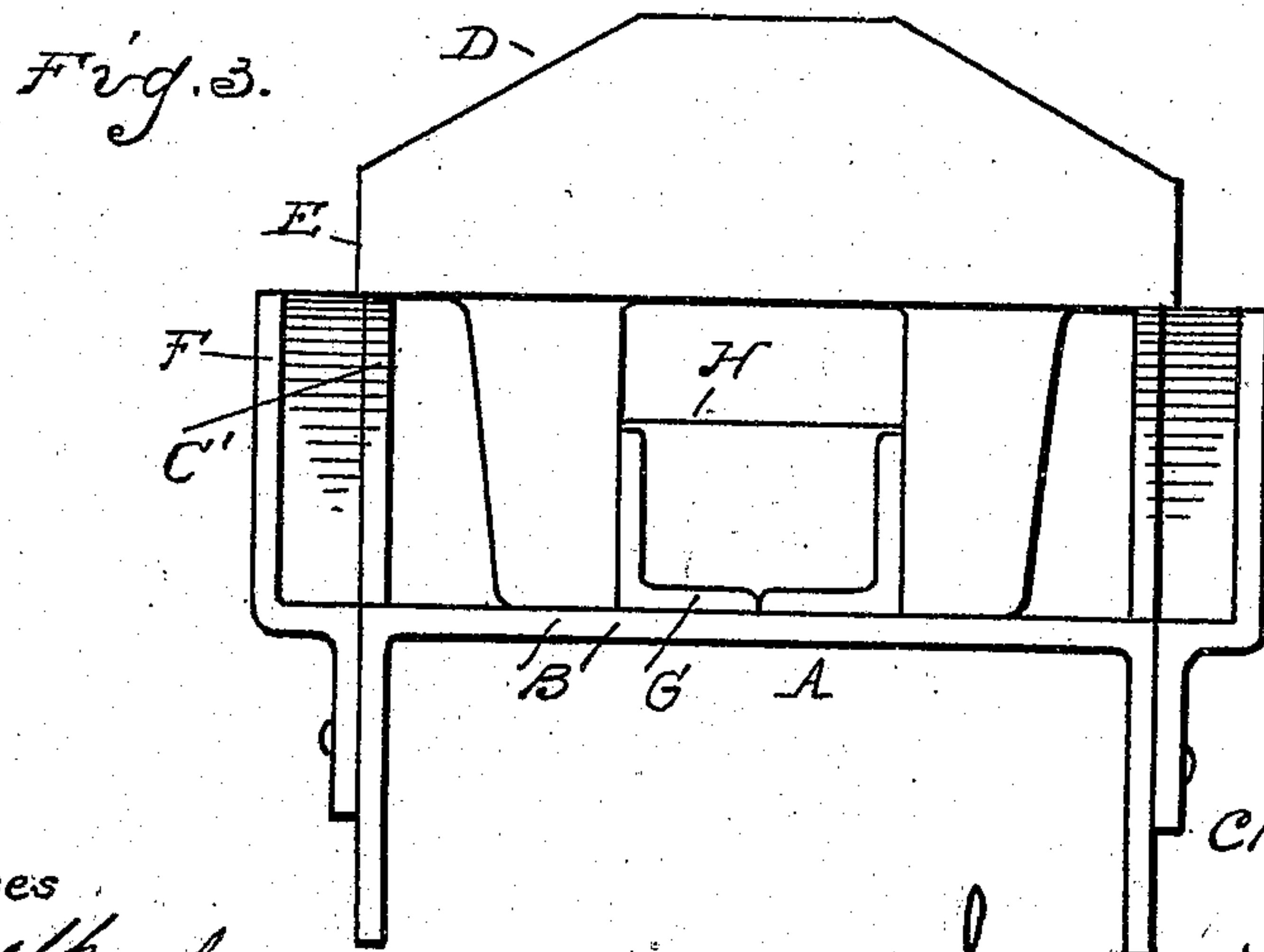
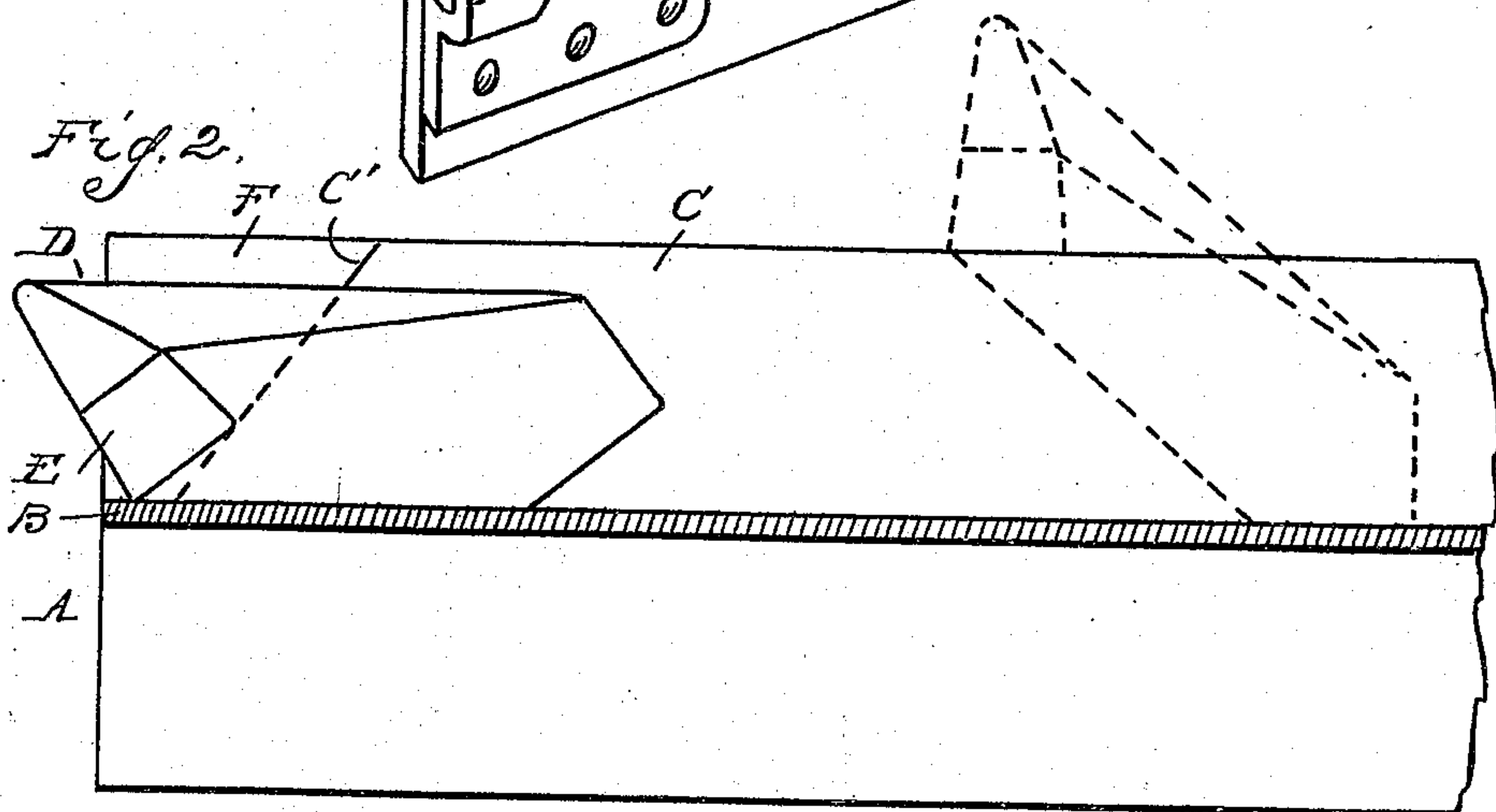
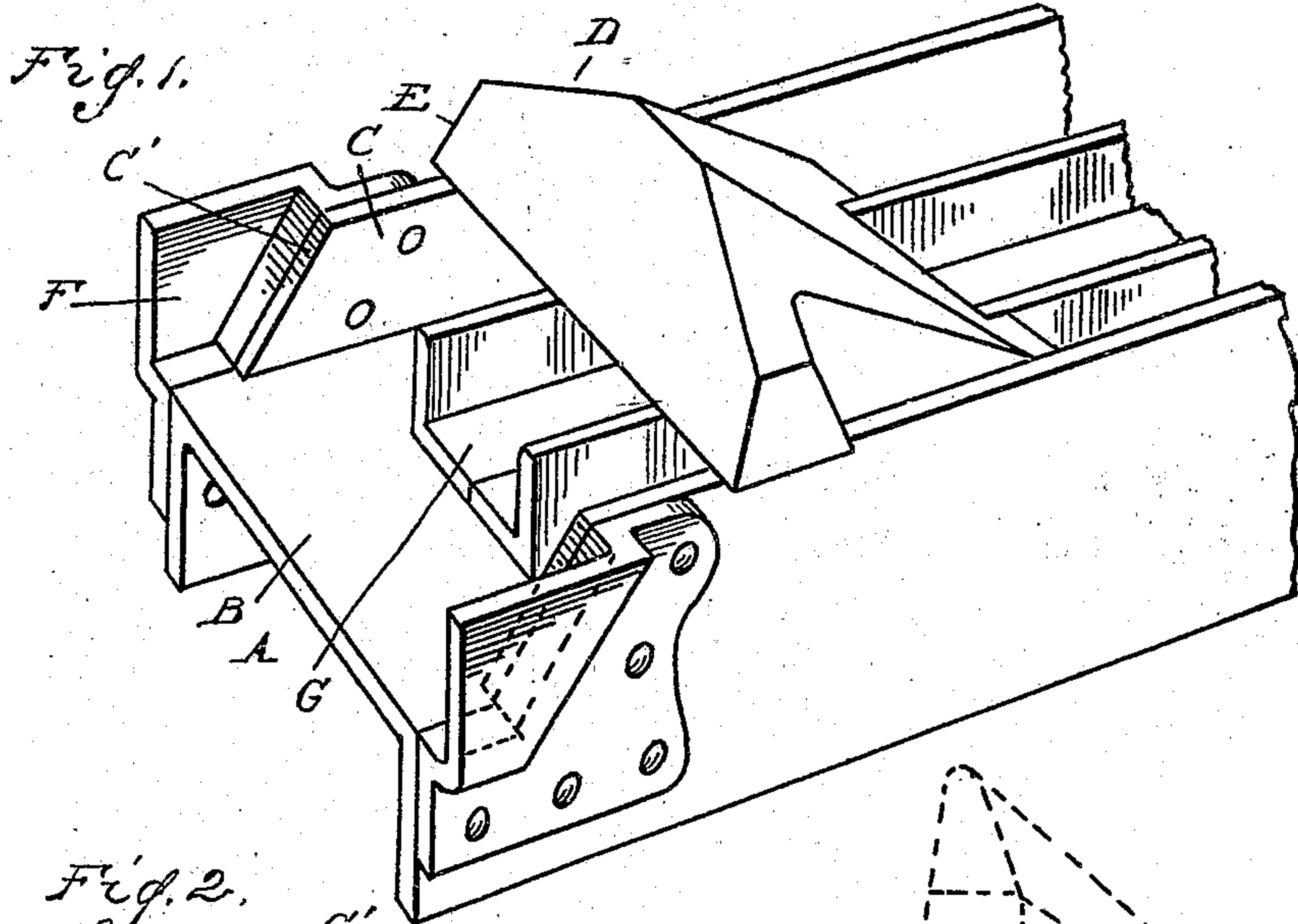


C. W. RUSSELL.  
BUNK FOR LOGGING CARS.  
APPLICATION FILED MAY 21, 1909.

932,583.

Patented Aug. 31, 1909.



Witnesses

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# UNITED STATES PATENT OFFICE.

CLINTON W. RUSSELL, OF DETROIT, MICHIGAN.

## BUNK FOR LOGGING-CARS.

932,583.

Specification of Letters Patent.

Patented Aug. 31, 1909.

Application filed May 21, 1909. Serial No. 497,425.

*To all whom it may concern:*

Be it known that I, CLINTON W. RUSSELL, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Bunks for Logging-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to logging cars, and has particular reference to the construction of bunk and adjustable chock for retaining the logs thereon.

It is the object of the invention to obtain a simple construction, and one which will permit of dropping the chock to release the load without projecting to any extent beyond the end of the bunk.

To this end, the invention consists in the construction as hereinafter set forth.

In the drawings—Figure 1 is a perspective view of a portion of the bunk and chock; Fig. 2 is a central longitudinal section of Fig. 1; and Fig. 3 is an end elevation.

A is the bunk, which is preferably formed of an H-shaped beam, having the horizontally-extending web portion B and upwardly-extending flanges C.

D is the chock. This is preferably formed of a cast metal block, the thickness of which is not greater than the height of the flanges C, so that when merely resting upon the web B it will form no obstruction to the rolling of the logs on said flanges. The chock is, however, provided with outwardly-extending lugs E on opposite sides of the outer end thereof, which are adapted to engage with the flanges C to support the chock in the inclined position illustrated in Fig. 1.

To permit of dropping the chock the flanges C, near the end of the bunk, are turned outward to provide the necessary clearance for the lugs E. This is preferably accomplished by providing supplemental flange plates F, which are riveted or otherwise secured to the flanges of the beam, and are provided with outwardly-bent portions giving the required clearance. The main flanges C are cut away, at C', for a sufficient distance back of the end of the bunk to receive the lug E.

The bunk is preferably provided with the central channel G formed by a pair of angle bars which constitute a guide for one of the chock chains, while the spaces outside of this channel form ways for the chains operating

the opposite chock. The chock D is recessed at H to pass over the flanges G, and these flanges terminate a sufficient distance from the end of the bunk to permit of dropping the chock.

In operation, the chock is normally held in the position shown in Fig. 1 by the flanges C supporting the lug E, but upon movement toward the end of the bunk the said lug E will ride down the inclined ends of the flanges C into a position below the plane of the upper edges of said flanges. Upon the drawing of the chock in the opposite direction these inclined flanges will operate as cams for receiving the outer end, and restoring it to its normal position.

What I claim as my invention is:

1. The combination with a bunk having a horizontal web and upwardly-extending flanges at opposite sides thereof, of a chock limited in depth to the height of said flanges, and lugs projecting laterally from the outer end of said chock adapted to support the same in an inclined position extending above said flanges.

2. The combination with a bunk having a horizontally-extending web, upwardly-extending flanges at opposite sides thereof, of a chock engaging the channel between said flanges and limited in depth to the height of said flanges, lugs projecting oppositely from the outer end of said chock adapted to engage with the upper edges of said flanges to support the chock in inclined position, the flanges at the outer ends of said bunk being cut away to disengage said lugs.

3. The combination of a bunk having a horizontal web and upwardly-extending flanges at the opposite sides thereof, the end portions of said flanges being cut away, outwardly divided supplemental flanges extending to the end of the bunk, a chock limited in depth to the height of said flanges, lugs projecting oppositely from the outer end of said chock for engagement with the upper edges of the main flanges to hold said chock in inclined position, said lugs being engageable with the recesses formed by the outward divided supplemental flanges to permit of lowering the chock.

4. The combination of a bunk formed of an H-shaped beam having the upwardly-extending flanges thereof cut away at their outer ends, supplemental flanges secured to said bunk and extending to the end thereof, being divided outwardly from the main



flanges, a chock engageable in the channel between the main flanges, lugs projecting oppositely from the outer end of said chock to engage the upper edges of said main  
5 flanges, and engageable in the recesses formed by said supplemental flanges.

5. The combination of a bunk formed of an H-shaped beam having the upwardly-extending flanges thereof cut away at their  
10 outer ends to form inclines, supplemental flanges secured to said main flanges and divided oppositely therefrom extending to the end of the beam opposite the cut away portion of said main flanges, a chock engageable

with the recess between said main flanges, 15 lugs projecting oppositely from the outer end of said chock for engaging the upper edges of said main flanges, said lugs being adapted to ride down and up said inclines at the ends of said main flanges whereby the  
20 chock may be raised or lowered.

In testimony whereof I affix my signature in presence of two witnesses.

CLINTON W. RUSSELL.

Witnesses:

WM. A. SMITH,

R. A. MITCHELL.