

No. 768,559.

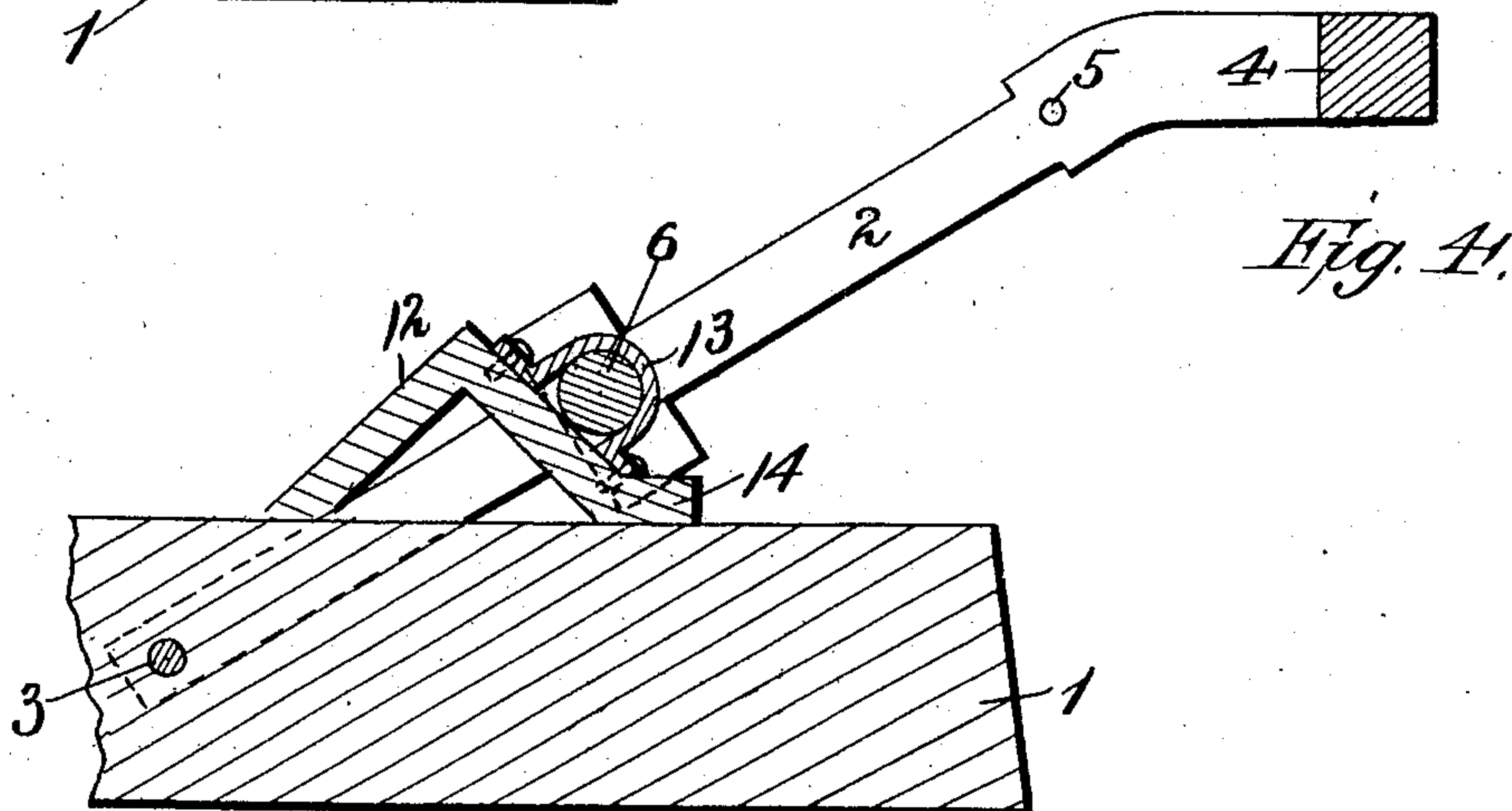
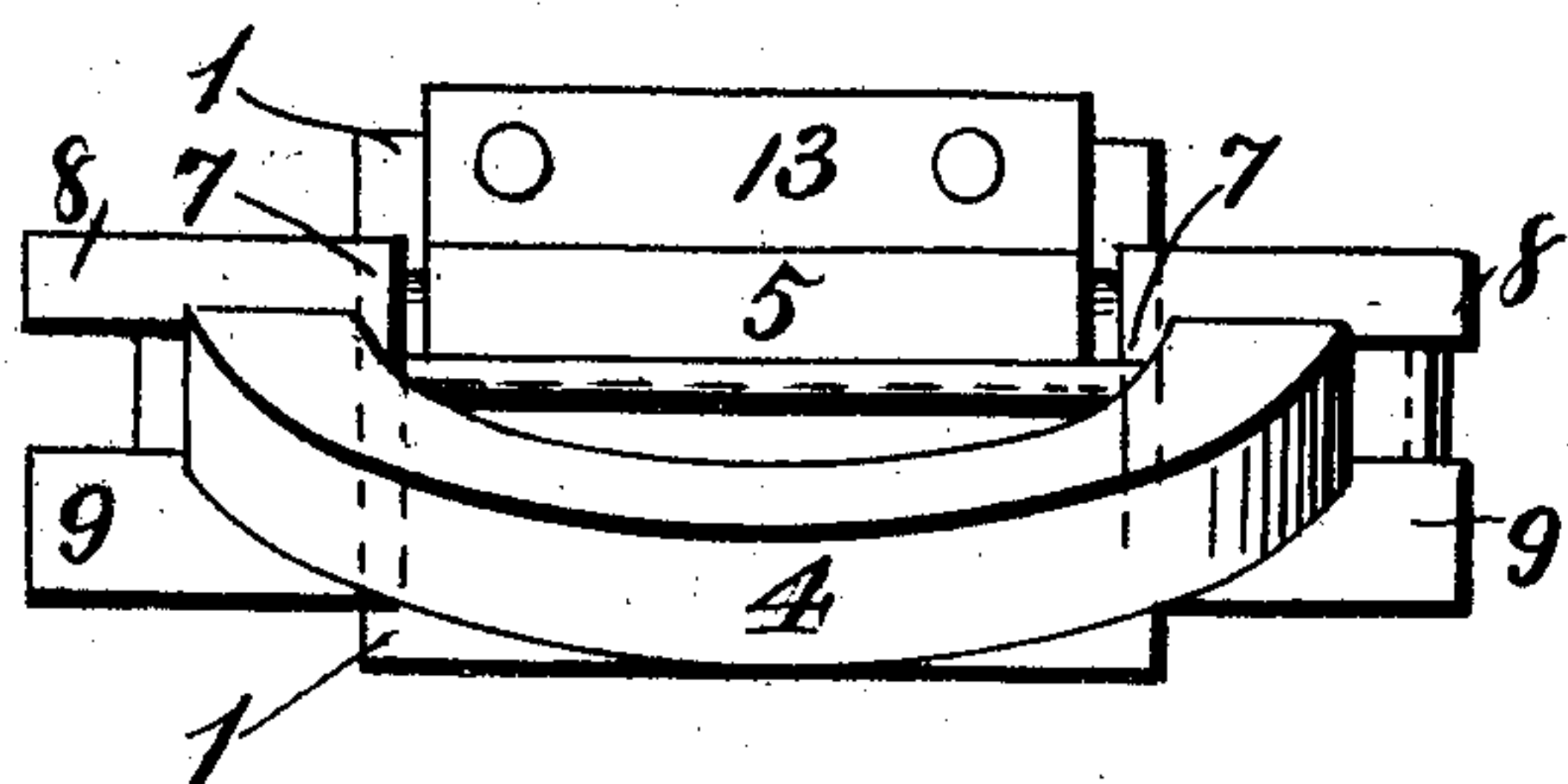
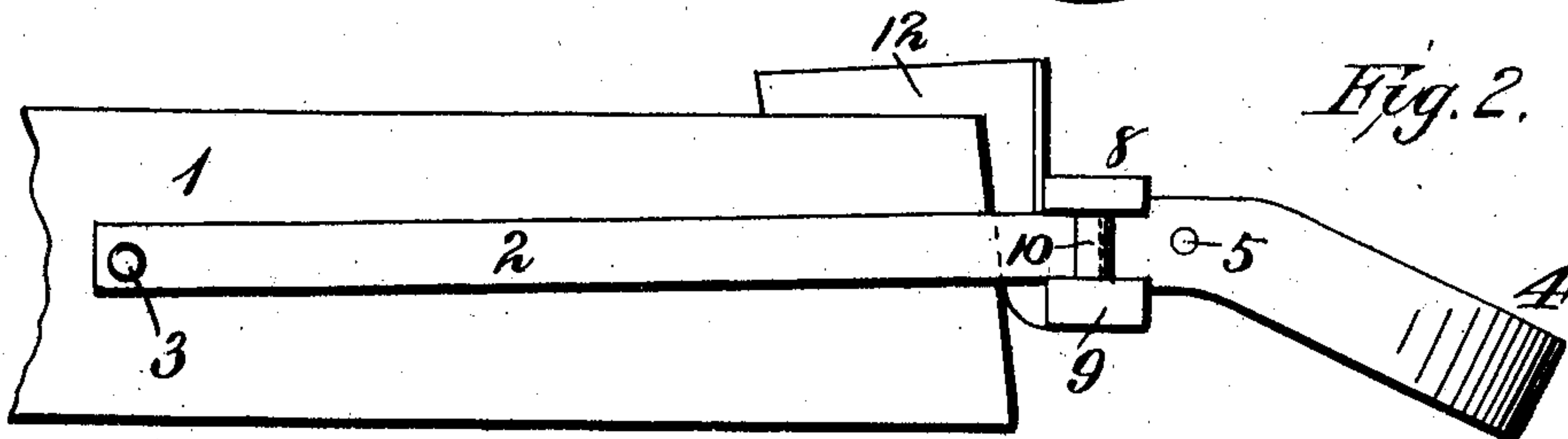
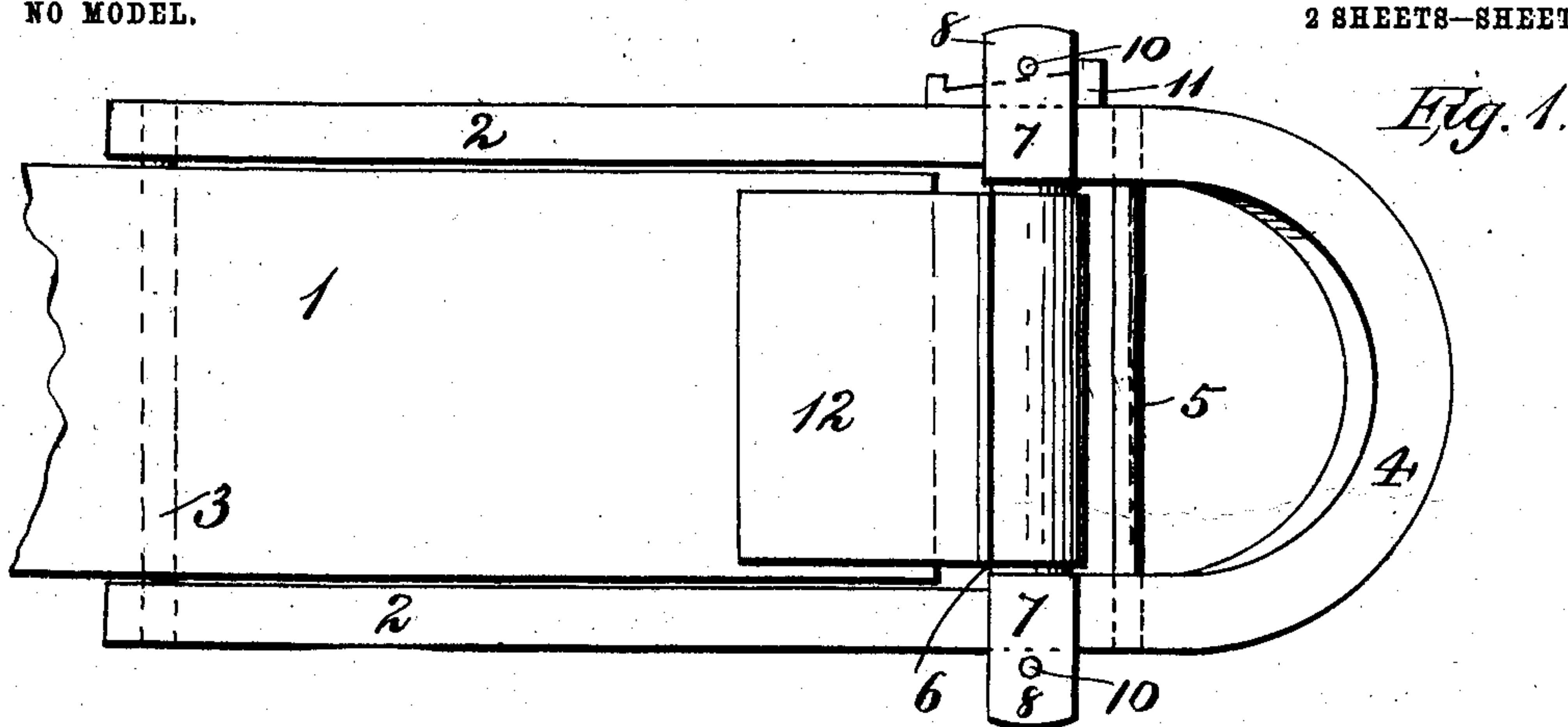
PATENTED AUG. 23, 1904.

J. B. CAPSHAW.  
LOG WAGON BUNK BLOCK.

APPLICATION FILED NOV. 3, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



**Witnesses:**

F. L. Ormand,  
Bell Co. Tenn.

J. B. Capshaw Inventor  
By his Attorney John S. Duffie

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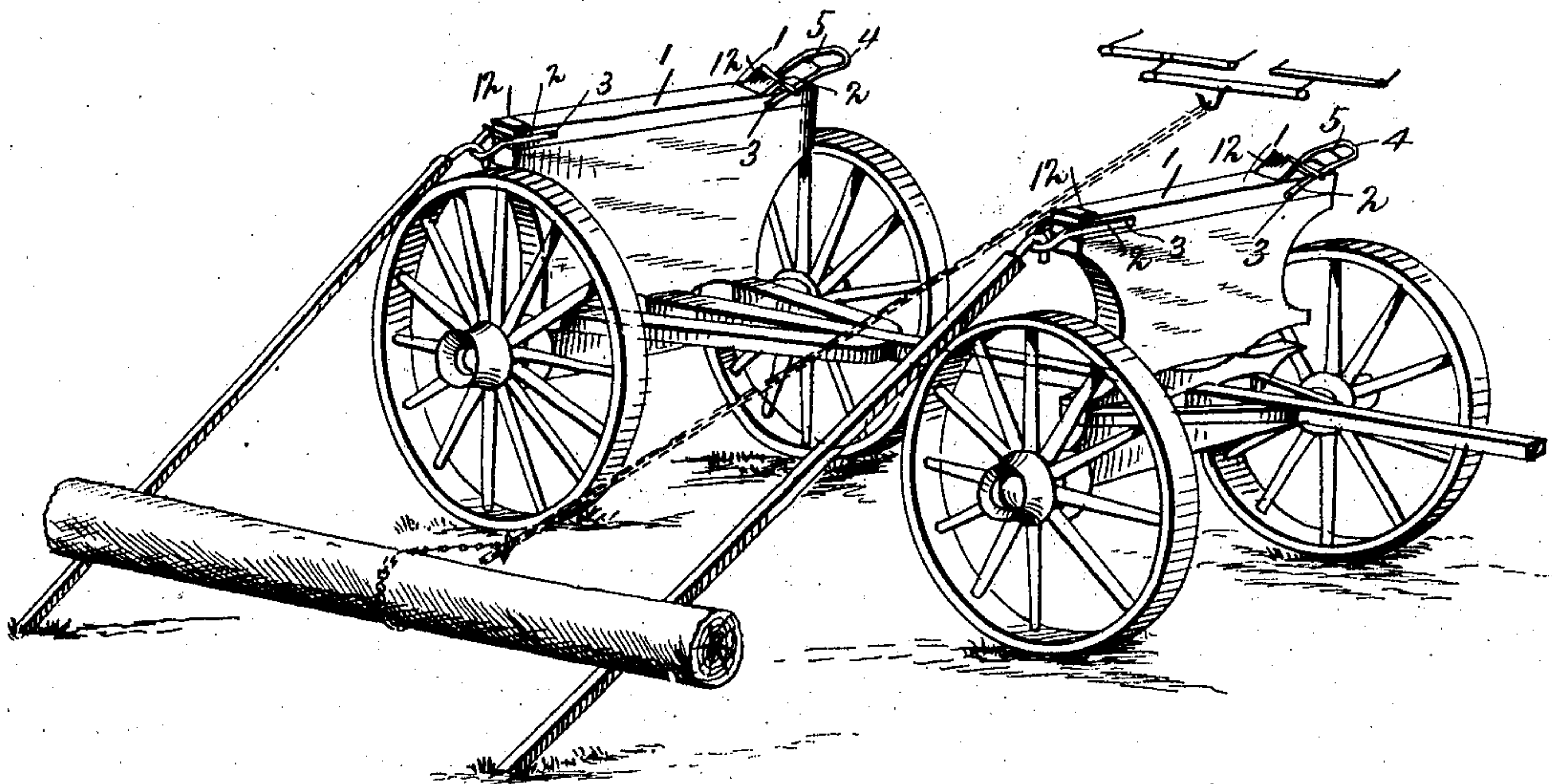
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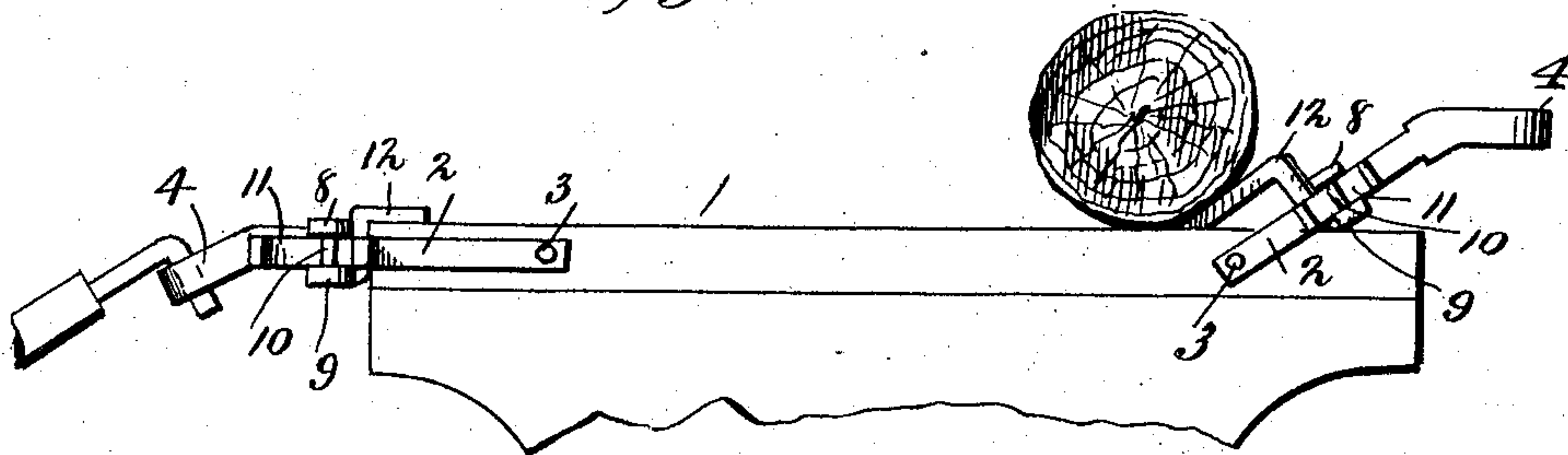
NO MODEL.

2 SHEETS—SHEET 2.

*Fig. 5.*



*Fig. 6.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOSEPH B. CAPSHAW, OF SWARTZ, LOUISIANA.

## LOG-WAGON BUNK-BLOCK.

SPECIFICATION forming part of Letters Patent No. 768,559, dated August 23, 1904.

Application filed November 3, 1903. Serial No. 179,686. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH B. CAPSHAW, a citizen of the United States, residing at Swartz, in the parish of Ouachita and State of Louisiana, have invented certain new and useful Improvements in Log-Wagon Bunk-Blocks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention is a log-wagon bunk-block, consisting of a block 1, extending the entire length of the bolster and having a skid-holding device on each end pivoted thereto.

In the accompanying drawings, Figure 1 is a top plan view of my invention. Fig. 2 is a side elevation. Fig. 3 is an end elevation. Fig. 4 is a longitudinal sectional view, the skid raised and the bumper in place. Fig. 5 is a perspective view showing my bunk-block in operative connection with the bolsters of a logging-wagon. Fig. 6 is a side elevation of one of the bolsters, showing my device in operative position.

My invention is described as follows:

1 represents the oblong rectangular bunk-block, to which the other part of the invention is attached.

2 represents the side straps, the free ends of which are hinged to the bunk-block some distance from the end by a bolt 3. These two straps play one on one side and the other on the bunk-block and extend some distance beyond the outer end thereof and terminate in a horseshoe-shaped skid-lock 4, held together by a bolt 5. This skid-lock turns downwardly, as shown in Figs. 2 and 3 and 4, and is for the purpose of holding the upper end of the skid on which the log is rolled up onto the wagon.

A cylindrical beam 6 is situated between said straps and has secured to its ends or made integral with it end pieces 7, which are bifurcated, leaving upper arms 8 and lower arms 9, the upper arms working against the upper faces of said straps and the lower ones against the lower faces thereof, and running through

said arms not far from their outer ends are bolts 10, and working between said bolts and the outer edges of said straps are keys 11. The drawings show but one key; but two keys may be used when desired. Hinged to said cylindrical beam 6 is a right-angle piece 12, called the "bumper." This bumper is hinged to said cylindrical beam by means of a collar 13. The outer end of said bumper is provided with a foot 14, which rests flat on the top of the bunk-block 1, and therefore the weight of the log cannot press it sufficiently hard to injure the face of the bunk-block. This bumper is designed to and is so constructed that it may be moved backward and forward on said bunk-block, and as it is securely hinged to said cylindrical beam 6 and as said cylindrical beam terminates at each end in upper and lower arms which may slide back and forth on said straps said bumper may be secured on the bunk-block at any point by means of key 11.

There are four of these bunk-blocks, one at each end of the front bolster and one at each end of the rear bolster of the wagon, and when the log is ready to be rolled up on the wagon the bunk-blocks on the ends of the bolsters on the side of the wagon away from the log are put in position and locked, and then the bumpers 12 on the other ends of the bolsters are slipped outwardly until one arm thereof drops over the ends of the blocks and allows the skid-lock 4 to drop down. The skids are then placed in position and the log rolled up on the wagon and bumpers 12 are placed in position and locked by means of the keys 11.

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

1. A log-wagon bunk-block, consisting of a rectangular block 1; straps 2, hinged to said block near one end thereof; horseshoe-shaped skid-lock 4, integral with said straps, and extending beyond the other end of said block; cylindrical beam 6, working between said straps; bifurcated end piece 7, integral with cylindrical beam 6, and adapted to slide back and forth on said straps; bolts 10, passing through said end pieces 7, and beyond the outer edges of said straps; key 11, working

between bolts 10, and one of the straps 2, and adapted to impinge against said bolts and strap; a right-angle piece 12, having its outer arm hinged to the cylindrical shaft 6, and a foot 14, extending outwardly from the end of said outer arm, substantially as shown and described, and for the purposes set forth.

2. A log-wagon bunk-block, consisting of a rectangular block 1; straps 2, their free ends hinged to said block near one end, said straps terminating in a skid-lock 4, extending beyond the other end of said block; a shaft 6, having its ends bifurcated, and adapted to straddle and slide back and forth on said straps;

a right-angle piece 12, hinged to said shaft 6, and adapted to slide up and down on said straps, and back and forth on said bunk-block, and a key, working in the bifurcated end of said shaft, for securing the right-angle piece, at any point on said straps, substantially as shown and described, and for the purposes set forth.

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

JOSEPH B. CAPSHAW.

Witnesses:

HIPP. P. MARKS,  
JNO. HERRING.