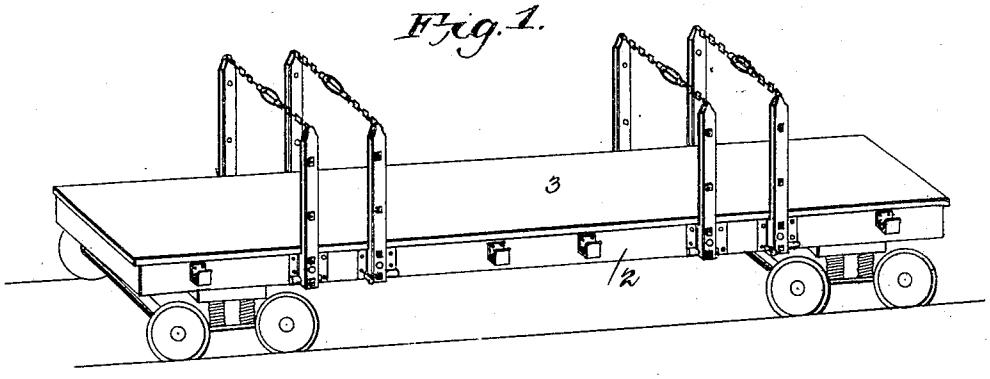
No. 792,532. PATENTED JUNE 13, 1905.

J. C. MELLOR.

STANCHION FOR RAILWAY CARS.

APPLICATION FILED SEPT. 28, 1904.

Fig. 1.



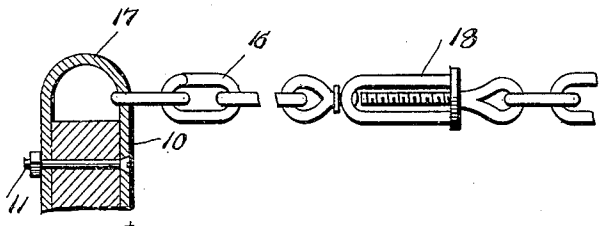




Fig. 2.

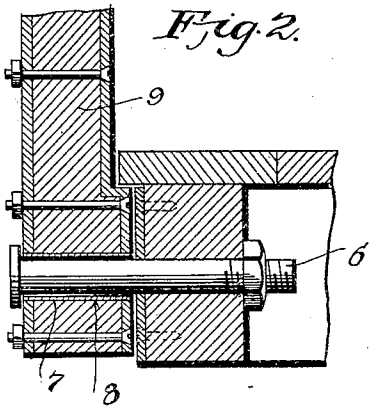



Fig. 6.

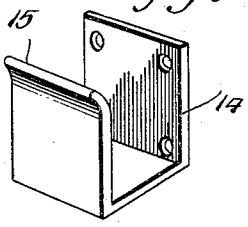



Fig. 3.

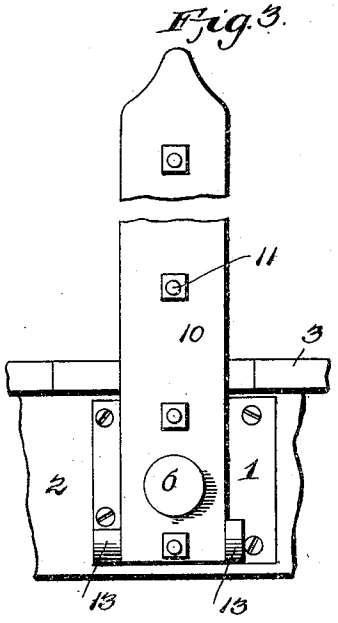
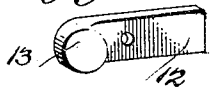



Fig. 5.



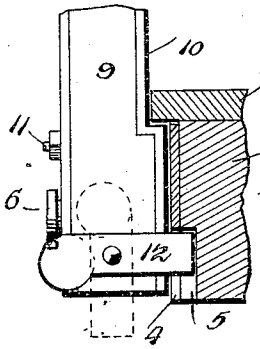




Fig. 4.

Witnesses
F. W. Hough
Herbert D. Lawson

Inventor
J. C. Mellor,
By Victor J. Evans
Attorney

No. 792,532. Patented June 13, 1905.

# UNITED STATES PATENT OFFICE.

JOHN CORNELIUS MELLOR, OF PENSACOLA, FLORIDA.

## STANCHION FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 792,532, dated June 13, 1905.

Application filed September 28, 1904. Serial No. 226,588.

*To all whom it may concern:*

Be it known that I, JOHN CORNELIUS MELLOR, a subject of the King of England, residing at Pensacola, in the county of Escambia and State of Florida, have invented new and useful Improvements in Stanchions for Railway-Cars, of which the following is a specification.

My invention relates to stanchions for railway-cars; and its object is to provide devices of this character which are pivotally connected to the sides of the car and are provided with latches of peculiar form whereby they may be locked rigidly in upright position; and another object is to provide means for holding the stanchions out of operative position when not in use without the necessity of detaching them from the car.

With the above and other objects in view the invention consists of a preferably metal-bound stanchion or stake which is pivotally mounted at one side of the car and has gravity-operated latches pivoted to the opposite sides thereof and is adapted to automatically engage the car so as to lock the stanchion in an upright position.

The invention also consists of brackets suitably disposed upon a car for supporting the stanchions in their lowered positions.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings I have shown the preferred form of my invention.

In said drawings, Figure 1 is a perspective view of a platform-car having my improved stanchion connected to it. Fig. 2 is an enlarged vertical section through one of the stanchions of the adjacent portion of the car. Fig. 3 is a front elevation of one of the stanchions. Fig. 4 is a side elevation of a lower portion thereof. Fig. 5 is a perspective view of one of the latches, and Fig. 6 is similar view of a bracket.

Referring to the figures by numerals of reference, 1 is a plate secured in any suitable manner to the sill 2 of a platform-car 3, and this plate has slots 4 in its lower portion and adjacent opposite sides, said slots registering with recesses 5, formed in the car-sill 2. A pivot-bolt 6 extends through the center of plate 1 and through the sill 2 and is secured in position in any suitable manner. Revolubly mounted on this bolt is a barrel 7, which is securely screwed within the aperture 8, extending through the lower portion of a stanchion 9. This stanchion is preferably constructed of wood bound by a metal strip 10, which is secured in place by bolts 11. Where the stage of the car projects beyond the sill 2, it is necessary to increase the thickness of the lower portion of the stanchion, as shown in Fig. 2, so as to permit the same to fit against the sill and at the same time remain clear of the stage.

Fitted to the lower portion of the stanchion at opposite sides thereof are strips 12, having their outer ends weighted, as shown at 13, and these strips are adapted to engage slots 4 and recesses 5, so as to lock the stanchion in upright position.

Secured to the sill 2 adjacent to the stanchion is a substantially U-shaped bracket 14, the free end of which is preferably flared outward, as shown at 15. This bracket is adapted to receive and support the stanchion when it has been lowered out of operative position. A brace-chain 16 engages the loop 17, formed by strip 10 upon the stanchion 9.

It will be understood that any desired number of stanchions may be connected to the sills of a car, and these stanchions are preferably arranged in pairs. The chains 16 of each pair are connected by a turnbuckle 18, which can be readily disconnected if it is desired to lower the stanchions. To disengage the latches 12 from the sills 2, it is merely necessary to swing their inner ends downward, as shown by dotted lines in Fig. 4.

By employing stanchions such as herein described it is unnecessary for lumbermen to go to the expense and labor of preparing and fitting stanchions for the car, and, moreover, there is little if any liability of the slipping or upsetting of the contents of the car and the resultant dangers.

In the foregoing description I have shown

the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as may fall within the scope of my invention.

Having thus described my invention, what I claim is—

1. An attachment for railway-cars consisting of a pivoted stanchion and gravity-operated latches pivoted to the opposite sides of the stanchion.

2. An attachment for railway-cars comprising a slotted plate, a stanchion pivoted thereon and a pivoted latch connected to the stanchion and adapted to engage the plate.

3. The combination with a car having a bracket thereon; of a stanchion pivoted upon the side of the car and adapted to be supported by the bracket, and weighted latches pivoted to the stanchion and adapted to engage the sides of the car and lock the stanchion against movement.

4. The combination with a car having a bracket thereon; of a slotted base-plate secured to the side of the car, said slots registering with recesses in the car, a stanchion pivoted on the plate and weighted latches pivoted to the stanchion and adapted to be seated in the slots and recesses.

5. The combination with a car having brackets thereon; of stanchions pivoted to opposite sides of the car and adapted to rest within the brackets, adjustable braces connecting the stanchions and weighted latches pivoted to the stanchions and adapted to engage the car.

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

JOHN CORNELIUS MELLOR.

Witnesses:
M. A. TONART, Jr.,
P. K. TORNOR.