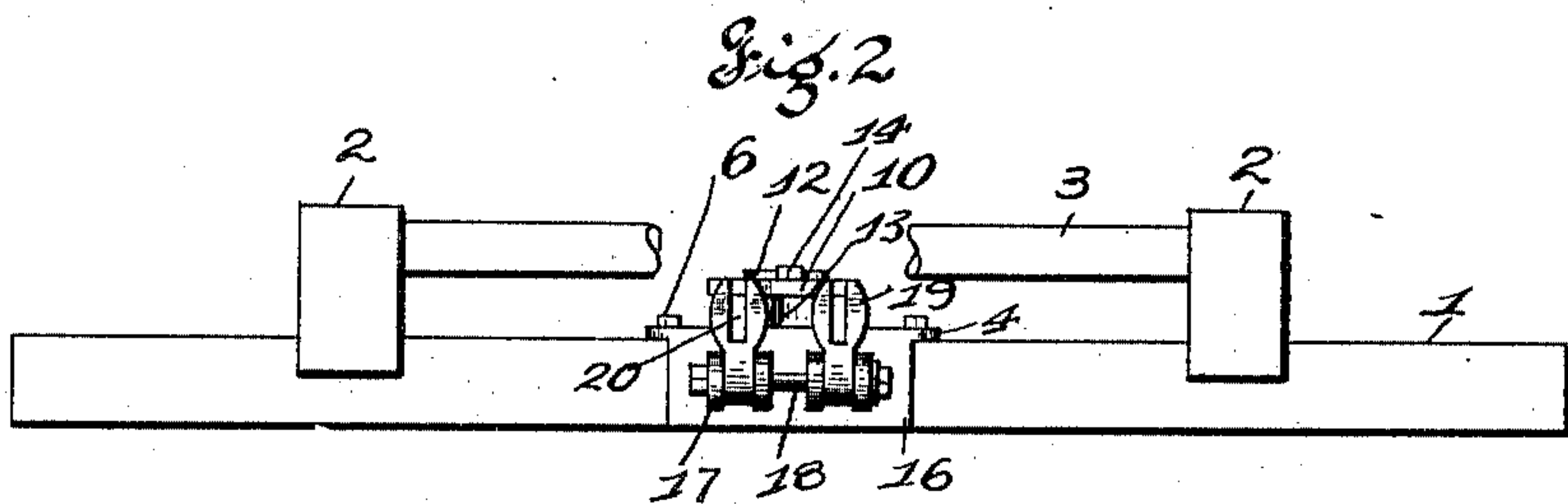
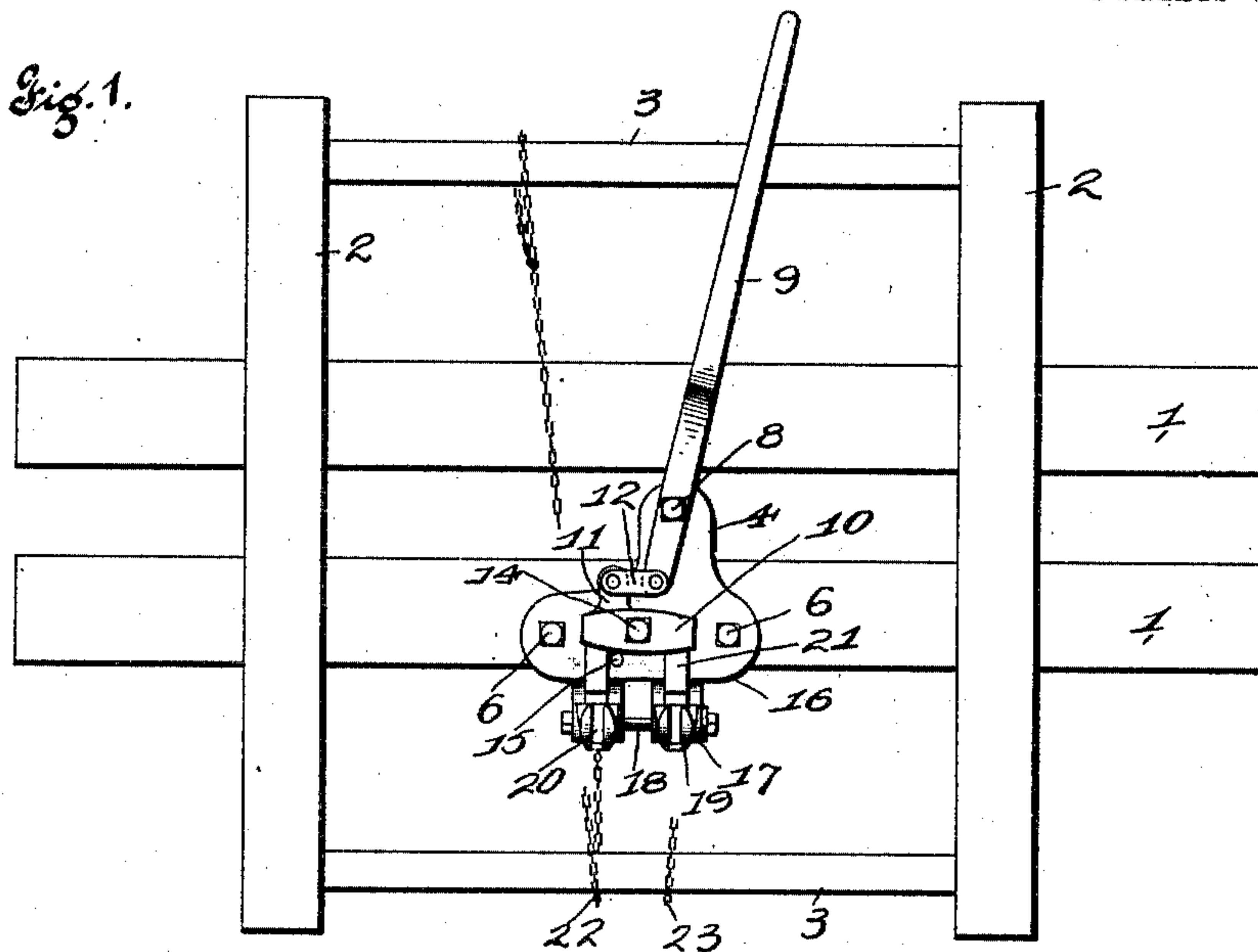
PATENTED MAY 17, 1904.

R. J. THOMPSON.
CHAIN RELEASE FOR LOGGING CARS.

APPLICATION FILED OCT. 1, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
Alfred A. Evers
m. b. Linn

Inventor
Robert J. Thompson
by Higdon & Longan & Hopkins, Attys

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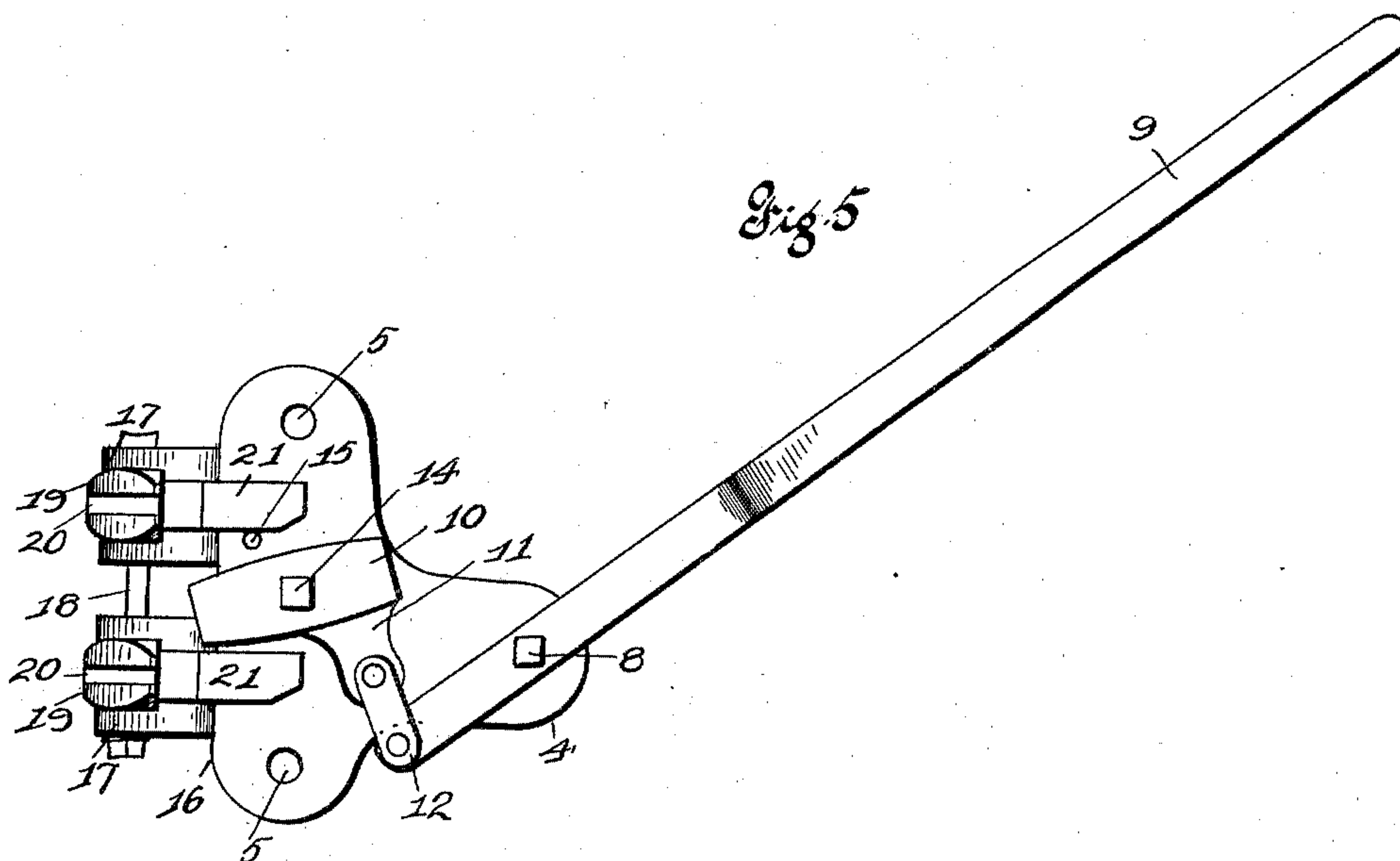
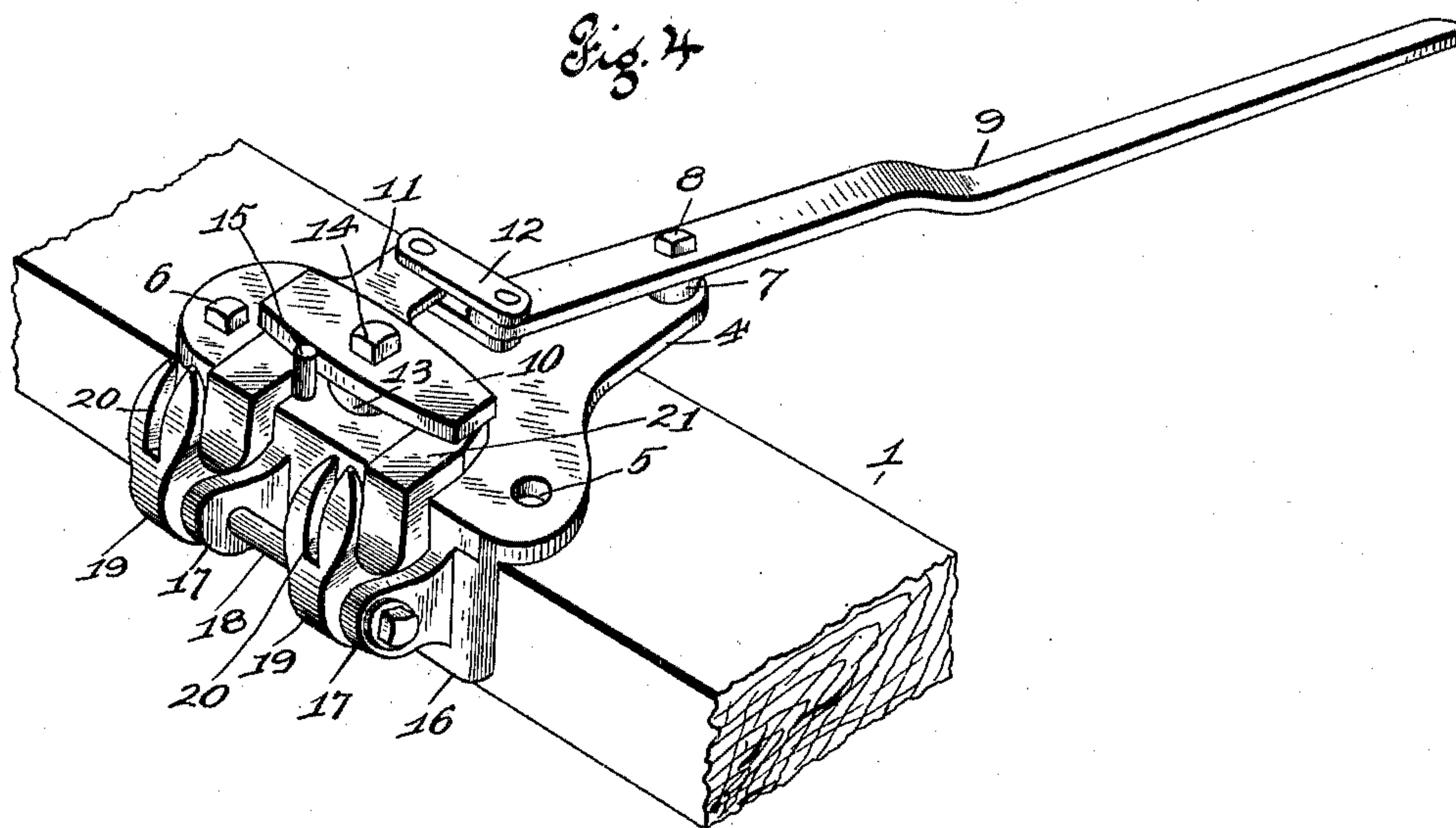
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UNITED STATES PATENT OFFICE.

ROBERT JAMES THOMPSON, OF GRANDIN, MISSOURI, ASSIGNOR OF ONE-HALF TO JOHN B. WHITE, OF KANSAS CITY, MISSOURI.

CHAIN-RELEASE FOR LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 760,275, dated May 17, 1904.

Application filed October 1, 1903. Serial No. 175,259. (No model.)

To all whom it may concern:

Be it known that I, ROBERT JAMES THOMPSON, a citizen of the United States, residing at Grandin, Carter county, State of Missouri, have invented certain new and useful Improvements in Chain-Releases for Logging-Cars, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to chain-releasing devices for logging-cars; and it consists of the novel construction herein described and claimed.

The object of my device is to provide an improved chain-release for logging-cars which shall possess certain advantages and points of simplicity and economy and which shall be capable of holding and releasing one or more chains.

Figure 1 is a plan view of a log-car bed having my invention applied thereto. Fig. 2 is a side elevation of same. Fig. 3 is a sectional end view of the car-bed loaded with logs. Fig. 4 is a perspective view of the chain holding and releasing mechanism. Fig. 5 is a plan view of the same detached.

I have shown one of the smaller size log-car beds; but it is apparent that my invention may be applied to the larger sizes.

The bed has the usual parallel sills 1, supporting the cross-timbers 2, and the free ends of said cross-timbers are connected in pairs by longitudinal round bars 3. 4 indicates a base which is preferably in the form of a casting, provided with suitable bolt-holes 5 for the reception of the bolts 6, by means of which said base is secured to one of the sills 1 at a point near the center of the length of said sills. Said base is provided with a boss 7, upon which is pivotally mounted a hand-lever 9, pivotally mounted by means of the bolt or pin 8. Also pivotally mounted upon said base is a rocking trip-button 10, which is provided with an inwardly-extending arm 11, which projects at a right angle to the body of said button and which arm is pivotally connected to the inner end of said hand-lever 9 by means of one or more links 12. Said but-

ton 10 is preferably elevated a distance above the upper face of said base by means of a suitable boss or washer 13, and the bolt 14 passes through said button and engages said boss, thereby forming said pivot for said button. 15 indicates a stop-pin projecting upwardly from said base and limiting the movement of said button in one direction. Projecting downwardly from the outer edge of said base 4 is a vertical flange 16, which is provided with a series of horizontally-alined perforated ears 17, through the perforations of which passes a bolt 18. Upon said bolt between pairs of said ears are pivotally mounted a series of chain-hooks 19, the head of each of which is provided with a bifurcation 20. Each hook is also provided with a rearwardly-projecting shank 21, which is normally located in the space below said trip-button 10 when the latter is in its normal position, as shown in Fig. 4.

I preferably make use of two chains 22 and 23—that is, a chain for each of the hooks 19.

The operation is as follows: The logs are piled upon the cross-bars 2 in the usual manner until about half of the load has been placed in position, and then the chain 22 has one of its ends secured to one of the round longitudinal bars 3, and then said chain is carried over said logs and downwardly beneath the opposite longitudinal round bar 3, and then the free end of said chain is secured in the bifurcation 20 in one of the hooks 19. Then more logs are piled upon said chain and upon the logs previously placed upon the car in the manner shown in Fig. 3, so that the chain will be drawn taut, and then the additional chain 23 has one of its ends secured in manner similar to that of chain 22, as previously described, and to one of the round longitudinal bars 3, and then said chain is passed upwardly and over the tops of the logs which were last placed in position and then passed downwardly and under the opposite longitudinal bar 3, and then the free end of said chain should be secured to the bifurcated head of another hook 19. Finally, a series of logs should be placed on top of said chain 23 in order to keep it taut. When it is desired

to release the chain to permit the logs to roll off the car, all that is necessary is to throw the hand-lever 9 toward the left hand in Figs. 1 and 4, and that will have the effect of rotating the trip-button 10 until it passes off and releases the shanks 21 and the hooks 19, as clearly shown in Fig. 5. As soon as said shanks have been released the pull of the chains will cause said hooks to turn outwardly upon their pivot-bolt 18, and the chains will thereby automatically slide out of the bifurcations 20 and be detached from said hooks, and the logs will roll off the car.

It will of course be understood that a single chain can be used alone upon one hook, and it will not be necessary to use all of the hooks and chains unless the load so requires.

What I claim is—

1. An improved chain-release for logging-cars, comprising a movable chain-hook having a shank, a trip-button adapted to engage said shank to retain the hook in normal position, a hand-lever, suitable means for moving said button to release said shank, and a link connecting said hand-lever and said button, substantially as described.

2. An improved chain-release for logging-cars, comprising a base, a hand-lever pivoted to said base, a chain-hook having a shank and

pivotally mounted, a trip-button pivotally mounted upon said base and adapted to engage said shank, an arm projecting from said button, and a link connecting said hand-lever to said arm, substantially as described.

3. An improved chain-release for logging-cars, comprising a base, a hand-lever pivoted to said base, a chain-hook having a shank and pivotally mounted, a trip-button pivotally mounted upon said base and adapted to engage said shank, an arm projecting from said button, a link connecting said hand-lever to said arm, and a stop for limiting the movement of said button in one direction, substantially as described.

4. An improved chain-release for logging-cars, comprising movable chain-hooks each having a shank, a trip-button adapted to engage said shanks and retain the hooks in normal position, and suitable means for moving said button to release said shanks, substantially as described.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

ROBERT JAMES THOMPSON.

Witnesses:

JAMES M. MCGHEE,
JOHN H. LEHR.