No. 848,086. PATENTED MAR. 26, 1907.

F. J. BUZBEE.

FLAT CAR STANCHION.

APPLICATION FILED JULY 31, 1906.

2 SHEETS—SHEET 1.

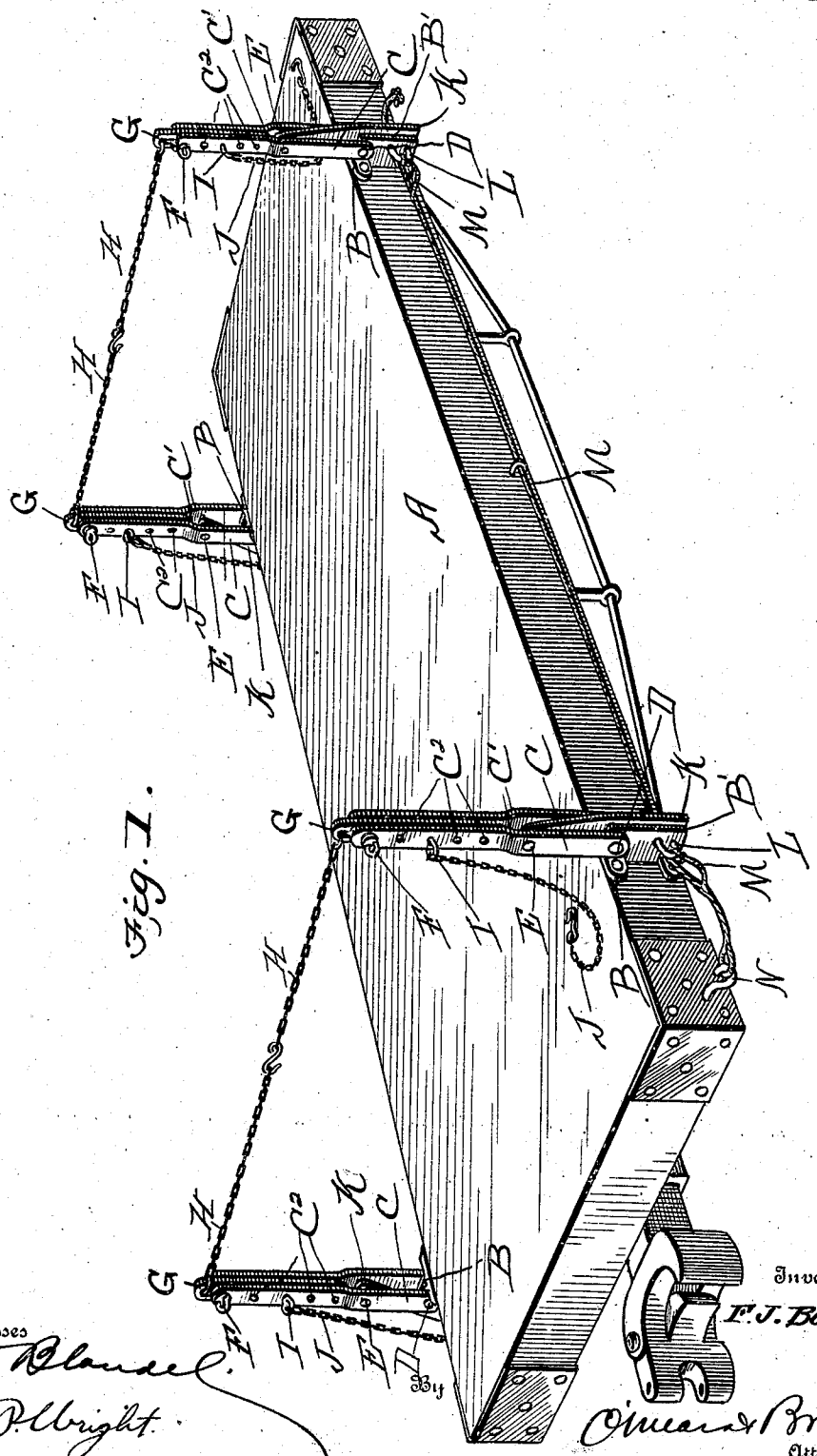


Fig. 1.

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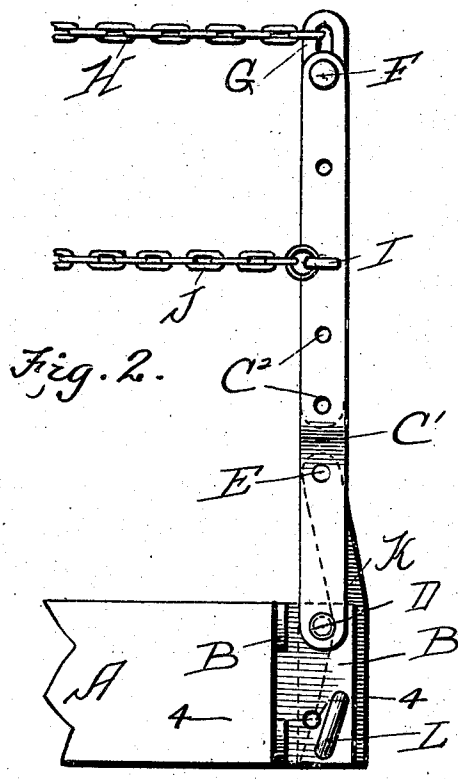


Fig. 2.

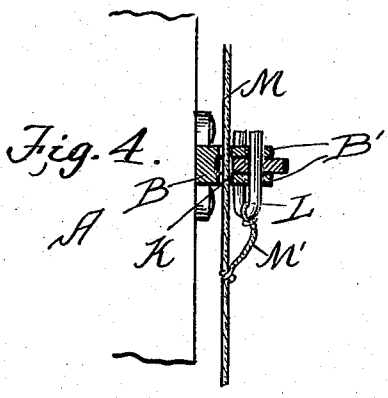
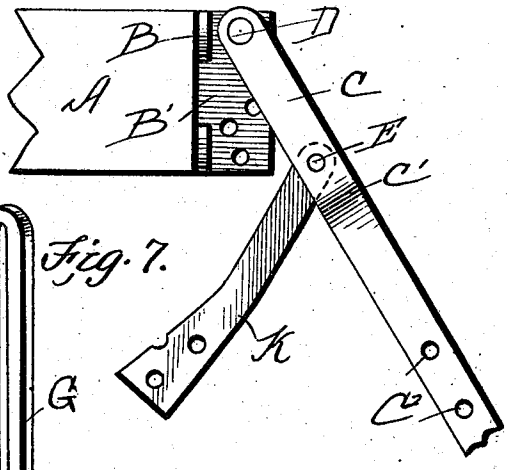


Fig. 4.

Fig. 3



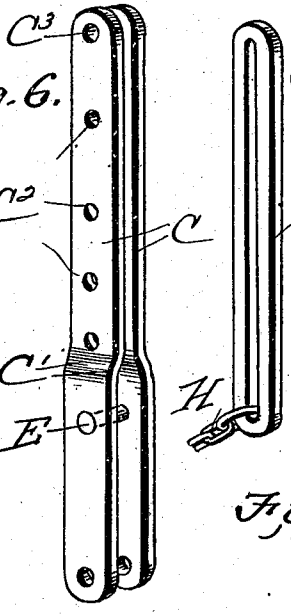
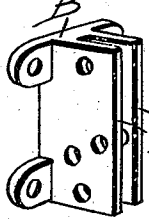


Fig. 6.

Fig. 7.

Fig. 5



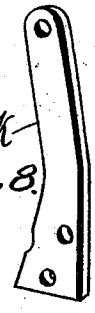
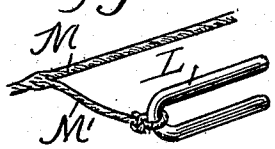


Fig. 8.

Fig. 9.



Witnesses

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UNITED STATES PATENT OFFICE.

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FLAT-CAR STANCHION.

No. 848,086. Specification of Letters Patent. Patented March 26, 1907.

Application filed July 31, 1906. Serial No. 328,559.

To all whom it may concern:

Be it known that I, FRANK JACKSON BUZBEE, a citizen of the United States, residing at Mobile, in the county of Mobile and State of Alabama, have invented a new and useful Improvement in Flat-Car Stanchions, of which the following is a specification.

This invention relates to car-stanchions, and more particularly to adjustable stanchions, the object being to provide a stanchion which can be easily and quickly released from the end of the car.

Another object of my invention is to provide the pivoted standard with a slotted stake, so that it can be readily adjusted to suit the size of the load.

Another object of my invention is to provide the pivoted standard with a supporting-arm which will securely hold the standard in a rigid position.

With these objects in view the invention consists in the novel features of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view of my improved stanchion applied to a flat-car. Fig. 2 is a side view of my improved stanchion. Fig. 3 is a side view of the stanchion dropped. Fig. 4 is a section taken on lines 4 4 of Fig. 2. Fig. 5 is a perspective view of the bracket. Fig. 6 is a perspective view of the standard. Fig. 7 is a perspective view of the adjustable stake. Fig. 8 is a perspective view of the supporting-arm. Fig. 9 is a perspective view of the locking-staple.

Referring to the drawings, A indicates a flat-car, to the sides of which adjacent each end are secured brackets B by bolts which pass through the apertured ears of the bracket and securely hold the brackets to the car. The brackets are provided with spaced vertical apertured plates B′, over which the ends of the standards C are pivotally mounted on bolts D. The standards are formed of strips secured together by bolts E, having their upper ends bent inwardly toward each other at C′ and provided with a series of openings C^2. The openings C^3 at the top of the standards are threaded, in which are arranged thumb-screws F, on which stakes G, which are connected together by chains H, so that the logs can be secured therein. Pins I are adapted to extend through the opening C^2 and stakes and securely hold the stakes in a vertical position, and are connected together by chains J.

Pivotally mounted in the bolts E between the strip of the standards C are arms K, provided with an enlarged lower end having spaced openings formed therein in alinement with openings in the plates of the bracket and through which the locking-staples L are adapted to pass and securely hold the standard in a vertical position.

A cable M is arranged on each side of the car in openings in the plates of the brackets, and an eye arranged midway between the brackets and is connected to the staple L by ropes M′, so that the staple can be pulled out of the brackets from the end of the car, so as to allow the standards to drop when desired. A knot is formed in one end of the cable, which prevents the cable from being pulled out of the plates, and the other end is provided with a loop adapted to fit over a hook N, secured in the side of the car.

From the foregoing description it will be readily seen that I have provided a very novel standard which can be readily adjusted, and one which can be readily released from the end of the car when desired.

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

1. The combination with a car, of standards pivoted to the car provided with adjustable stakes and supporting-arms carried by the standards, for the purpose described.

2. The combination with a car, of standards pivoted to the car provided with adjustable stakes, a supporting-arm pivoted to the standards and means for locking said arm to the car, for the purpose described.

3. In a device of the kind described, the combination with a car having brackets secured to the side of the car, of standards pivoted in said brackets provided with adjustable stakes, and supporting-arms pivoted to said standards, for the purpose described.

4. In a device of the kind described, the combination with a car provided with brackets, of standards pivoted to said brackets, supporting-arms pivotally connected to said standards, locking-pins extending through said brackets and supporting-arms and a cable connected to said pins, for the purpose described.

5. The combination with a car, of brackets secured to said car provided with apertured plates, a standard having a forked end

pivoted over said plates, a slotted stake adjustably mounted in said standard, and a supporting-arm pivoted to said standard adapted to be locked in said bracket, for the purpose described.

6. The combination with a car, of brackets secured to said car provided with spaced vertical apertured plates, of strips pivoted to said plates, provided with a series of openings, a thumb-screw working in the opening at the top, a slotted stake mounted in said thumb-screw and supporting means connected to said standard, for the purpose described.

7. The combination with a car, of brackets secured to said car, standards pivoted to brackets, supporting-arms pivotally connected to said standards, locking-pins extending through said brackets and supporting-arms, and a cable connected to said pins, for the purpose described.

8. The combination with a car, of brackets secured to said car provided with spaced apertured plates, of strips pivoted to the upper ends of said brackets connected together by bolts, supporting-arms pivotally mounted on said bolts provided with openings in the lower ends, pins extending through the openings in the plates and arms, a cable arranged in said plates of the brackets connected to said pins, for the purpose described.

9. The combination with a car, of standards pivoted to said car provided with a series of openings in its upper end, a thumb-screw mounted in the openings at the top of the standards, slotted stakes mounted on said screws connected together by chains, pins extending through the opening and slots of the standards connected together by chains, and supporting means carried by the standards, for the purpose described.

10. The combination with a car, of brackets secured to the car provided with spaced vertical apertured plates, of strips pivoted to said brackets provided with a series of openings in their upper ends, thumb-screws connecting the upper ends of said strips, a bolt connecting the strip adjacent the other end, a supporting-arm carried by said standards, a slotted stake mounted on said thumb-screw between said strips, pins arranged in the openings in the standards, and means for locking said supporting-arms between said plates of the brackets, for the purpose described.

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Witnesses:
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