B. MAGOR.

LOGGING CAR.

APPLICATION FILED APR. 6, 1912. RENEWED JUNE 1, 1915.

1,166,468. Patented Jan. 4, 1916.

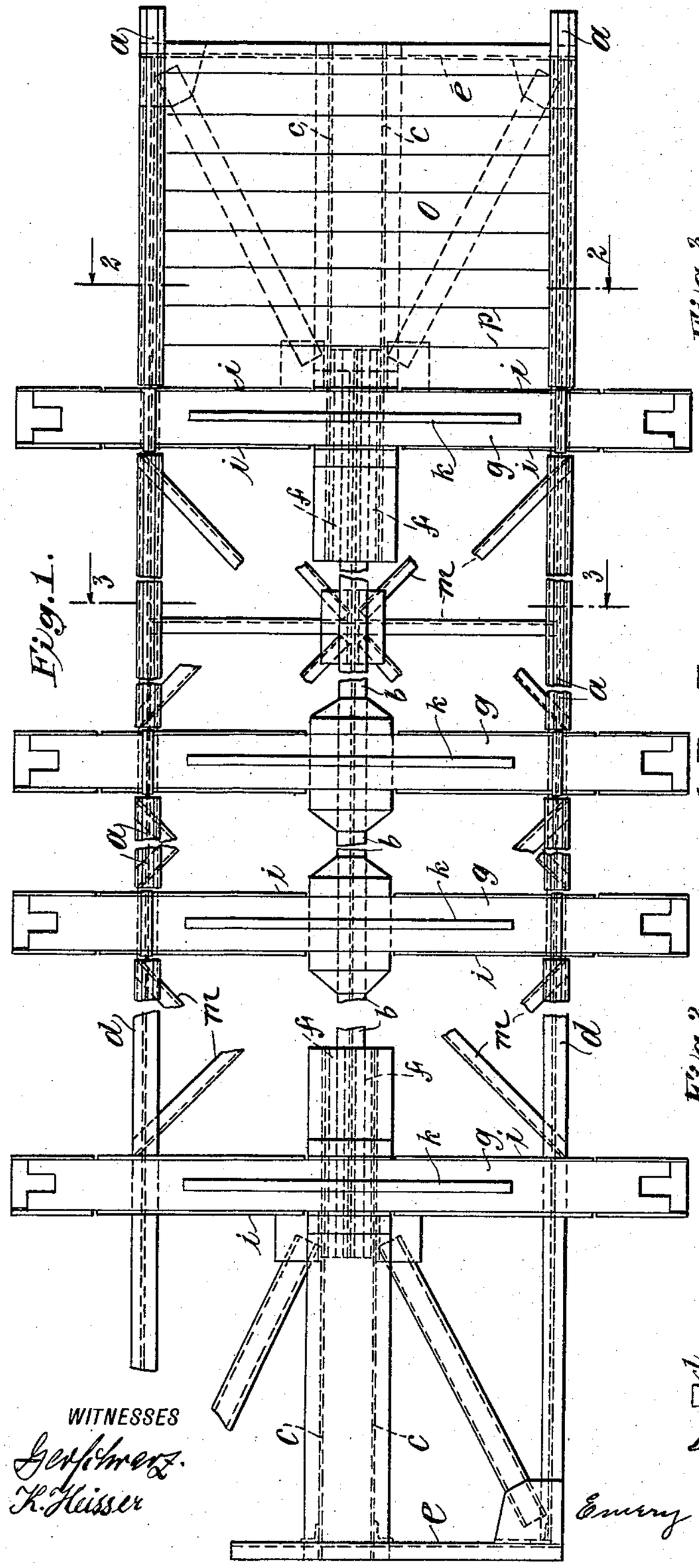

Fig. 1.

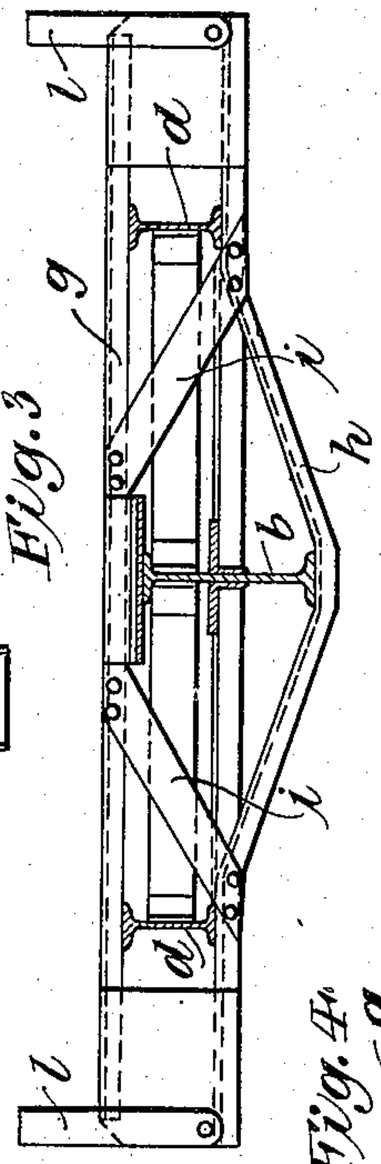

Fig. 3

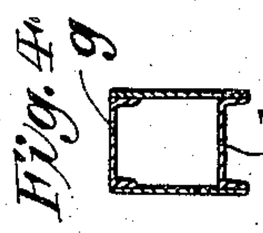

Fig. 4.

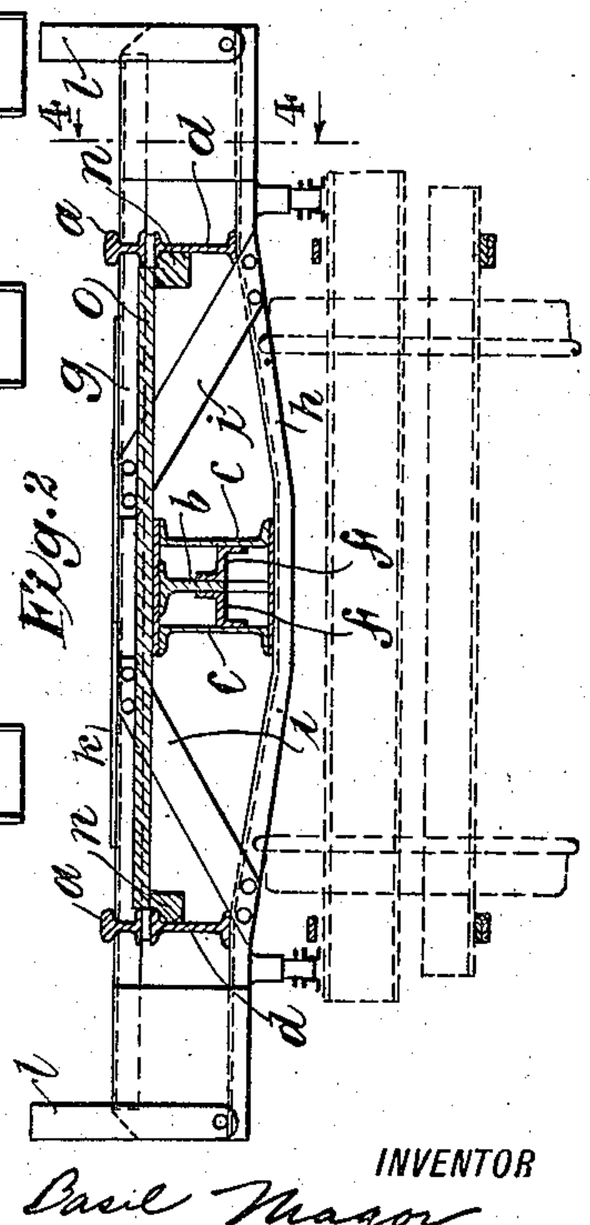

Fig. 2

WITNESSES

Gerschwerz.

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INVENTOR

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UNITED STATES PATENT OFFICE.

BASIL MAGOR, OF NEW YORK, N. Y., ASSIGNOR TO MAGOR CAR COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

LOGGING-CAR.

1,166,468. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed April 6, 1912, Serial No. 688,857. Renewed June 1, 1915. Serial No. 31,637.

To all whom it may concern:

Be it known that I, BASIL MAGOR, a subject of the King of Great Britain, and a resident of the borough of Manhattan of the city of New York, in the county and State of New York, have invented an Improvement in Logging-Cars, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

The invention relates more particularly to improvements in multiple-bunk logging cars, the object being to unite the bunks and their connecting or reach members into a simple and efficient frame construction.

In the drawings where a logging car is shown embodying the invention, Figure 1 is a plan view of the car, Fig. 2 is a transverse sectional view of the frame, with one of the trucks indicated by dotted lines, the plane of section being indicated by the line 2—2 in Fig. 1, Fig. 3 is a transverse sectional view of the frame on a plane indicated by the line 3—3 of Fig. 1, and, Fig. 4 is a detail sectional view of one of the bunks, the section being indicated by the line 4—4 in Fig. 2.

The embodiment of the invention shown in the drawing belongs to that type of logging car where the loading is done by employing a loading car which travels upon a track provided upon the logging cars, whereby one logging car may be loaded from the adjacent logging car. The track referred to may be seen at *a* in the accompanying drawings, and extends the full length of the car. The frame of the car has three reach members, one of which is the center-sill *b*, preferably an I-beam, which terminates at points intermediate the ends and which is continued to the ends by draft-sills *c*. The other two reach members are the side-sills *d*, preferably I-beams, which, with the end-sills *e*, form a rectangular frame.

The draft-channels *c*, at either end, are securely fastened, one on each side, to the center-sill *b* which they overlap, (Fig. 2) by intermediate pieces *f;* and across the intersection of these parts, the end or main bunks of the car are passed by laying a pair of bunk-forming plates *g*, *h*, one above and the other below, transversely across the three reaches and providing binding plates or braces *i* on the sides of the bunks to unite the top and bottom plates together around the reaches.

The top plate *h* of the bunks is preferably a straight channel-iron laid with its channel inverted (Fig. 4), and the bottom plate *i* is also preferably a channel, curved, if desired, to pass underneath the center-sill and otherwise strengthen the bunk as a whole. A short strip *k* may be laid along the bearing surface of the bunk to prevent the logs from slipping longitudinally when in transit; and suitable stakes, denoted in the present instance by *l*, may be provided, as usual, at the ends of the bunk to retain the logs on the bunks.

Between the end bunks are a plurality of intermediate bunks, each of which is formed, as are the end bunks, by two channels transversely embracing the center-sill and side reaches to which they are secured (Fig. 3). The intermediate bunks are also preferably provided with strips *k* and stanchions *l* to assist in keeping the logs in place during transit. It will be understood, of course, that the mechanism for controlling the stanchions, as well as other detail mechanism, is omitted from the present drawings as not necessary to an understanding of the present invention.

The present construction, with the side reaches passing, as they do, through the bunks, has the advantage that the so-called bunks are both transverse braces for the frame and log-supporting means. In addition, if desired, there may be provided a number of relatively light transverse and diagonal braces *m*. By providing a pair of timber beams *n* along the inner sides of the side reaches *d*, a floor *o* may be laid over as much of the car as is desired by depositing planking *p* upon the said beams *n* (see right hand side of Fig. 1).

I claim as my invention:

1. The combination to form a logging car, of a frame including a pair of side sills, a plurality of bunks each having a top member and a bottom member laid across the tops and bottoms respectively of the side sills so as to embrace the same and extending beyond the side sills on each side, the said top member providing a support above the level of the frame to receive logs, means to connect the top and bottom members of each bunk both within the side sills and at the ends where they project beyond the side

sills, and means provided at each end of the bunks to retain the logs.

2. The combination to form a logging car, of a rectangular frame having a pair of end sills, a pair of side sills and a center sill, a plurality of bunks each having a top channel plate and a bottom channel plate laid across the tops and bottoms respectively of the center and side sills and united to the frame, the said top and bottom plates extending substantially beyond the side sills on each side, and the top plates providing a support above the level of the frame to receive logs, side plates to unite the extending end portions of the top and bottom plates of the bunks, and stanchions pivoted at these end portions to retain the logs.

3. The combination to form a logging car, of a frame including a pair of side sills, a plurality of bunks each having a top member and a bottom member laid across the tops and bottoms respectively of the side sills so as to embrace the same and extending beyond the side sills, the said top members providing a support above the level of the frame to receive logs, a pair of rails supported on the frame directly above the respective side sills, means to unite the top and bottom members of the bunks both within and beyond the side sills, and stanchions at the ends of the bunks to retain the logs.

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

BASIL MAGOR.

Witnesses:
JOHN W. THOMPSON,
ALEXANDER S. GROSS.