

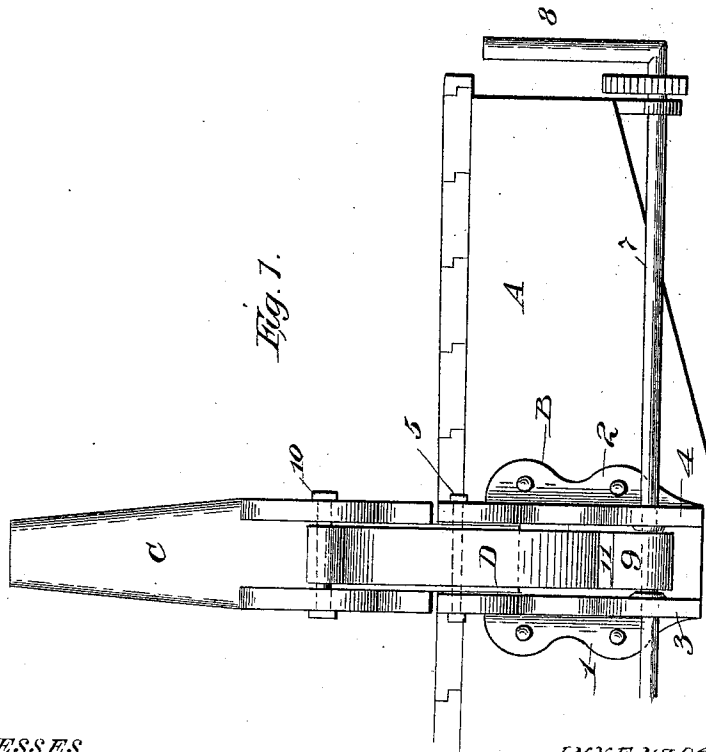
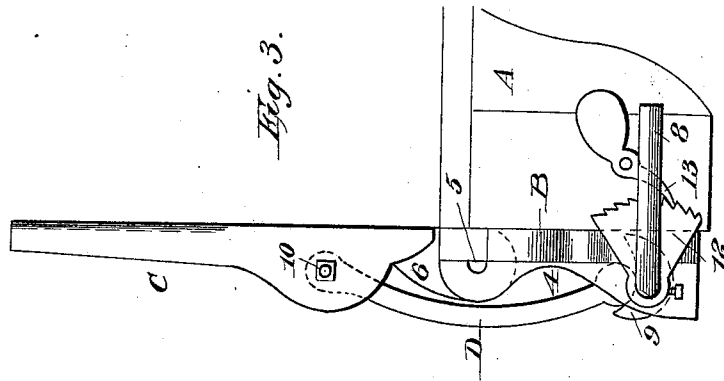
(No Model.)

2 Sheets—Sheet 1.

A. JOHNSON.
CAR STANDARD.

No. 520,434.

Patented May 29, 1894.



WITNESSES
F. L. Ourand
F. P. Mendenhall

INVENTOR
Andrew Johnson
by J. M. Yznaga, Attorney

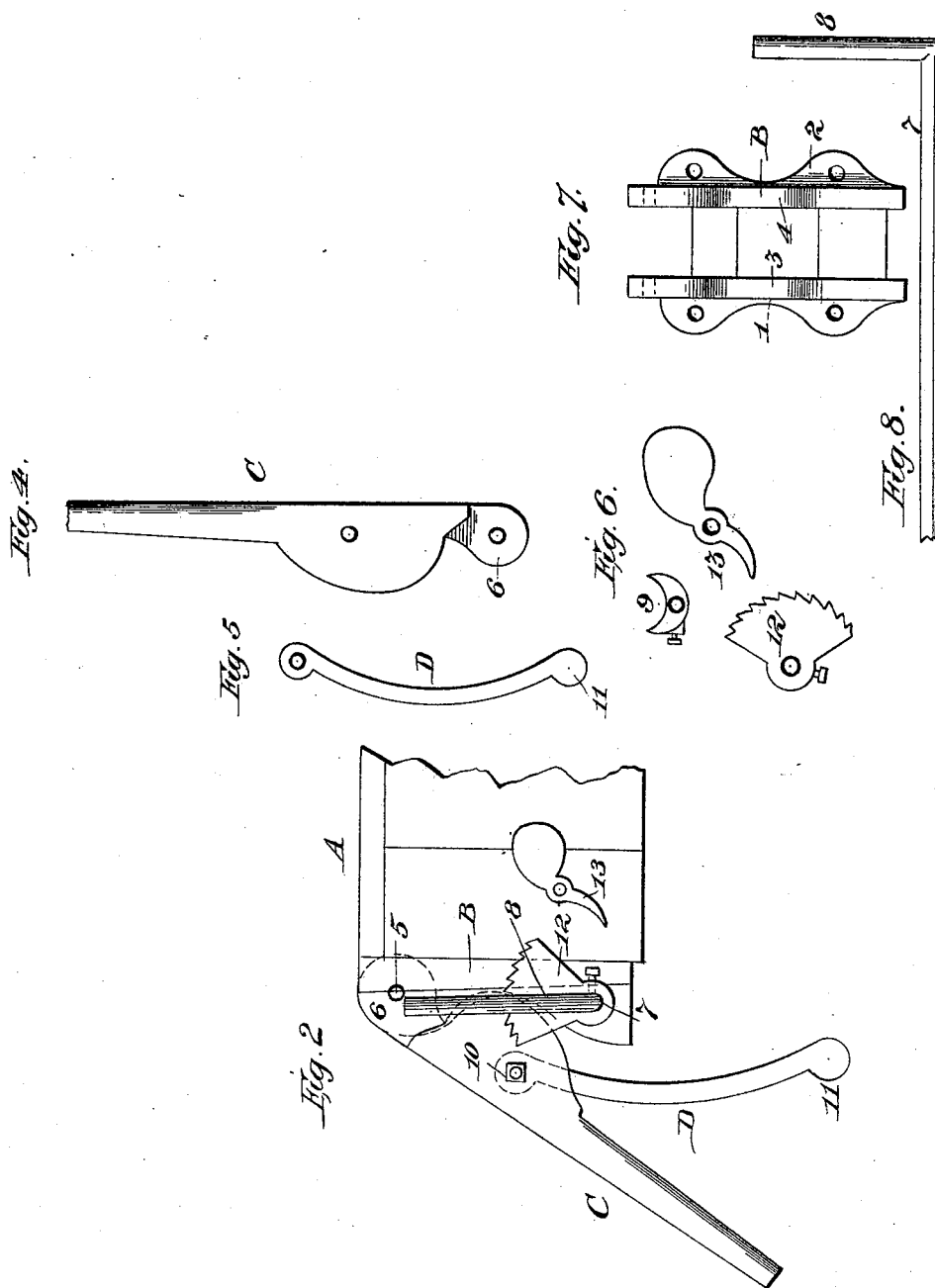
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UNITED STATES PATENT OFFICE.

ANDREW JOHNSON, OF MANISTEE, MICHIGAN.

CAR-STANDARD.

SPECIFICATION forming part of Letters Patent No. 520,434, dated May 29, 1894.

Application filed February 16, 1894. Serial No. 500,358. (No model.)

To all whom it may concern:

Be it known that I, ANDREW JOHNSON, a citizen of the United States, residing at Manistee, in the county of Manistee and State of Michigan, have invented certain new and useful Improvements in Car-Standards; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention has relation to improvements in car-standards; and the object is to provide a hinged car-standard supported by improved mechanism, whereby the standard may be dropped down on the hinge when the car is unloaded.

My invention is particularly adapted for cars which carry timber or logs, so that when the logs are to be unloaded the standards can be released from their vertical position and face outward and down, and the logs left free to roll off the car without danger to persons engaged in the work of unloading.

In the accompanying drawings:—Figure 1 is a side view of a portion of a car, and front view of my invention attached thereto. Fig. 2 is a side and end view, showing the standard released and swung down. Fig. 3 is a similar view showing the standard in vertical position. Fig. 4 is a detail of the standard. Fig. 5 is a detail of the locking and supporting arm. Fig. 6 is a detail of the pawl and ratchet, and the seat for the supporting arm. Fig. 7 is the bracket which supports the standard and contains the mechanism for operating the releasing means, and Fig. 8 is a view of the turning rod or lever.

A designates the body of the car, which may be of any suitable construction to be loaded with and carry a load of logs. To each side of the car is secured two or more brackets B, having side flanges 1, 2, provided with bolt holes to take fastening bolts which hold the bracket to the car, and having vertical side pieces 3, 4, substantially as shown in the drawings. To the upper end of each bracket B is hinged a standard C, by means of a hinged bolt 5, projected through the

flanges of the bracket and the lower end of the standard. The lower or hinge-end of the standard is formed with a rounded knuckle 6, to turn readily on its bearing. In suitable bearings in these brackets B is supported and journaled a turning rod or lever 7, having a hand-piece 8, formed thereon, by which it may be turned. The bar 7 extends from the end of the car, through each bracket, so that it may be operated from the end of the car without danger to the operator. On the turning rod, at each bracket is adjustably secured a seat-piece 9, having the upper surface formed to receive and hold the lower end of the locking and supporting arm.

D designates the locking and supporting arm, which is hung to the standard by a suitable bearing-pin as 10, and extends down to such length that the lower rounded end 11, will set in the hollow of the seat piece 9, and sustain the standard in vertical position.

On the turning-bar 7 is secured a ratchet piece 12, which is engaged by a pawl 13, pivoted on the end of the car, or on any other suitable support. By this pawl and ratchet the seat piece is held in the position for holding the standard and its hinged supporting arm D.

It will be observed that the standards may be arranged at each end of the car and intermediate ones may be arranged midway of the end standards; or in case of two lengths of logs being loaded on the car, there may be two standards side by side at the middle of the car. This arrangement is not shown. In case of a car equipped for two lengths of logs, there will be two turning bars for each two sets of standards, the operation being the same as in one set.

The operation may be stated as follows: The logs are loaded as usual and held by any suitable binder. When it is desired to unload the car the binder is released, and the pawl disengaged then by turning the turning-bar from either end of the car, the seat piece is turned to let the supporting arm free, when the standards will turn and fall outward, as shown in Fig. 2 of the drawings when the logs will roll off the car, or those remaining, may be rolled off by the usual means.

What I claim is—

1. The combination with the car of the

brackets fixed to the side of the car, standards
hinged to the upper ends of the brackets, sup-
porting arms hung to the standards, a turning
bar operated from the end of the car, and
5 seat pieces on the turning bar to hold the
lower ends of the supporting arms, substan-
tially as described.

2. The combination with the car of brackets
fixed to the side of the car, standards hinged
10 to the upper ends of the brackets, supporting
arms hung to the standards, a turning bar op-

erated from the end of the car, seat-pieces on
the turning bar to hold the lower ends of the
supporting arms, and a pawl and ratchet to
hold the turning bar locked against turning, 15
substantially as described.

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

ANDREW JOHNSON.

Witnesses:

WALTER R. FABEY,
THOMAS GRADY.