No. 808,907. PATENTED JAN. 2, 1906.

G. W. DU BES.

STANDARD.

APPLICATION FILED MAR. 30, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

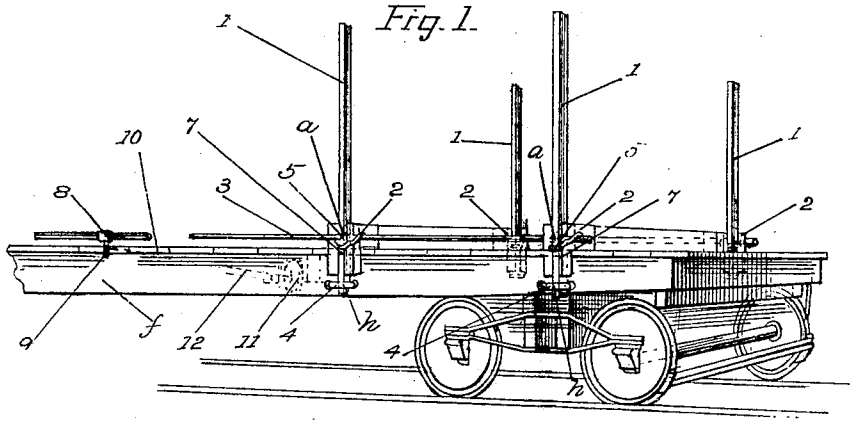


Fig. 2.

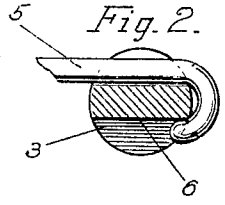


Fig. 3.

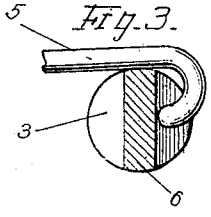


Fig. 4.

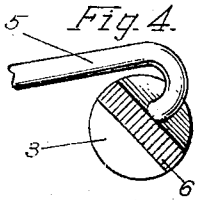


Fig. 5.

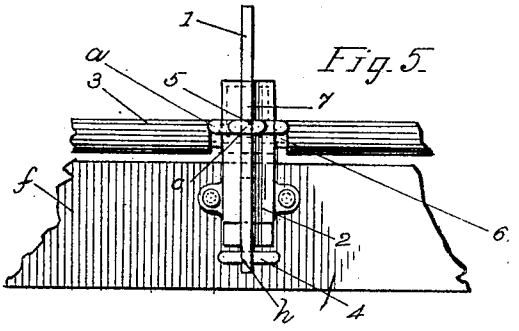


Fig. 6.

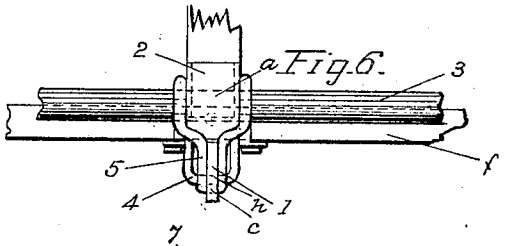
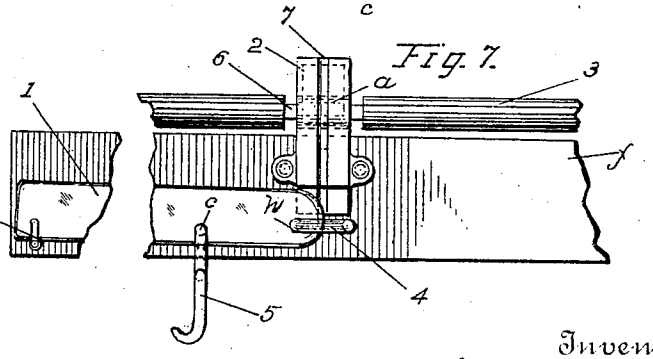


Fig. 7.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 8.

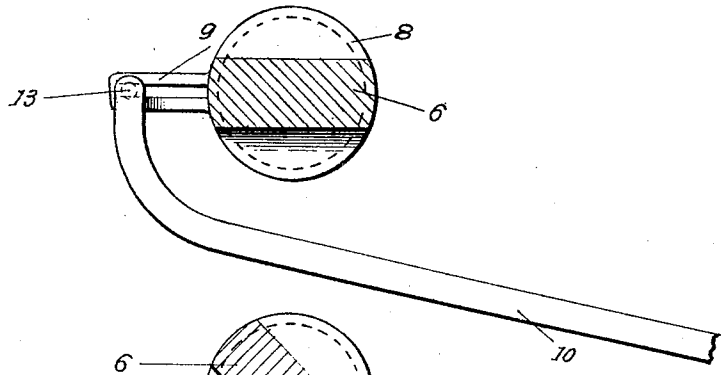


Fig. 9.

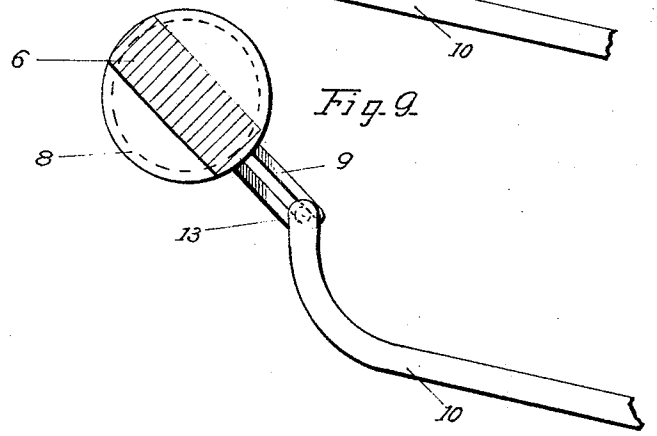
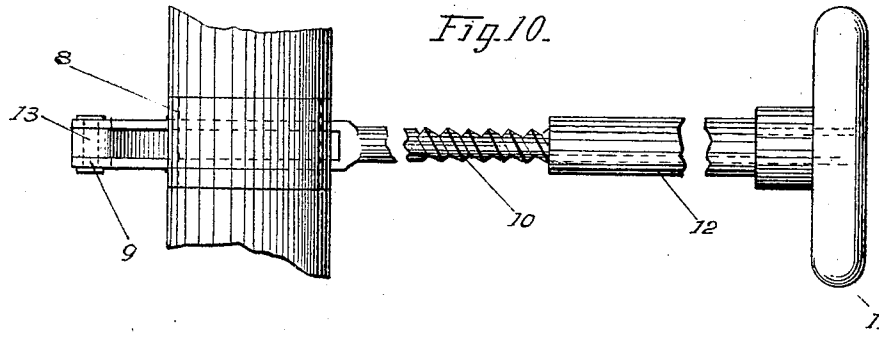


Fig. 10.



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE W. DU BES, OF KANSAS CITY, MISSOURI.

STANDARD.

No. 808,907. Specification of Letters Patent. Patented Jan. 2, 1906.

Application filed March 30, 1905. Serial No. 252,971.

To all whom it may concern:

Be it known that I, GEORGE WILBUR DU BES, a citizen of the United States of America, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Standards, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in a standard, and its novelty will be fully understood from the following description and claims, when taken in connection with the annexed drawings; and the objects of my invention are to provide a useful device for cars, carts, or other vehicles where standards are required, and especially for cars upon which sawlogs, lumber, or mill-timber are transported. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 shows a side and end view of my standard in position. Fig. 2 shows a sectional view of shaft with hook in a locked position. Fig. 3 shows sectional view of shaft when partially releasing hook. Fig. 4 shows sectional view of shaft when hook is released. Fig. 5 shows side view of standard when in a locked position. Fig. 6 shows top view of standard when in a locked position. Fig. 7 shows side view of standard when released. Figs. 8 and 9 show releasing-lever for shaft. Fig. 10 shows top view of releasing-shaft.

Similar numerals and letters refer to similar parts throughout the several views.

In the drawings, 1 represents a standard made, preferably, of metal.

2 shows a casting having a slot 7 in same and in which the standard 1 rests when in position for use. The casting 2 is provided with an opening, (designated by *a*,) in which opening *a* shaft 3 rests.

4 is a metal eye which forms a hinge for standard 1, letter *h* showing an opening in lower end of standard, through which the metal eye engages same and permits standard to swing when released.

5 is a double hook the end or shank of which is attached loosely to the standard 1 by means of an opening *c* in said standard. This hook is so constructed that when standard is in a vertical position the prongs of hook engage the shaft at cut 6. *b* shows a rest for end of standard when not in use.

f is a longitudinal frame of a flat car upon which castings 2 are fastened.

8 is a collar fastened to shaft 3, provided with slotted projection 9, in which rod 10 is actuated by a wheel 11, fastened to a hollow nut 12, and locks or releases 5.

The foregoing description refers to the various parts of my invention.

In practice my standards when not in use occupies the position shown in Fig. 7, one end of same resting in *b*, while the opposite end is held by a metal eye or ring 4, which forms a hinge, and the hook 5, swinging loosely downward, as shown in the aforesaid figure. When it is desired to use my standard, as shown in Fig. 1, I elevate it to the position shown in Fig. 5, the standard 1 resting in the slot 7 in casting 2, the hook 5 engaging the rod 3 at 6, thus forming a perfect lock, as shown in Figs. 2 and 6. The standards can be disengaged by simply rotating the wheel 11, when the prong of hook 5 is released from the rod 3 in the manner shown in Figs. 3 and 4.

A striking advantage of my invention is its economical construction, saving of time and labor, and ease by which a car loaded with logs or lumber may be unloaded. My standard may be used for wagons or vehicles of every description or whenever it may be necessary to use standards.

Having described my invention and the manner in which the same is or may be operated, would say in conclusion that I do not limit myself to the precise details shown in illustration, as the same may be varied to some extent; but

What I claim, and desire to secure by Letters Patent, is—

1. The combination of the hinged standard provided with a hook, and the rod adjacent thereto and running parallel with the side of the car, and substantially as described.

2. The combination of the hinged standard provided with a hook, a casting provided with a slot, and a rod provided with a cut for engaging the hook, substantially as described.

3. The combination with a car-body, of standards pivoted on the sides of the same,

hooks hinged to the standards and adapted to extend inward therefrom, a shaft arranged parallel to the adjacent side of the car-body and having portions with which the said hooks are attached for locking and releasing, and means for rotating and locking the said shaft, substantially as set forth.

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

GEORGE W. DU BES.

Witnesses:
G. D. EMANUEL,
B. B. HOWARD.