

No. 846,932.

PATENTED MAR. 12, 1907.

T. S. MILLER & J. H. DICKINSON.

LOGGING APPARATUS.

APPLICATION FILED NOV. 14, 1903.

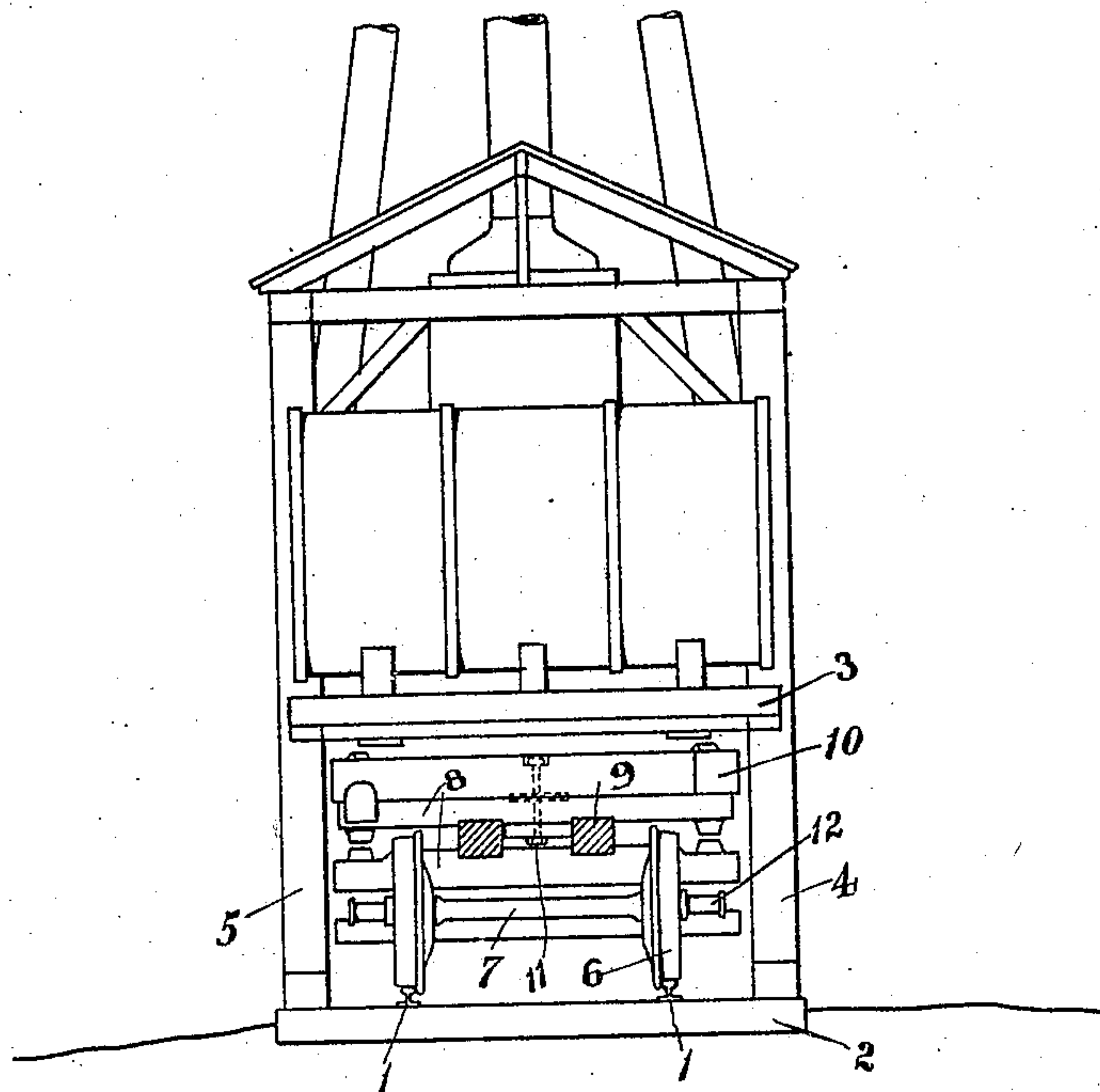


Fig. 1

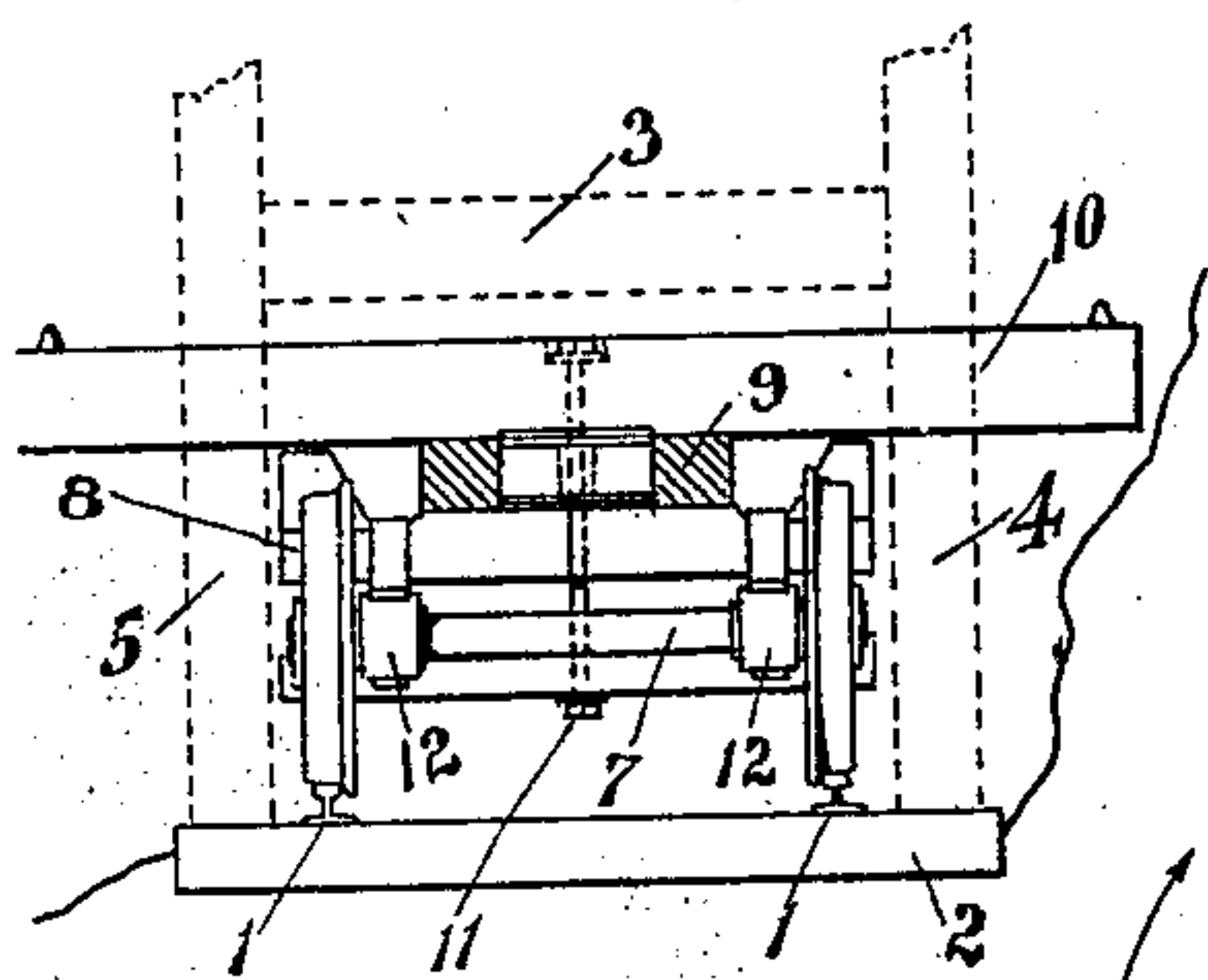


Fig. 3

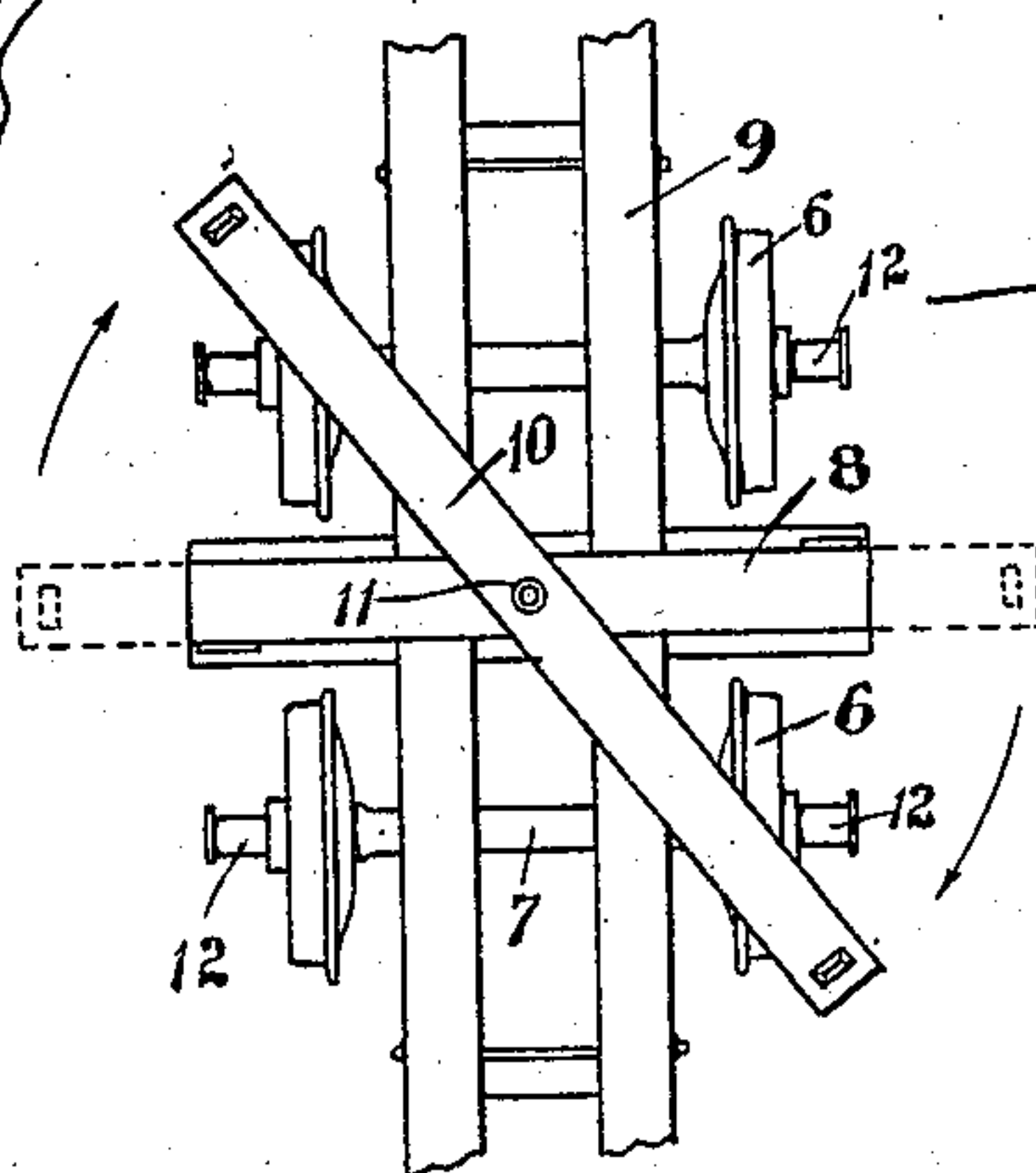


Fig. 2

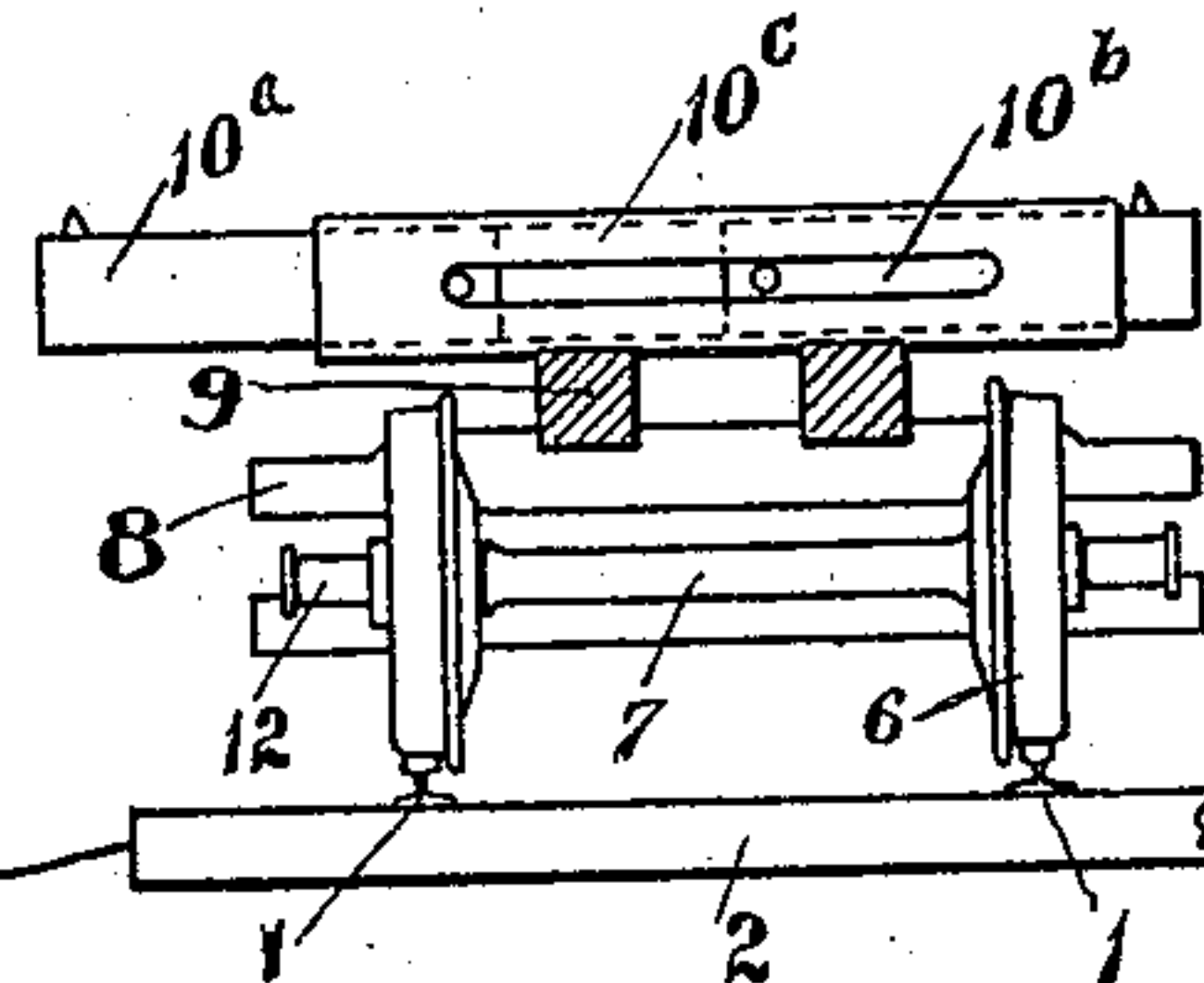


Fig. 4

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# UNITED STATES PATENT OFFICE.

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## LOGGING APPARATUS.

No. 846,932.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed November 14, 1903. Serial No. 181,205.

*To all whom it may concern:*

Be it known that we, THOMAS SPENCER MILLER, a citizen of the United States, and a resident of South Orange, county of Essex, and State of New Jersey, and JOSEPH H. DICKINSON, a citizen of the United States, and a resident of Montclair, county of Essex, and State of New Jersey, have invented a new and useful Improvement in Logging Apparatus, of which the following is a specification.

Our invention relates to log-loading apparatus, and has particular application to a car adapted to be constructed in such a manner as to enable the bunkers thereof to be adjusted to permit the empty cars to pass beneath the platform of a straddling derrick.

Heretofore to enable the derrick to stand upon the ends of the railway-ties without intercepting the free passage of the cars beneath its platform it has been considered necessary to provide the derrick with more or less cumbersome mechanism projecting laterally and broadening the space required for the accommodation of the derrick.

The object of our present invention is to overcome these difficulties in a more simple and expeditious manner and one which will enable, if desired, the use of a derrick structure substantially no wider than the length of the ordinary railway-ties upon which it rests. This object we accomplish by securing the log-supporting bunkers to the car in such manner that their ends may, when unloaded, be moved inboard or toward the center of the car, thus enabling the width of the car to be reduced to substantially the length of the car-axes.

The form of mechanism in which this invention may be embodied can be varied, two forms being below described as examples.

In the accompanying drawings, Figure 1 represents sufficient of a derrick of the class described to illustrate our invention with a car passing beneath it in end view. Fig. 2 shows in plan view the car in detail. Figs. 3 and 4 show modifications.

1 is a railroad-track.

2 is the tie.

3 is the derrick-platform.

4 and 5 are the supports for the platform resting on the ties on opposite sides of the track.

6, 7, 8, and 9 are respectively the wheels, axles, bolsters, and longitudinal beams of a logging-car.

10 are the bunkers for carrying the logs, and 10<sup>a</sup> is a modified bunker. In the construction shown in Figs. 1, 2, and 3 each of the bunkers 10 is pivoted at its center to the car-frame by the pin 11, so as to be capable of swinging from the transverse or log-carrying position (shown in dotted lines in Fig. 2 and in full lines in Fig. 3) into the diagonal position. (Shown in Figs. 1 and 2 in full lines.)

As the car in unloaded condition is passed beneath the derrick-platform the bunkers 10 are in diagonal or inboard position; but when the platform is passed and the car is about to be loaded with logs the bunkers are moved into the transverse position. In this manner the car is adapted to receive a full-width load of logs and at the same time is adapted to be narrowed by the movement of its bunkers to such a width as to permit it to pass readily between the side supports of the derrick-platform.

In the modification shown in Fig. 4 the bunkers instead of being pivoted are formed of parts 10<sup>a</sup> and 10<sup>b</sup>, mounted so as to telescope within the part 10<sup>c</sup>, thereby possessing substantially the same inboard moving feature as though pivoted.

In Fig. 3 the gage of the car passing between the platform-supports is still further reduced by transferring the axle-bearings 12 from the position that they occupy in the other figures outside of the wheels to positions inside of the wheels, thus correspondingly reducing the length of the axles.

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

The combination with a loading-car, of log-bunkers thereon, each log-bunker comprising a plurality of telescoping members having inboard movement whereby said car may be passed through a derrick or the like straddling the track.

In testimony whereof we have hereunto signed our names in the presence of two subscribing witnesses.

THOMAS SPENCER MILLER.

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Witnesses for Thomas Spencer Miller:

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