(No Model.)

T. CARTER.

LOGGING TRUCK.

No. 341,877. Patented May 18, 1886.

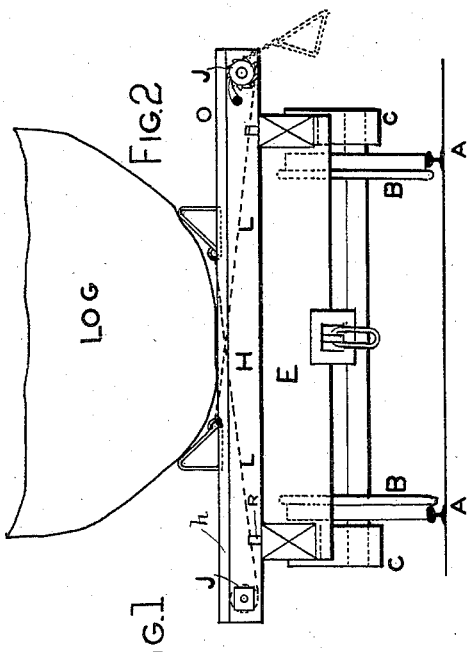

FIG. 2

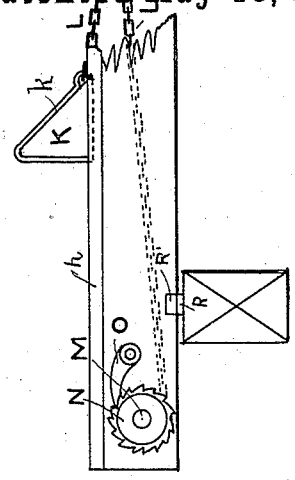

FIG. 5

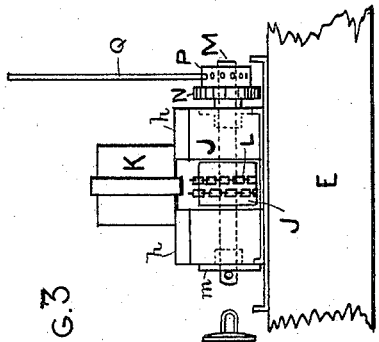

FIG. 4

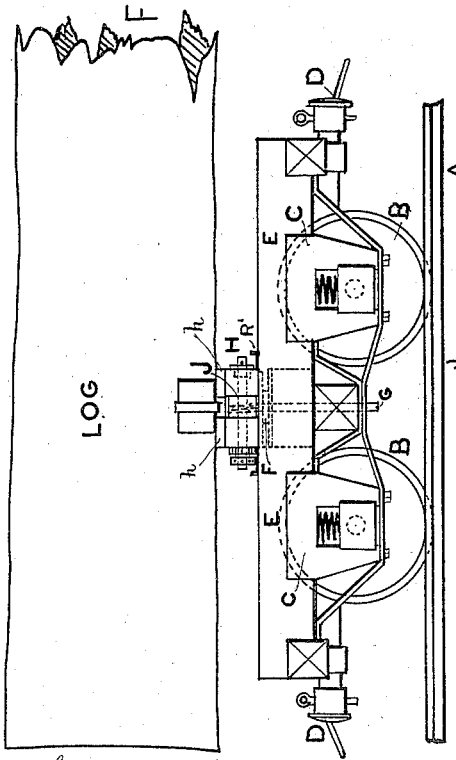

FIG. 1

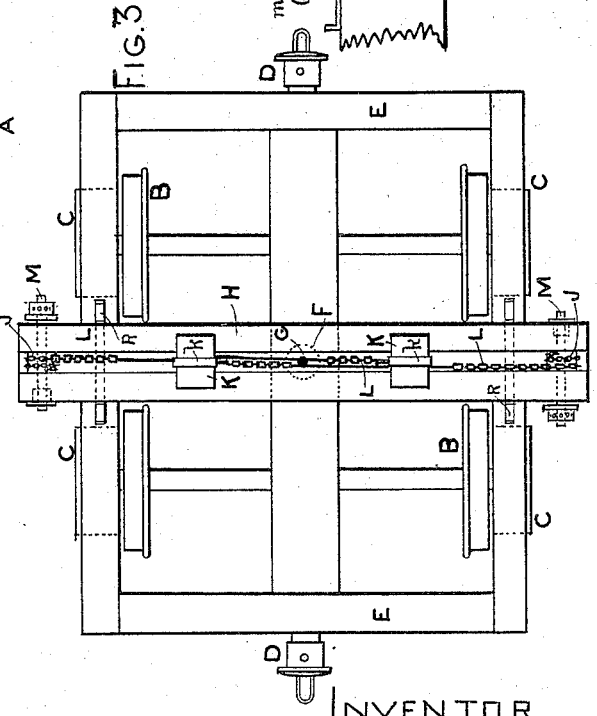

FIG. 3

Chas. H. Housman.
Wm. P. Lunt } WITNESSES

INVENTOR
Thomas Carter
by Geo. Pardy
Atty

UNITED STATES PATENT OFFICE.

THOMAS CARTER, OF SAN FRANCISCO, CALIFORNIA.

LOGGING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 341,877, dated May 18, 1886.

Application filed February 12, 1886. Serial No. 191,752. (No model.)

To all whom it may concern:

Be it known that I, THOMAS CARTER, of San Francisco, State of California, have invented an Improved Logging-Truck, of which the following is a specification.

The invention relates to such trucks as are used to transport logs on railways; and it consists in providing said trucks with a swinging bolster and sliding chock-blocks thereon, which receive and hold the logs firmly in place, while permitting the truck to freely move over curves and deflections in the track.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of a truck with my device applied thereto, and showing a portion of a log resting upon it. Fig. 2 is an end view, and Fig. 3 is a plan of the same. Figs. 4 and 5 are respectively side and end views of the bolster and chock-blocks upon a larger scale than in other views.

In all the figures the same letters of reference are used to indicate the same parts.

It will be unneccessary to describe the details of the trucks, for they do not vary in construction from ordinary trucks used for the same purpose.

A A are the rails of the track. B are the carrying-wheels; C, the pedestals; D, the coupling-irons; E, the truck bed or framing; F, the turn-table upon which the bolster swings. G is the king-bolt.

H is the bolster which supports the log. It is composed of a timber about fourteen inches by six inches, transverse measurement, channeled out in the center, to accommodate the winding-chains L and rollers J, which operate to adjust the chock-blocks K. The bolster has two hard-wood strips, *h h*, on its upper face, running from end to end on each side of the channel-way. It is upon these strips that the chock-blocks slide. Each chock-block consists of a triangular piece of wood bound around the middle with a flat iron band, *k*, having an eye formed upon it at one lower angle to attach the chain L to.

At each end of the bolster there is provided a winding-roller, J, fitted upon a spindle, M, which spindle passing through the bolster carries on one end a ratchet-wheel, N, with which a pawl, O, engages, and a collar, P, having holes sunk in its circumference, in which to insert the point of the bar Q in the act of winding the blocks forward. The spindles M will each have metal bearings *m m*, countersunk in the timber of the bolster. They will be fastened thereto by wood-screws.

R R′ are friction-plates formed of strips of iron with turned-up ends, one secured to the truck-frame and the other to the under face of the bolster. The surfaces of these plate may be lubricated.

Each winding-chain must be long enough to allow the chock-block attached to it to drop down over the end of the bolster. (See dotted lines, Fig. 2.) Otherwise they would be in the way when the log or logs were rolled onto the bolster.

The operation is as follows: The log or logs are rolled onto the bolster, say, from the right side, Fig. 2. The chock-block at the left side will be set about where needed to bring the load central. When the load is in place, the other chock-block is set where required, and both blocks are then tightly wedged under the load by winding the chains on their respective drums. As before suggested, two trucks are used at a time.

I do not make any claim to the truck proper or any of the details thereof; but

What I do claim as my invention, and desire to secure by Letters Patent, is as follows:

In railway logging-trucks, the combination of a swinging bolster secured to the truck by a king-bolt in the center, a pair of blocks sliding on upper surface of said bolster, and a pair of windlasses, one at each end of said bolster, from which chains connect with the sliding blocks to draw them into position, substantially as and for the purpose herein described.

THOMAS CARTER.

Witnesses:

CHAS. V. HOUSMAN,

HUGH K. MCJENKINS.