

J. N. PETERSON.
LOGGING BUNK.
APPLICATION FILED NOV. 11, 1910.

995,633.

Patented June 20, 1911.

Fig. 1.

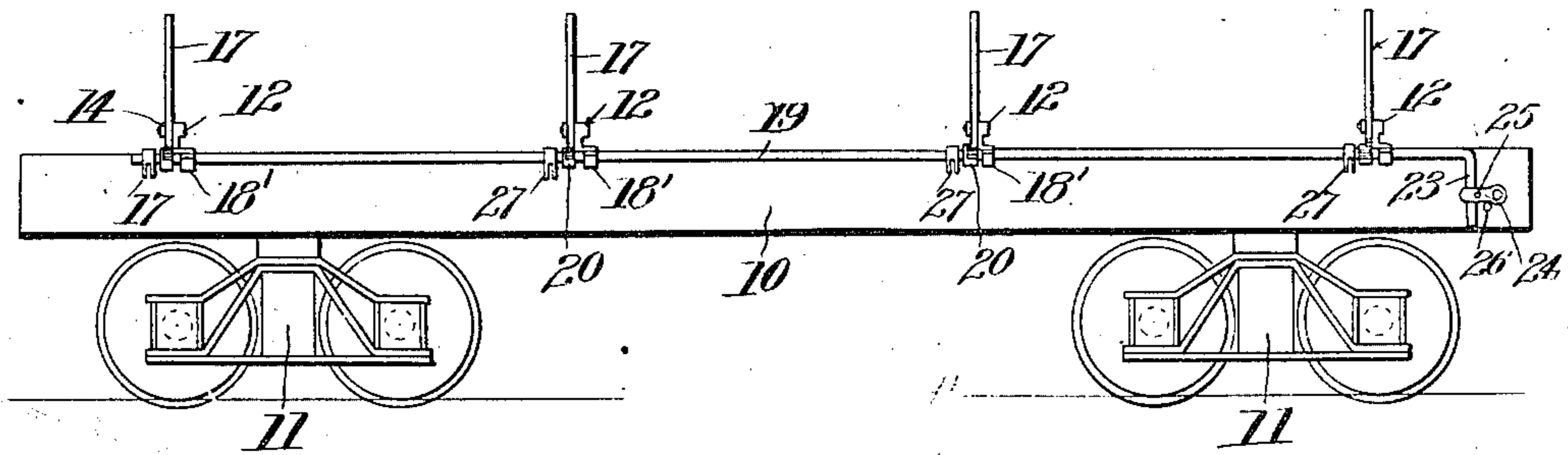


Fig. 2.

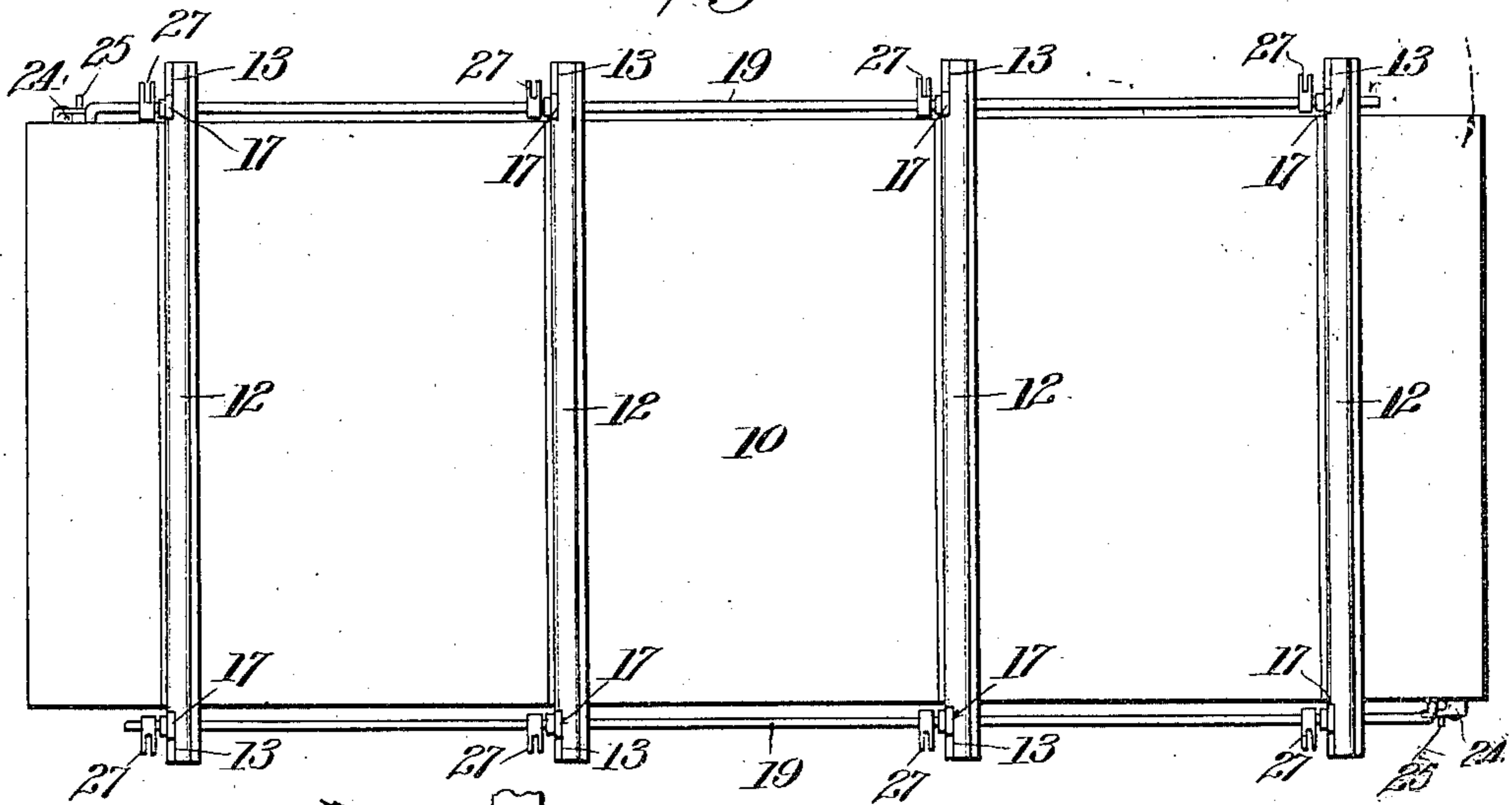
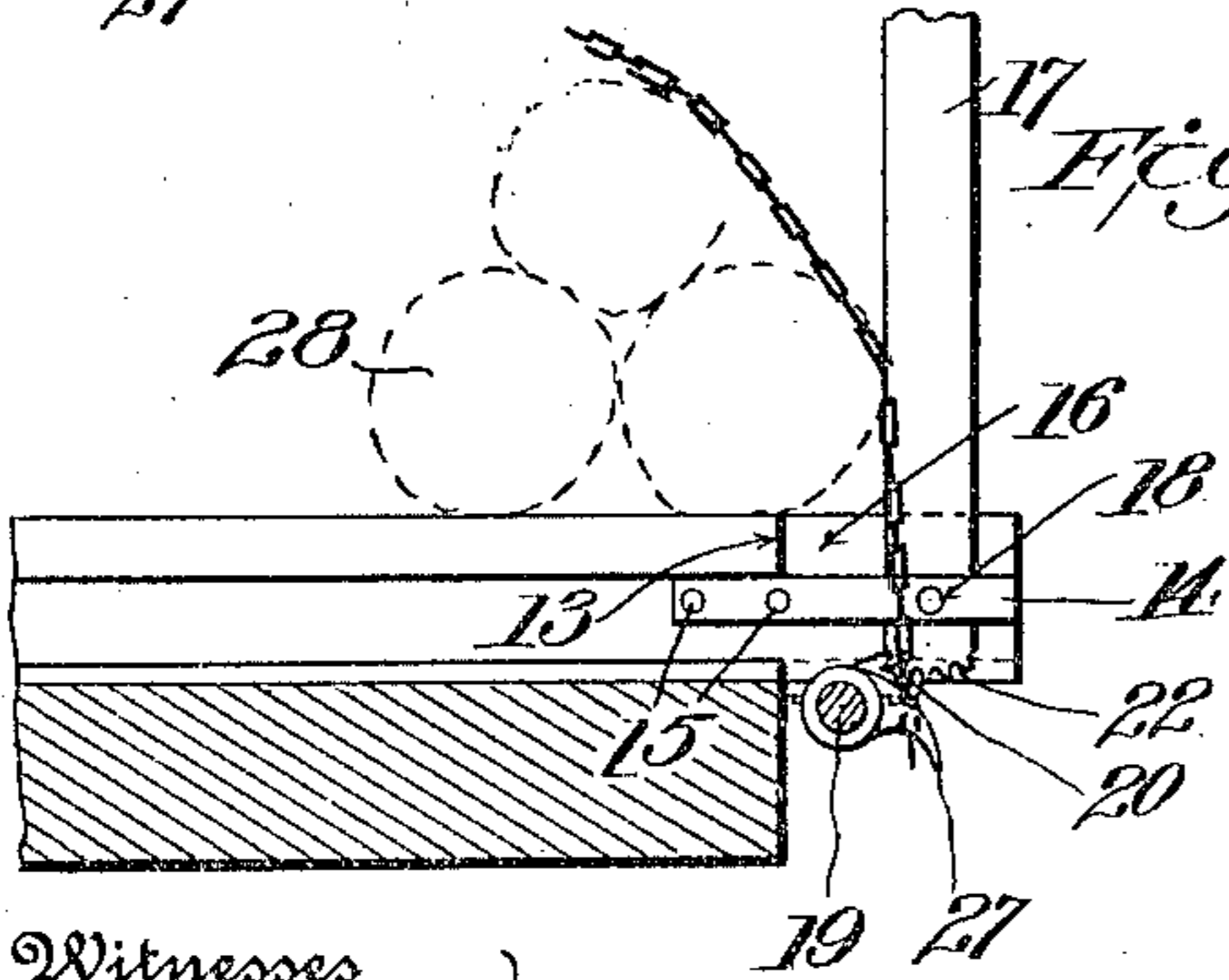


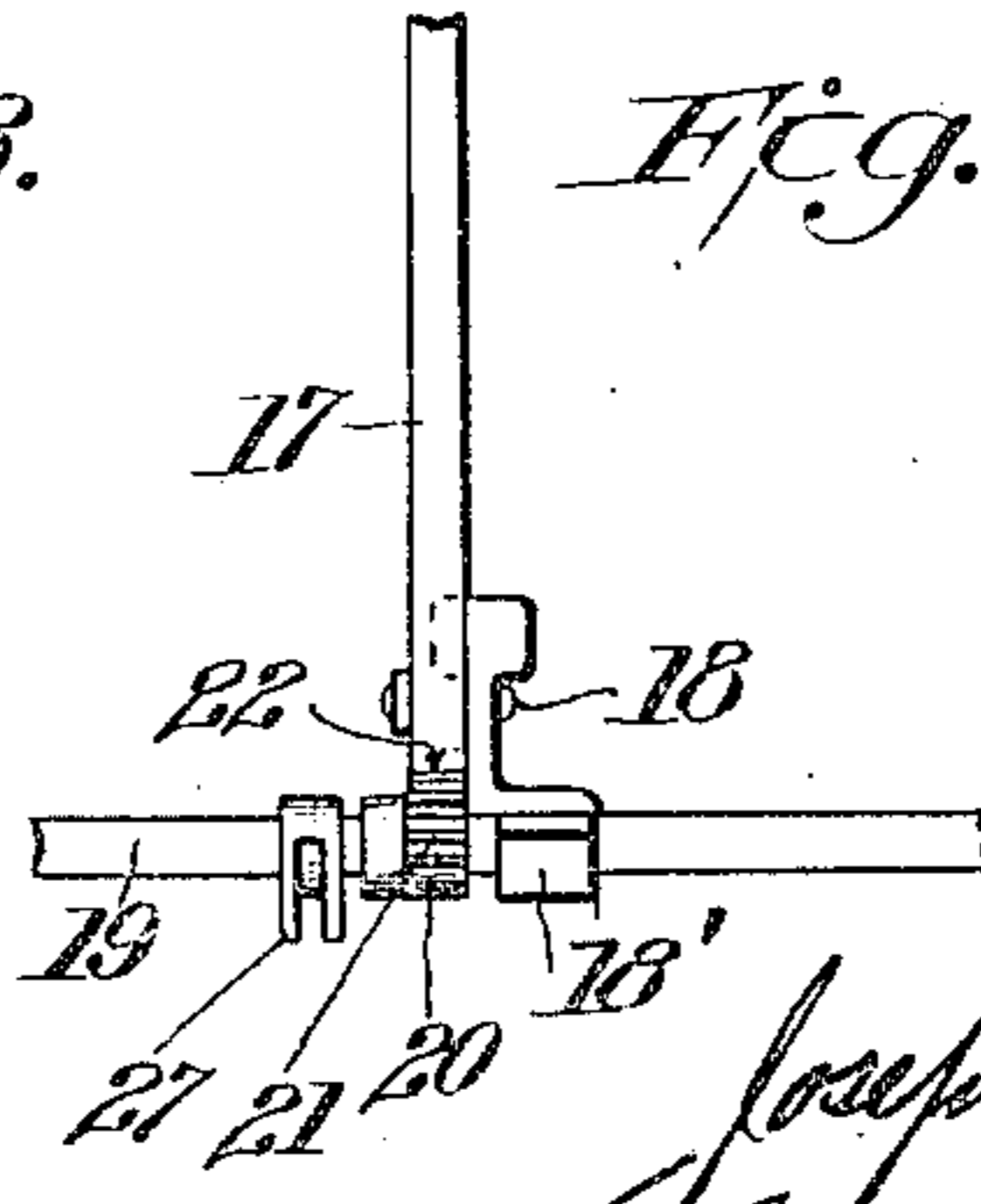
Fig. 3.



Witnesses

C. M. Walker.
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Fig. 4.



By

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LOGGING-BUNK.

995,633.

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Application filed November 11, 1910. Serial No. 591,912.

To all whom it may concern:

Be it known that I, JOSEPH N. PETERSON, a citizen of the United States, residing at Ellison Bay, in the county of Door and State of Wisconsin, have invented certain new and useful Improvements in Logging-Bunks, of which the following is a specification.

This invention relates to means for unloading logs from cars and is in the nature of a logging bunk for flat cars.

In many forms of devices heretofore used for unloading logs from cars it was necessary for the workmen to stand in such positions as to endanger life and limb and the primary object of this invention is to provide means whereby logs may be unloaded from flat cars without entailing any danger whatever of the injury of the workmen during the operation.

A further object of the invention, is to provide a logging bunk for flat cars of such simple construction that it may be constructed by comparatively unskilled workmen in an economic manner and at the same time so strong as to avoid liability of breakage and of such material as is always, with very slight exceptions, obtainable without incurring the expense of long shipments.

With these objects in view, the invention consists in the improved construction, arrangement and combination of the parts of a logging bunk which will be first fully described and afterward specifically pointed out in the appended claims.

In order that others may be enabled to make and use my invention, I will now proceed to fully describe its construction and operation, in connection with the accompanying drawing, which illustrates a preferred embodiment and in which—

Figure 1 represents a view in side elevation of a flat car upon which is erected my improved logging bunk; Fig. 2 represents a top plan view of the same; Fig. 3 represents a detail view, on an enlarged scale, partly in elevation and partly in transverse section, of one of the cross rails, a stake, a stop and a chain hook; and Fig. 4 represents the parts shown in Fig. 3 on the same scale and in side elevation.

Like reference characters mark the same parts in all of the figures of the drawing.

Referring specifically to the various parts

as illustrated in the drawing, 10 indicates the body of an ordinary flat car supported, in the usual manner upon trucks 11, 11, of any preferred construction, such parts being of ordinary construction and forming a basis upon which to erect my improved bunk.

Upon the top of the body 10 of the car, and transversely thereof, are secured the rails 12 upon which the logs are to be piled longitudinally of the body. These rails may be specially constructed for use in the bunk but ordinary railroad rails, as shown in the present embodiment of the invention, are readily accessible and answer remarkably well for my purposes, there being usually on hand at railroad shops or camps, numbers of pieces of worn rails long enough for this use.

Each rail is partially cut away on one side at each end, as shown at 13, forming, between the rails and suitable straps 14 secured to one side of each rail at each end by suitable means such as bolts 15, recesses as at 16, in which are mounted stakes 17 on pivots 18, the stakes being adapted to swing transversely of the car on pivots 18. These stakes are preferably flat iron or steel bars.

Mounted in bearings 18' secured to the under faces of the rails 12 are two longitudinal bars 19, extending substantially from end to end of the car under the lower ends of the stakes 17, there being secured to each bar, under each stake, a stop 20 having teeth 21 on its upper surface meshing with similar teeth 22 on the lower end of the stake.

Formed by bending one end of each bar 19 at substantially a right angle, is a lever 23, or such levers may be separate from the bars and secured thereto in any usual or preferred manner.

Pivoted to the side of the car body are a number of hooks or buttons 24, one in position to rest on the outside of a lever 23 and securely hold it against the side of the car when desired and thus hold its bar 19 against turning, or to be swung aside out of contact with the lever, thus leaving the bar 19 free to turn in its bearings. Each lever 24 is provided with a laterally projecting handle 25 for convenience in manipulating it and there is a stop pin 26 projecting from the side of the car body in position to prevent each hook from dropping below its

position of engagement with its lever, as clearly shown at the right hand end of the Fig. 1.

Mounted rigidly on the bars 19, one preferably alongside of each rail 12, are chain claws 27, arranged in pairs, one claw on each bar 19 being opposite a claw on the bar 19 on the opposite side of the car. These claws are so positioned on the bars 19 that when the stakes are in upright positions, the claws are at the limit of their downward movement.

The operation of my invention may be described as follows: The car being loaded with logs, as at 28 in Fig. 3 where the ends of a portion of the logs are outlined, the stakes 17 will be upright and will be held in upright position by the stops 20 on the bars 19, the bars being held against turning by the hooks or buttons 24, as illustrated in Fig. 1. A chain extending over the logs in the position indicated in Fig. 3 will be engaged by the chain claw 27 and will hold the logs down on the body of the car. It being desired to unload the logs off the side of the car, a workman, standing at the end of the car and entirely out of the path of the logs when they roll off the side of the car, turns up the button 24, which passes off the lever 23 and releases it, so that outward movement of the logs against the stake 17 will swing the stake outward on its pivot. The engagement of the teeth 22 of the stakes with the teeth 21 of the stops 20, will cause the bars 19 to turn in the opposite direction and the chain claws 27, being rigidly secured on said bars 19, will be turned upward, thus permitting the chains to be drawn off the upturned ends of the claws and release the logs so that they will roll off the side of the car. By again turning the lever 23 down to the position of Fig. 1, and securing it with the button 24, the bar 19 will be turned to position to again bring the stakes 17 to their upright position, the claws 27 being turned down again to tighten the chains over the logs.

The simplicity of the construction and operation of my invention will be obvious from the foregoing and while I have specifically described the construction of the various parts, it will also be obvious that changes in such specific constructions within reasonable limits may be made without departing from the spirit and scope of the invention.

Having thus fully described my invention, what I claim is new and desire to secure by Letters Patent of the United States, is

1. In an apparatus of the character described, the combination with the car body, of transverse rails upon the body, stakes pivoted to the rails at their ends to permit them to swing transversely of the car, a bar journaled to the rails below the stakes, means for locking the bar against turning, toothed stops on the bar, teeth on the stakes to engage the teeth of the stops, and chain claws secured on the bar arranged to act simultaneously with the stakes.

2. In an apparatus of the character described, the combination with the car body, of transverse rails upon the body, stakes pivoted to the rails at their ends to permit them to swing transversely of the car, a longitudinal bar journaled to the rails below the stakes, means for locking the bar against turning, and stops on the bar which engage the stakes to prevent the swinging of the stakes when the bar is locked.

3. In an apparatus of the character described, the combination with the car body, of transverse rails upon the body, stakes pivoted to the rails at their ends to permit them to swing transversely of the car, a longitudinal bar journaled to the rails below the stakes, means for locking the bar against turning, toothed stops on the bar, and teeth on the stakes to engage the teeth of the stops.

4. In an apparatus of the character described, the combination with the car body, transverse rails upon the body, each rail having a recess at each end, stakes pivoted one in each recess of each rail and adapted to swing transversely of the car, longitudinal bars journaled to the rails below the stakes, means for locking the bars against turning, toothed stops on the bars, teeth on the stakes to engage the teeth of the corresponding stops, chain claws carried by the bars, the claws of one bar being directly opposite the claws of the other bar, and chains for engagement with the claw bars.

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

JOSEPH N. PETERSON.

Witnesses:

A. HOGENSON,
Mrs. MARTIN ONESON.