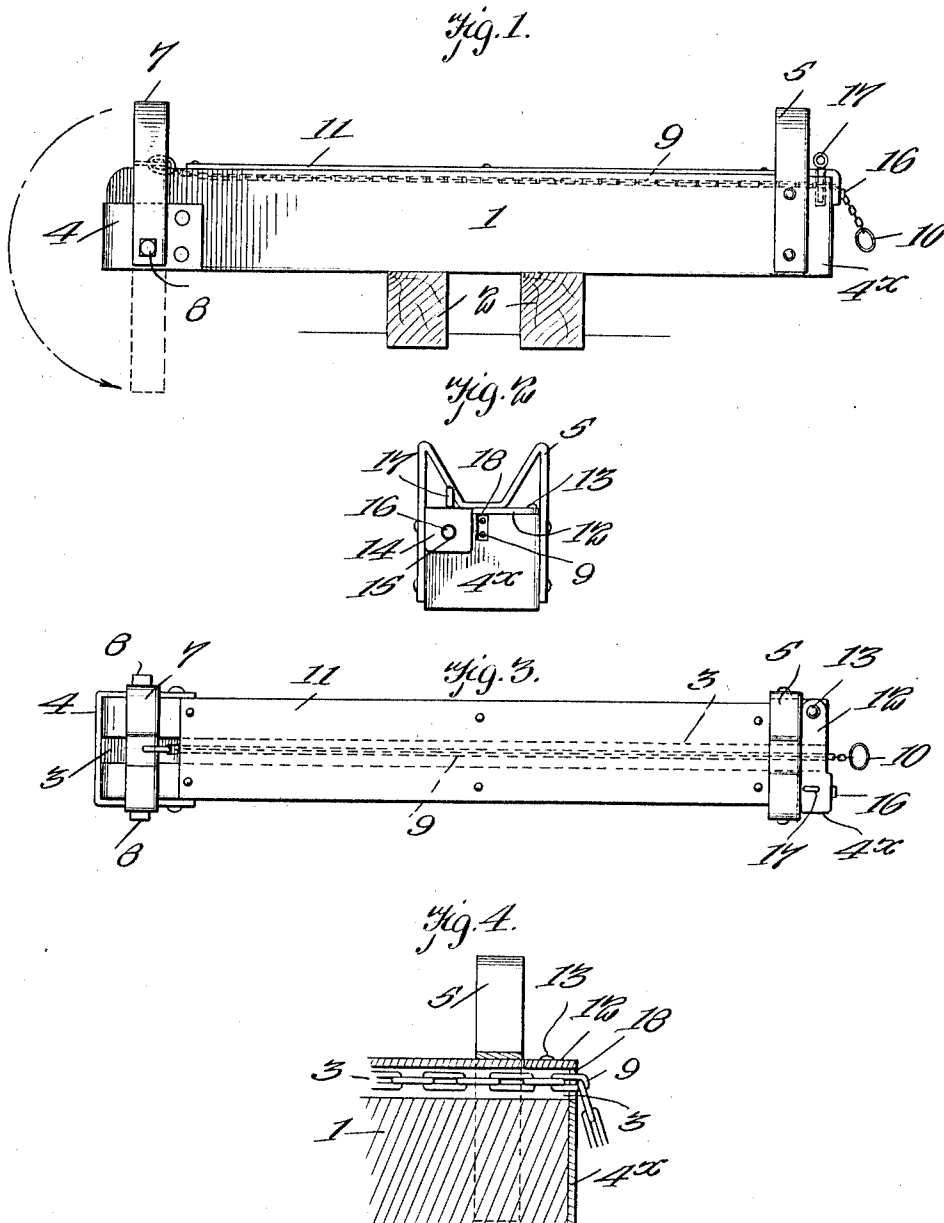


V. L. MORRIS.
TRIP STANCHION FOR LOGGING CARS.
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Patented May 6, 1913.



WITNESSES
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UNITED STATES PATENT OFFICE.

VANCE L. MORRIS, OF ARBO, MISSISSIPPI.

TRIP-STANCHION FOR LOGGING-CARS.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, VANCE L. MORRIS, a citizen of the United States, and a resident of Arbo, in the county of Covington and State of Mississippi, have made certain new and useful Improvements in Trip-Stanchions for Logging-Cars, of which the following is a specification.

My invention relates to improvements in trip stanchions for logging cars, and it consists in the combinations, constructions, and arrangements herein described and claimed.

An object of my invention is to provide a trip which may be operated from the opposite side of the car from that from which the logs are to be unloaded.

A further object of my invention is to provide means for locking the trip in its operative position and for unlocking it without the necessity of the application of a tool.

Other objects and advantages will appear in the following specification, and the novel features of the invention will be particularly pointed out in the appended claims.

My invention is illustrated in the accompanying drawings forming part of this application in which—

Figure 1 is a side view of the bolster of a car equipped with my invention, Fig. 2 is an end view of the bolster showing the locking means, Fig. 3 is a plan view of the device, and Fig. 4 is an enlarged section through the end of the bolster showing the chain in its housing.

In Fig. 1 I have shown a bolster 1 which is carried upon the longitudinal supports 2 of the car. The bolster is provided with a longitudinal groove 3, which runs from end to end as shown in Fig. 3. At one end of the bolster is a U-shaped end plate 4, the other end of the bolster being provided with a similar end plate. At one end of the bolster is fastened a rigid stanchion 5 of approximately M-shape, as shown in Fig. 2. This stanchion may be nailed, bolted, or otherwise secured.

At the opposite end of the bolster is a stanchion 7, which is pivoted at 8, and which is adapted to swing downwardly as indicated by the curved arrow in Fig. 1. The stanchion 7 is attached to a chain 9, which is arranged to lie in the groove 3 in the bolster. The opposite end of the chain is provided with a ring 10 and is long enough to extend over the end of the bolster and to hang down therefrom, as shown in Fig. 1.

In order that the chain may have no interference from the locks or other material loaded on the cars, I provide a longitudinal plate 11 which covers the groove between the stanchions.

It will be apparent that when the chain is pulled toward the ring end, the stanchion 7 will be drawn into the position shown in Fig. 1. It cannot be drawn up past this position, because the central portion is brought into engagement with the upper portion of the bolster. The means for locking this chain in position consists of a latch plate 12, which is pivoted at 13, and which is provided with a downwardly extending flange 14 having an opening 15 therein arranged to receive a guide pin 16 in the end of the bolster. The plate 12 is provided with an opening arranged to receive a pin 17 for holding the plate in position.

The end plate 4^x is provided with a central slot 18, which is arranged to receive a link of the chain 9 when both sides of the link are brought into the same plane as the slot, but which will not permit the adjacent link to pass, because its plane is necessarily at an angle to that of the slot.

From the foregoing description of the various parts of the device the operation thereof may be readily understood.

Before the cars are loaded the stanchions 7 are drawn up into position by means of the chains 9, the links of the chains being placed in the slots 18 in the manner shown in Fig. 4. The latch plate 12 is then swung over the end of the chain, the guide pin 16 entering the slot 15 in the flange 14. The pin 17 is inserted, thereby holding the latch plate securely and preventing the chain 9 from accidentally slipping upwardly out of the slot. This holds the stanchion 7 securely against accidental movement. Now when it is desired to unload the logs, it is only necessary to withdraw the pin 17, swing the latch plate 12 outwardly, and then by taking hold of the ring 10 of the chain 9 to lift the latter clear of the slot, when the stanchion will immediately fall down by the weight of the logs.

It will be observed that the tripping of the stanchion is accomplished on the opposite side of the car from that toward which the logs are being delivered. There is therefore no danger of any one's being injured in the unloading of the car. The locking of the stanchion is assured by means of the latch

plate 12 and the tripping of the stanchion requires no tools such as crow-bars, or hand-spikes.

I claim:—

5 1. The combination with a car bolster having a longitudinal groove in its top, of a rigid stanchion at one end of said bolster, a pivoted stanchion at the opposite end of
10 said bolster, a chain connected with said pivoted stanchion and arranged to move in said groove, a plate secured to the bolster for protecting said chain, means at the end of the bolster opposite the pivoted stanchion for adjustably holding said chain, said
15 means comprising an end plate having a slot of greater width than the thickness of the links of the chain, but of less width than the width of the links, and a latch plate for preventing the accidental displacement of
20 the chain from the slot.

2. The combination with a car bolster having a longitudinal groove in its top, of a rigid stanchion at one end of said bolster, a
25 pivoted stanchion at the opposite end of said bolster, said pivoted stanchion comprising a single piece of metal, substantially M-shaped, a chain secured to the central portion of said pivoted stanchion and arranged

to move in said groove, a plate secured to the bolster for protecting said chain, and 30 means at the end of the bolster opposite the pivoted stanchion for adjustably holding the chain.

3. The combination with a car bolster having a longitudinal groove in its top, of 35 a rigid stanchion at one end of said bolster, a pivoted stanchion at the opposite end of said bolster, said pivoted stanchion comprising a single piece of metal substantially M-shaped, a chain secured to the central por- 40 tion of said pivoted stanchion and arranged to move in said groove, a plate secured to the bolster for protecting said chain, means at the end of the bolster opposite the pivoted stanchion for adjustably holding the chain, 45 said means comprising an end plate having a slot of greater width than the thickness of the link but of less width than the width of the link, and a latch plate for preventing the accidental displacement of the chain 50 from the slot.

VANCE L. MORRIS.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."