No. 682,080. Patented Sept. 3, 1901.

J. N. HUDSON.

COMBINED STANDARD AND LOG BLOCK FOR WAGON BOLSTERS.

(Application filed May 9, 1901.)

(No Model.)

Fig. 1.

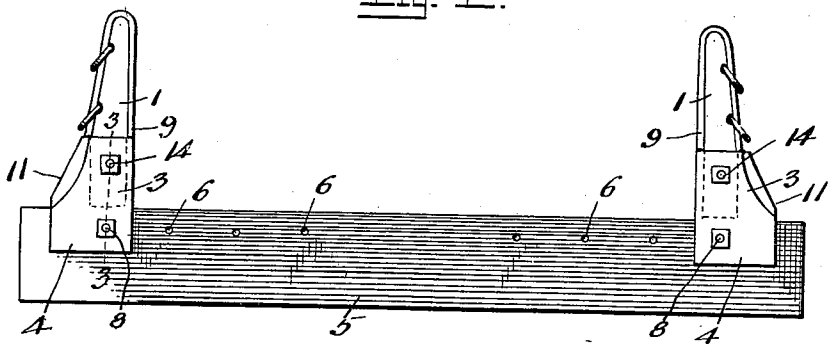


Fig. 2.

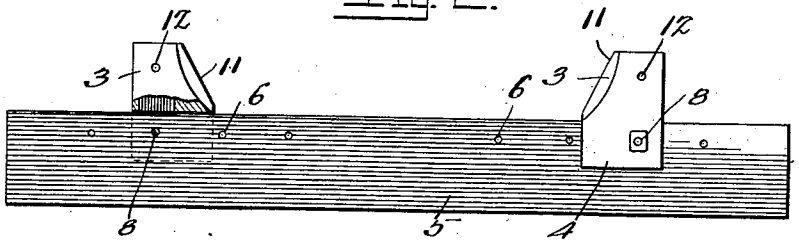


Fig. 3.

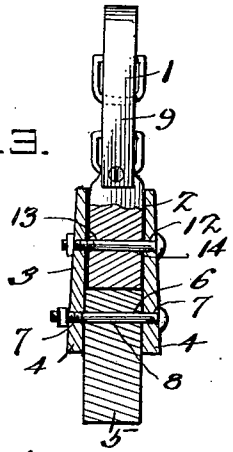


Fig. 4.

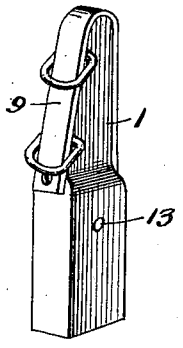
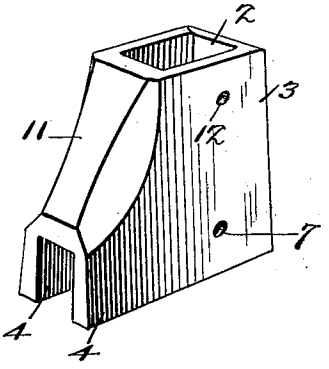


Fig. 5.



Witnesses
F. E. Alden.
H. H. Riley

J. N. Hudson, Inventor
by C. A. Snow & Co.
Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH N. HUDSON, OF CLINTON, KENTUCKY.

COMBINED STANDARD AND LOG-BLOCK FOR WAGON-BOLSTERS.

SPECIFICATION forming part of Letters Patent No. 682,080, dated September 3, 1901.

Application filed May 9, 1901. Serial No. 59,464. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH N. HUDSON, a citizen of the United States, residing at Clinton, in the county of Hickman and State of Kentucky, have invented a new and useful Combination Standard and Log-Block, of which the following is a specification.

The invention relates to a combined standard and log-block.

The object of the present invention is to provide a combined standard and log-block capable of adjustment to accommodate a wagon-body of any width and adapted to be reversed to provide blocks for supporting logs.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is an elevation of a bolster provided with combined standards and log-blocks constructed in accordance with this invention. Fig. 2 is a similar view, partly in section, the parts being arranged to form log-blocks. Fig. 3 is a vertical sectional view on the line 3 3 of Fig. 1. Fig. 4 is a perspective view of the standard. Fig. 5 is a similar view of the block.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 1 designate vertical standards mounted in sockets 2 of blocks 3, which are provided at their lower ends with depending parallel flanges 4, adapted, as illustrated in Fig. 3, to embrace the upper portion of a bolster 5, and the said blocks, which are constructed of malleable iron or other suitable material, are capable of adjustment longitudinally of the bolster to accommodate wagon-bodies of different widths. The bolster is provided at intervals with perforations 6, and the depending side flanges of the blocks have perforations 7, adapted to register with the perforations of the bolster and to receive a fastening device 8, preferably consisting of a bolt. By this construction the blocks are adjustably and detachably mounted on the bolster. The blocks are provided with vertical openings forming the said sockets 2 and extending entirely through them, and the standards 1, which fit in the sockets, rest upon the upper edge of the bolster, as clearly shown in Fig. 3 of the accompanying drawings. The upper portion of the standard is tapered, the outer face or edge being inclined, and the said upper portion is preferably provided with a metal strap 9, forming a reinforcing-strip and arranged at the inner and outer faces of the standard and abutting against the upper edges of the block. The inner side of the reinforcing strip or strap is arranged flush with the adjacent face of the block, and the block and the standard present unbroken inner vertical faces to fit the sides of a wagon-body. The metal strap or reinforcing-strip also secures rings to the outer sides of the standards. The blocks, which are reversible, are provided at their upper portions with inclined faces 11, designed to be located at the outside, as illustrated in Fig. 1, when the standards are in use and adapted to be arranged, as illustrated in Fig. 2 of the drawings, to present the inclined faces to the logs. When the blocks are arranged as shown in Fig. 2, they are adapted to support a load of logs, which may be piled upon the bolster in the ordinary manner. The upper portions of the blocks are provided with perforations 12, adapted to register with corresponding perforations 13 of the standards to receive a fastening device 14 for holding the latter in the sockets of the blocks. Instead of employing bolts any other suitable fastening devices, such as pins or keys, may be employed.

It will be seen that the invention is exceedingly simple and inexpensive in construction, that the standards are adjustable to suit wagon-bodies of different widths, and that the blocks are reversible and adapted to present inner inclined faces for supporting a load of logs.

The metal straps 9 reinforce the standards when the latter are constructed of wood; but the said standards may be constructed of metal, and I desire it to be understood that various changes in the form, proportion, size, and the minor details of construction within the scope of the appended claims may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. A device of the class described comprising a bolster, the reversible blocks having vertical openings extending entirely through them and forming sockets, said blocks being provided with vertical and inclined faces and adapted to be turned to bring either of the faces to the inner side, and standards removably fitted in sockets of the blocks, substantially as described.

2. A device of the class described comprising a bolster, a reversible block having a vertical opening extending entirely through it and provided with depending side flanges embracing the bolster and detachably secured to the same, said block being provided with oppositely-disposed vertical and inclined faces and adapted to be turned to bring either face at the inner side, a standard fitted in the opening of the block, and a reinforcing-strip secured to the standard and abutting against the upper edges of the block, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOSEPH N. HUDSON.

Witnesses:
FRED. D. GADDIE,
J. D. ELKINS.