

S. MITCHELL & T. D. LOVE.

CAR STANDARD.

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1,001,062.

Patented Aug. 22, 1911.

Fig. 1.

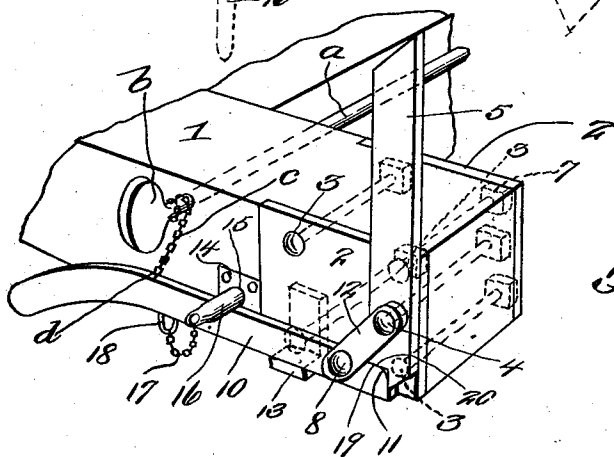
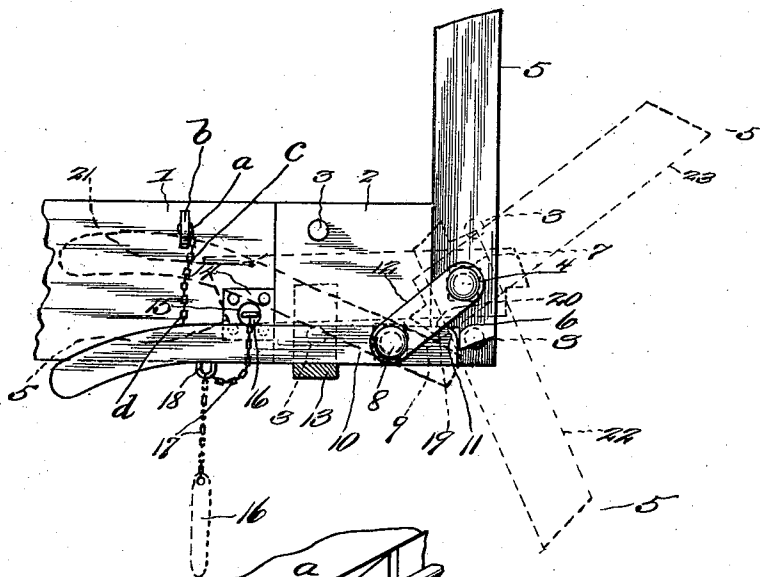


Fig. 2.

Witnesses

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# UNITED STATES PATENT OFFICE.

SHEDDY MITCHELL AND THADDEUS DE LAVO LOVE, OF WILMINGTON, NORTH CAROLINA.

## CAR-STANDARD.

1,001,062.

Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed February 27, 1911. Serial No. 611,099.

*To all whom it may concern:*

Be it known that we, SHEDDY MITCHELL and THADDEUS D. LOVE, citizens of the United States, residing at Wilmington, in the county of New Hanover and State of North Carolina, have invented a new and useful Car-Standard; and we do hereby 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.

This invention relates to a standard adapted for use upon railroad flat or logging cars.

The invention in its broadest scope aims as its primary object, to provide a standard which may be easily and quickly erected, and easily released.

A further object of the invention is to provide a gravitating member for engaging a notch of the standard, for holding the same in a vertical position.

A further feature of the invention is the provision of a U-shaped stop for the gravitating member, there being means for holding the gravitating member against the stop.

A further feature of the invention is the link for holding the pivots of the standard and the gravitating member rigidly in relation to one another.

The invention comprises further features and combination of parts, as hereinafter set forth, shown in the drawings and claimed.

In the drawings:—Figure 1. is a view in elevation of a portion of a railroad flat logging car, showing the standard as applied thereto. Fig. 2. is a view in perspective of a portion of a logging car, showing the standard as applied.

Referring more especially to the drawings, 1 denotes a portion of a railroad flat or logging car, to which the face or guide plates 2 are bolted by the bolts 3. The heads of the bolts 3 are counter-sunken in the plates 2, there being one head of one of the bolts shown in full lines, while the heads of the other bolts are shown in dotted lines. Pivoted upon the bolt 4 is the standard 5, the lower left hand corner of which is provided with a notch 6. The bolt 4, which forms a pivot for the standard 5, is secured to the face or guide plate by means of a nut 7. A bolt 8 also extends through the face or guide plate, and is secured thereto by the nut 9. Pivoted on the bolt 8 is a

gravitating member or lever 10, the end 11 of which is designed to engage the notch 6 of the standard 5, for the purpose of holding the standard in a vertical position. Connecting the bolts 4 and 8 is a link 12, the purpose of which is to hold the bolts 4 and 8 rigidly in relation to one another. The standard 5 depends greatly upon the rigidity of the bolts 4 and 8.

When the standard 5 is held in a vertical position, the gravitating member 10 (which is in the form of a lever) is arranged in substantially a horizontal position, as shown in the drawings. To hold the gravitating member in this horizontal position an L-shaped stop 13 is provided, which is secured by one of the bolts 3 to the guide or face plate 2. The car 1 has bolted thereto a plate 14 having a socket 15, for the reception of the plug 16. By the provision of this plug, which is adapted to be inserted in the socket 15 as shown in full lines, the gravitating member is held against the stop 13. The plug 16 is anchored to the car 1 by the chain and staple 17 and 18.

The edge 19 at the end portion of the gravitating member coming in contact with the upper edge 20 of the notch 6 prevents the standard from being thrown in the horizontal dotted position 21, that is, when the plug 16 is in its socket 15, which position is the position of the standard when the car is empty. When the standard is unlocked and thrown completely down or substantially so, its position is indicated by the dotted lines 22. An intermediate position, that is, a position between the vertical position and the dotted line position 22 of the standard is indicated by the dotted line 23, which may be considered a partial unlocked position.

The dotted position of the member 10, shows the position of this member, when it is desired to adjust the standard from the dotted position 22 to the vertical position. The member 10 may be moved to this position by manually lifting the same, or by rotating the rod *a*, which is provided with a hand piece *b*, and to which rod a chain *c* is connected and partially wound about the same. The lower end of the chain *c* is connected to the member 10, by means of an eye *d*. It will be seen that by rotating the rod *a*, the chain will wind on the rod, thus lifting the member 10 upon its pivot, that is,

when the plug 16 is removed from its socket. When the member 10 is arranged in its dotted position as shown in Fig. 1, the lower extremity of the standard 5 will freely pass the end 11 or the end portion 19.

When the logging car is empty, the standard is arranged in a horizontal dotted position as shown in Fig. 1. When it is desired to arrange the standard in a vertical position, it is gradually moved from its horizontal dotted position 21, and as it is being moved the member 10 is elevated to its dotted position so that the end of the member 10, may be arranged in the notch 6, and furthermore to permit the inner lower corner of the standard 5 to engage the upper surface of the member 10. When the standard 5 has reached its vertical position the member 10 is lowered, so that the end 11 of the member 10 may engage the notch of the standard 5. When it is desired to unload the car the plug 16 is removed from its socket, and then the member 10 is lifted upon its pivot, after which the standard 5 may assume the position shown in dotted lines, at 22 in Fig. 1. When the standard assumes this dotted line position 22, the logs may be rolled from the car.

The invention having been set forth, what is claimed as new and useful is:—

In combination, a car body, a standard

pivoted thereto and having one of its lower corners provided with a notch, a gravitating member pivoted to the body and having one of its ends engageable with the notch, a link connecting the pivots of the standard and the gravitating member, thus constituting means for affording rigidity between the pivots, an L-shaped stop for limiting the fall of the gravitating member, a plug insertible in a socket of the car body for holding the gravitating member against the stop, and means for connecting the plug to the car body, the engagement of the upper face of the gravitating member, and the lower face of the notch being constant as long as the plug holds the gravitating member against the stop, said stop and plug constituting means for preventing the standard from being thrown in a horizontal position when the car is empty, because the engagement between said faces is maintained constant by the plug.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

SHEDDY MITCHELL.  
THADDEUS DE LAVO LOVE.

Witnesses:

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ALEX BOON.