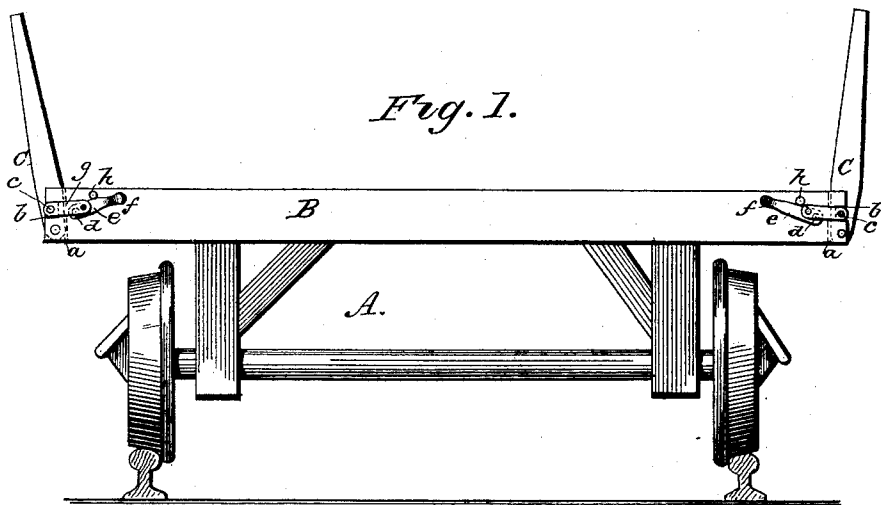


(No Model.)

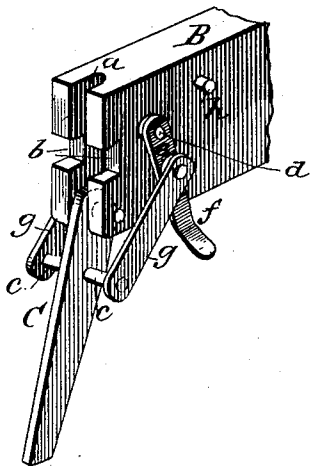
E. J. MINNOCK.  
STANDARD FOR LOGGING CARS.

No. 367,427.

Patented Aug. 2, 1887.



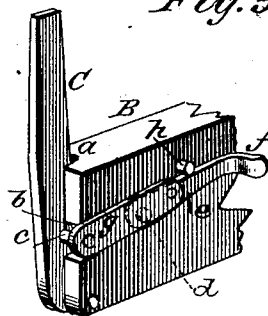
*Fig. 2.*



WITNESSES:

*Fred G. Dieterich*  
*Chas. Wright*

*Fig. 3.*



INVENTOR:

*E. J. Minnock*  
BY *Munn & Co.*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

EDMUND JUNIUS MINNOCK, OF BAKER, TEXAS.

## STANDARD FOR LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 367,427, dated August 2, 1887,

Application filed December 1, 1886. Serial No. 230,371. (No model.)

*To all whom it may concern:*

Be it known that I, EDMUND JUNIUS MINNOCK, of Baker, in the county of Polk and State of Texas, have invented a new and useful  
5 Improvement in Standards for Logging-Cars, of which the following is a specification.

The object of my invention is to provide a standard for cars and wagons which can be readily turned down out of the way when load-  
10 ing, and which, when turned up into position, will be firmly and securely held.

The invention consists of a pivoted standard connected by links to a lever a short distance from its pivot, so that when the lever is  
15 turned out of alignment with the links the standard will be firmly locked in position.

The invention also consists in the peculiar construction and arrangement of parts, as hereinafter fully described, and pointed out in  
20 the claims.

In the accompanying drawings the same letters of reference indicate similar parts in all the figures.

Figure 1 is an end view of a car provided  
25 with my improvements. Figs. 2 and 3 are detail perspective views.

Referring to the drawings, A represents a car, and B the cross-beams or bolsters thereof. The ends of the cross-beams or bolsters are  
30 provided with the vertical grooves *a* and the transverse grooves *b*. In the grooves *a* of the cross-beams or bolsters B, and at the lower edge thereof, I pivot the standards C. The standards C are provided a short distance  
35 from their pivoted ends with the projecting arms or lugs *c*, which are of a length sufficient to project beyond the sides of the cross-beam or bolster B. A short distance from the end of the cross-beams or bolsters, and opposite  
40 the transverse groove *b*, a bolt, *d*, passes through the same and is provided at its ends with the arms *e*, one of which is extended to form a handle, *f*. To the arms *e* and the arms or lugs *c* of the standards links *g* are pivoted.  
45 A stop-pin, *h*, is secured to the cross-beam or bolster to limit the upward movement of the handle *f*.

The operation is as follows: The standards being turned down in the position shown in  
50 Fig. 2 to lock them into a vertical position, it is only necessary to turn the standards up into

the position shown in Figs. 1 and 3 and then swing the handle *f* up until it comes in contact with the stop *h*, which movement of the handle *f* will cause the pivotal point of the  
55 arms *e* and links *g* to pass above the pivot of the said arms, and thereby firmly lock the standards in position. The standards being locked into a vertical position, it will be impossible for them to be accidentally displaced,  
60 as the weight of the load against them serves to hold them in position. The greater the pressure against them the more firmly are they held. To lower the standards, it is only necessary to press the handle *f* downward  
65 until it passes below the pivot of the arms *e*, when the standards will be free to be turned down into the position shown in Fig. 2.

Although I have shown my improvement applied to a car, yet I do not restrict myself  
70 to the same, as it is equally adapted for lumber-wagons and various other purposes.

Having thus described my invention, what I claim as new is—

1. The combination, with a car or other vehicle, of a lever and a pivoted standard connected to said lever a short distance from its pivot, substantially as herein shown and described.  
75

2. The combination, with a car or other vehicle, of a pivoted standard, pivoted arms, and links pivoted to said standard and arms, substantially as herein shown and described.  
80

3. The combination, with a car or other vehicle, of a standard pivoted to the lower edge  
85 of the cross-beam, arms pivoted to the said cross-beam a short distance from its end, one of the said arms being extended to form a handle, links pivoted to the lever and to the said arms, and a stop on the cross-beam, sub-  
90 stantially as herein shown and described.

4. The combination, with the cross-beam B, having the grooves *a b*, of the standard C, provided with the lugs *c* and pivoted in the groove  
95 *a*, the bolt *d*, provided with the arms *e* and handle *f*, the links *g*, and the stop-pin *h*, substantially as herein shown and described.

EDMUND JUNIUS MINNOCK.

Witnesses:

J. W. ANDERSON,  
JAMES BROGAN.