

(No Model.)

L. G. COOK.
BOLSTER STANDARD.

No. 477,650.

Patented June 28, 1892.

Fig. 1.

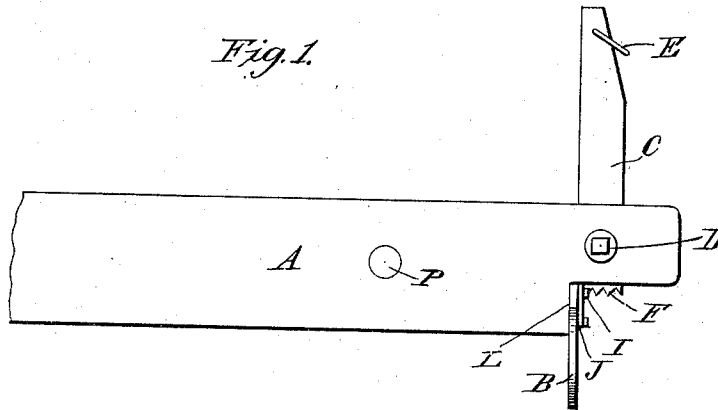
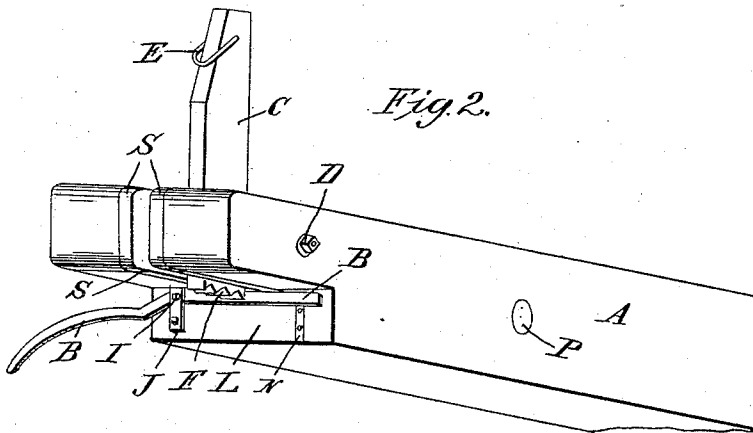


Fig. 2.



Witnesses:

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LUDLOW G. COOK, OF MINNEAPOLIS, MINNESOTA.

BOLSTER-STANDARD.

SPECIFICATION forming part of Letters Patent No. 477,650, dated June 28, 1892.

Application filed March 2, 1891. Serial No. 383,497. (No model.)

To all whom it may concern:

Be it known that I, LUDLOW G. COOK, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain

Improvements in Standards, of which the following is a specification.

My invention relates to improvements in the methods of loading, unloading, and binding logs, lumber, and heavy freights upon whatever kind of vehicle they may be placed for transportation; and the objects which I have in view are, first, to facilitate the loading and unloading of such materials; second, to bind such materials so readily and firmly together as to largely dispense with the use of chains or heavy frames for binding the same.

My invention consists in the constructions and combinations hereinafter described, and particularly pointed out in the claims, and will be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a side view of a bolster or rocker provided with an adjustable stake embodying my invention. Fig. 2 is a perspective view of the device and bolster whereto the same is attached.

In ordinary use this machine forms part of a rocker or bolster or bed-piece, of which both ends are the same, and two such rockers or bed-pieces will be used with each vehicle. These bolsters may be connected and kept in position by sway-bars, (not shown in the drawings,) but passing through each end of the bolsters at the apertures shown at P and moving freely therein. These rockers may be connected with the vehicle by a bolt passing downward through the center of each, about which they revolve.

As shown in the drawings, A represents a portion of one of the rockers or bolsters of the sled, wagon, or car. The end is provided with a vertical slot parallel with the sides of the bolster or rocker and adapted to receive the end of the stake or standard C, which is pivoted therein by a bolt D, passing transversely through and secured in the end of the bolster. The upper end of the stake C is provided with the ring E, in which the end of a binding chain or rope may be secured. The lower part of the end of the bolster is cut away, as shown, to form the shoulder L thereon, which shoulder stands inside of the line of the inner

edge of the stake C when in its vertical position, the space being large enough to receive the end of the lever or latch B, which is pivoted in the block J, secured on the end or shoulder L and having the pivot-bolt I for the lever B. The free end of the lever B is prevented from sinking into the shoulder L by the plate N, arranged thereon. As shown, the lower end of the stake C is provided with the ratchet-teeth F, the inner shoulder of which teeth are all arranged to squarely engage the lever B when the stake C is arranged in its several positions. By throwing up the handle of the lever B and thereby depressing the end thereof under the overhanging part of the bolster, the lever is disengaged from the stake C, whereupon the stake may be set at any desired angle or may be swung clear around, so that its upper end may hang clear down beneath the end of the bolster. The arrangement of the bolt D and the length of the short or lower end of the stake C is such that when in this position the teeth E will be flush with the upper surface of the bolster, thereby offering no resistance to the rolling off of the load. When the stake C stands in any position where it extends above the level of the top of the bolster, it will be held in such position by the engagement of one of the teeth with the lever B.

I may strengthen the device and prevent wearing of the sides of the slot wherein the stake C is secured by lining the same with plates S S. (See Fig. 2.) When in the vertical position, the inner edge of the stake rests against the upper shoulder of the slot, and the lower end of the stake being firmly held by the lever B the stake is held rigidly in position. These stakes or standards are provided on the ends of at least two bolsters or cross-beams of the vehicle, and when the same is being loaded the stakes on the off side of the vehicle are locked in the upright position, so as to prevent the logs or other things from rolling off on that side. On the near side the stakes are turned down, and as the last log is rolled upon the bolsters the stakes are turned up and locked against them. In case the logs as first loaded should project farther over on one side than on the other it will be seen that the stakes on the off side may be lowered one or two notches to allow the load to be

pushed over and the other stakes to be thrown up into similar angles, thereby perfectly adjusting the load, and by preventing the lower tier thereof from slipping off, locking the whole load in place. The same result is attained in loading logs or lumber by putting up the large pieces at the sides first, turning up the stakes to hold the same in place, and then filling in the middle between the large timbers.

10 In unloading, the stakes on one or both sides are dropped by throwing up the handles of the levers B, when no obstruction will be presented to rolling or sliding the freight to the ground.

15 Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with the bolster having the slotted end, of a stake or standard pivoted therein and adapted to swing in a plane parallel with said bolster, a lever having an end arranged transversely with respect to the bolster and arranged to engage the lower end of said standard, and said lever adapted to be moved out of engagement there-

with to allow said stake to be swung down, substantially as described.

2. The combination, with the slotted end of the bolster, of a stake C arranged therein, a bolt D for pivoting the same and passing transversely through the end of the bolster, said stake C provided with a lower end having ratchet-teeth F, and a locking device adapted to engage the same, whereby said stake may be locked in any desired position, substantially as described.

3. The combination, with the bolster, of a shoulder L thereof, the stake C, having its lower end provided with the ratchet-teeth F, said stake arranged in a vertical slot in the end of the bolster, a bolt D for pivoting said stake therein, the locking-lever B, pivoted on said shoulder, and said teeth adapted to stand below the upper surface of the bolster when the stake C is swung down, substantially as described.

LUDLOW G. COOK.

Witnesses:

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