

(No Model.)

W. J. HOLMES.
CAR ATTACHMENT.

No. 565,898.

Patented Aug. 18, 1896.

Fig. 1.

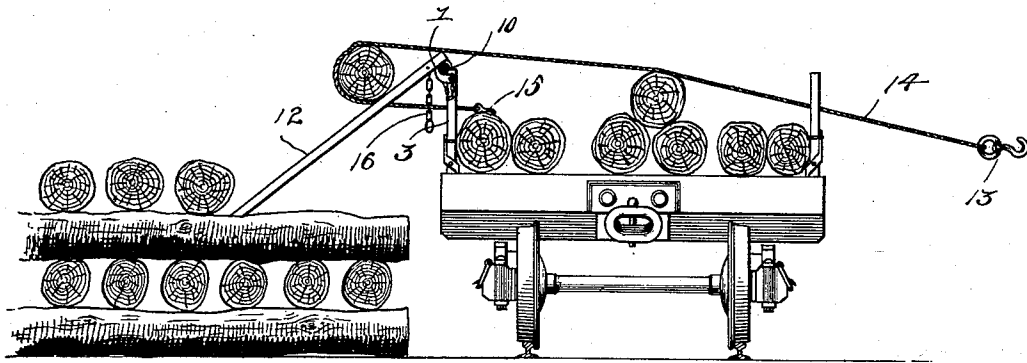


Fig. 2.

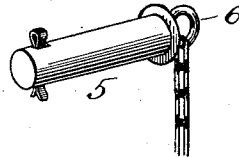
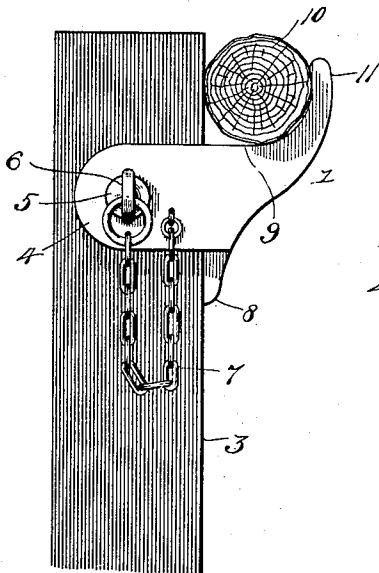


Fig. 4.

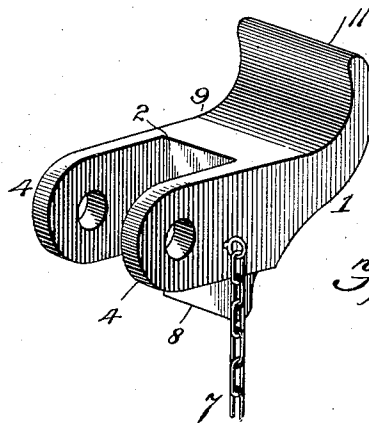


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

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CAR ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 565,898, dated August 18, 1896.

Application filed February 11, 1896. Serial No. 578,867. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. HOLMES, a citizen of the United States, residing at Pebbine, in the county of Marinette and State of Wisconsin, have invented a new and useful Car Attachment, of which the following is a specification.

The invention relates to an improvement in car attachments, and the object in view is to provide a simple form of bracket which may be readily and quickly attached to the standard or stake of a "logging" or flat-bottom car or sled, wagon, or other vehicle for the purpose of upholding or assisting in supporting a detachable pole or beam adapted to be utilized as a rest for the upper end or ends of one or more skids, by means of which saw-logs or other heavy articles are loaded into the cars.

Other objects and advantages of the invention will appear in the course of the subjoined description.

The invention consists in a novel form of bracket, &c., embodying certain features of construction new in the art, as hereinafter fully described, illustrated in the drawings, and finally pointed out in the claims.

In the accompanying drawings, Figure 1 is an end elevation, partly in section, of a car, showing the application of the improved device thereto and the method of loading logs upon the car. Fig. 2 is an enlarged detail side elevation of a portion of a car-standard with one of the improved brackets applied thereto and a pole or beam upheld by the bracket. Fig. 3 is a detail perspective view of the attachment. Fig. 4 is a detail perspective view of the stay-pin and its cotter.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

The improved attachment herein contemplated is for the purpose of facilitating the loading or unloading of heavy and cumbrous articles, such as logs, and is in the nature of a bracket 1, clearly illustrated in the detail perspective view, Fig. 3. This bracket comprises, essentially, a vertical face 2, adapted to bear against the outer surface or edge of a car-standard, (shown at 3,) and also has rearwardly-extending parallel ears 4, which

are formed with horizontally-alined perforations about in line with the center of the standard 3 and adapted to receive a stay-pin 5, which also passes through the standard. The stay-pin is provided at one end with an eye 6, to which one end of an anchoring-chain 7 is attached, the opposite end of said chain being attached to the bracket at a convenient point. The other end of the stay-pin 5 has an opening 7^a, in which may be received a cotter-pin or split key for preventing the displacement of the stay-pin in transit. The bracket also comprises a depending lip or flange 8, forming a vertical shoulder, which bears against the outer surface of the standard and establishes an extended vertical bearing-surface between the bracket and standard. The width of the lip 8 is about equal to that of the standard, while the ears 4 are spaced apart sufficiently to embrace the standard, as shown. The bracket 1 is also extended outward in front of the standard 3 to form a horizontal bearing-surface or rest 9 for a pole or beam 10, and is then extended upwardly to form a vertical guard 11, which lies outside of the pole or beam 10 and between which and the standard the said pole or beam is confined.

By reference to Fig. 1 it will be seen that the upper end of the skid, represented at 12, is rested upon the pole or beam 10, while the lower end of the skid may be rested upon the ground or upon the pile of logs or other convenient point. In this manner the upper end of the skid is prevented from bearing upon the side boards of the car, where a gondola or flat-car is being loaded, and as the pole or beam 10 rests preferably at or near its end portions in two or even more of the brackets above described, the weight placed upon the skid is distributed throughout the length of the car.

When the improvement is used upon a logging-car or flat-car without side boards the logs are prevented by the pole or beam from turning and dropping between the standards.

One or more skids may be employed, as desired, and they may, of course, be of any length and either in the form of single straight bars or frames.

In operation a chain or hawser 14, provided

at one end with a hook or grapple 15, is engaged, as shown in Fig. 1, with one of the logs already loaded upon the car or with the car-bottom, car-reach, or the skid itself, or other convenient point. The said chain or hawser is passed around the log to be loaded upon the car, and at the end opposite to that which has the grapple or hook it has provision for the attachment of one or more draft-horses. This provision consists, preferably, of a hook 15, which has a swiveled connection with the end of the chain or hawser to prevent the tendency of the whiffletree to twist when the horses are attached. When sufficient power is applied to the chain, the log will be rolled upward upon the skid or skids, and will finally be deposited upon the car in a manner readily understood.

By the construction described it will be seen that the pole or beam 10 will prevent injury to the car, and that when no longer needed it may be readily detached therefrom. This pole or beam may be of any size and of wood or iron pipe, &c. Also that each of the brackets 1 may be easily and quickly detached from its standard and applied to a standard of the next succeeding car which is to be correspondingly loaded.

In order to facilitate the work, a short chain 16, with an end hook or eye may be secured to one of the skids itself, so that after the chain or hawser 14 has been passed around a log the hook 15 may be engaged with the hook or eye of the short chain 16. This secures a hold which does not need to be shifted as the load increases and prevents the chain or hawser from being caught under the logs, &c.

Among the advantages of the invention may be noted the following: The improvement prevents logs, &c., from turning and dropping between the standards in the operation of loading and unloading. It admits of unloading the car over the tops of the standards, when it is necessary to remove a part of the load by means of short skids on the load or platform or bunks of the car extending upward to and resting upon the pole or beam 10. It permits of the placing of the inclined skids reaching from the ground or other loading-place to beam 10 any required

distance apart, thus admitting of handling logs, &c. of any length, short or long, since the skids may be easily moved and adjusted to any desired point. Its use admits of placing a full load upon the car after the skids are once placed in position and without the necessity of moving said skids from time to time as the load is built up.

Of course the improved attachment may be made to fit any stake or standard.

The improvement will be found of considerable advantage in the loading and unloading of cars, as it will facilitate such operation and therefore effect a decrease in the expense of labor as well as an increase in the life, durability, and appearance of the car.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new is—

1. A bracket or rest for the purpose described, comprising a main body portion adapted to bear against the outer surface of a car-standard and having a depending lip or flange forming an extended bearing, spaced ears having openings therein, a stay-pin adapted to pass through said openings and also through the car-standard, and a guard on said bracket for engaging the pole or beam supported upon said bracket, substantially as described.

2. A bracket or rest for the purpose described, formed to receive a suitable pole or beam and adapted to bear against the edge of a car-standard, spaced ears on said bracket for embracing the car-standard, the said ears being formed with alined openings, and a stay-pin attached to the bracket by a flexible connection and adapted to be inserted through said ears and the car-standard, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM JOHN HOLMES.

Witnesses:

ARTHUR K. HOLMES,
GEORGE W. WILLIAMS.