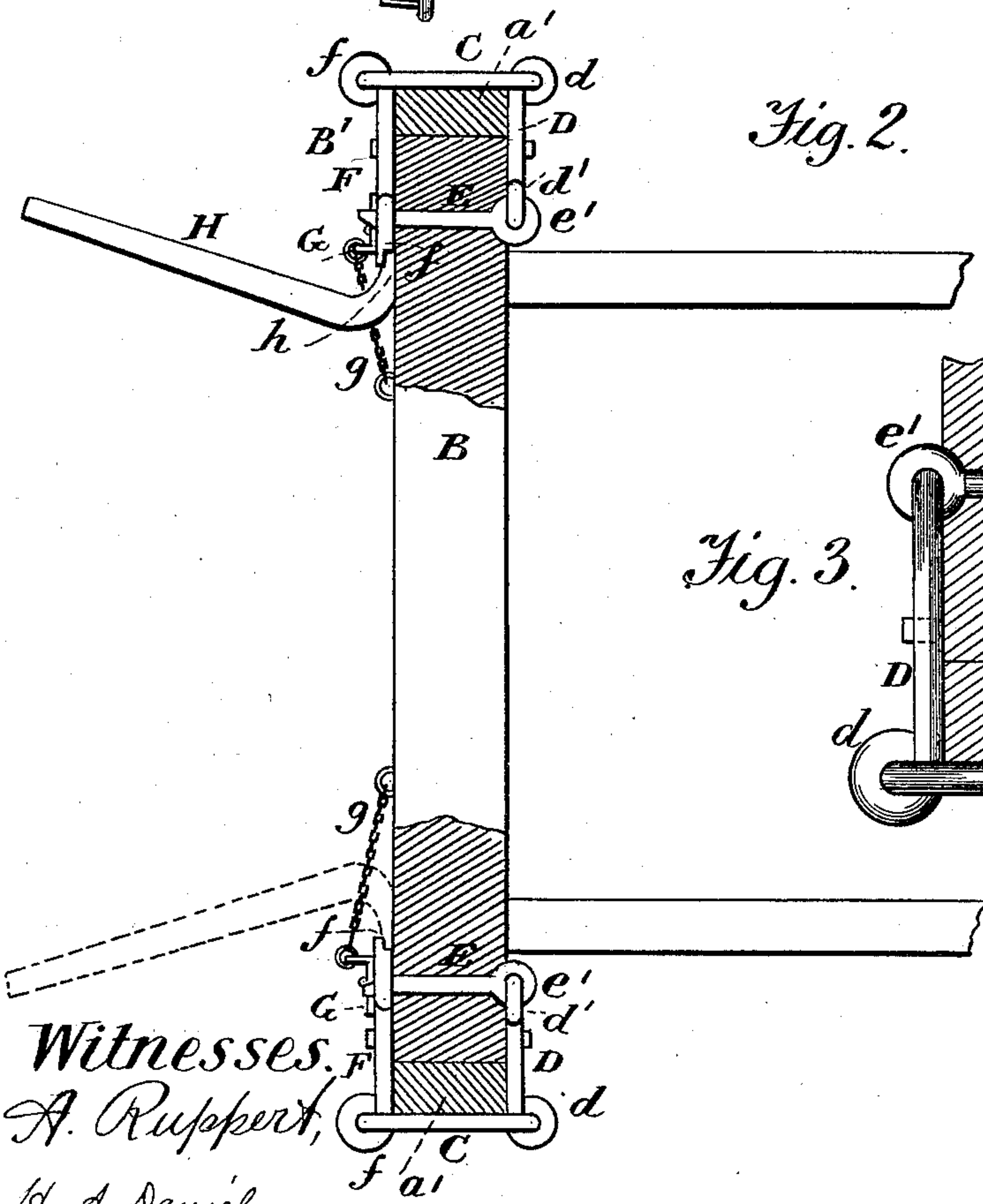
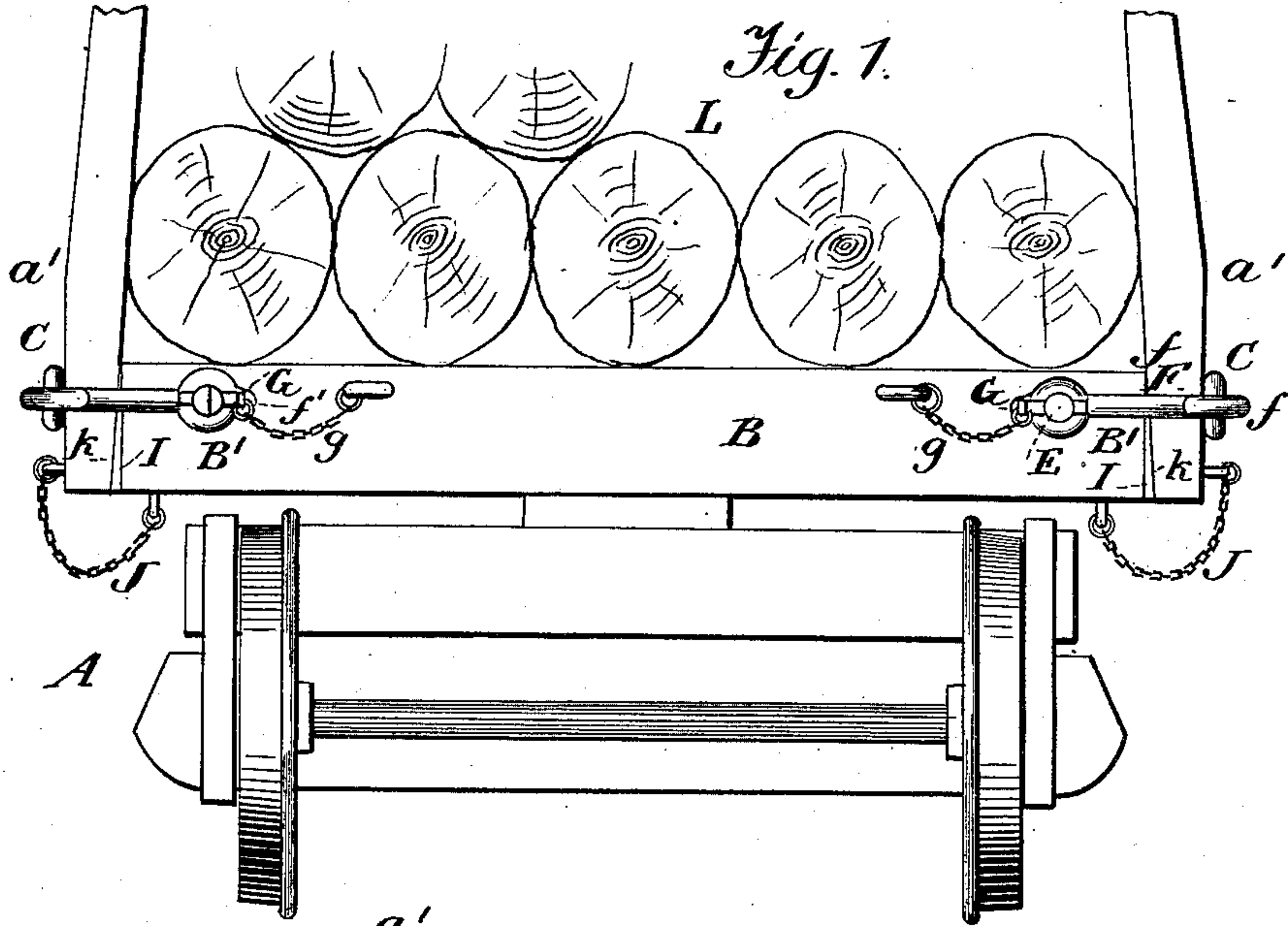


(No Model.)

G. F. JOHNSON.  
LOGGING CAR.

No. 432,531.

Patented July 22, 1890.



Witnesses.

A. Ruppert,

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Per

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Att'y

# UNITED STATES PATENT OFFICE.

GEORGE F. JOHNSON, OF AULANDER, NORTH CAROLINA.

## LOGGING-CAR.

SPECIFICATION forming part of Letters Patent No. 432,531, dated July 22, 1890.

Application filed May 14, 1890. Serial No. 351,742. (No model.)

*To all whom it may concern.*

Be it known that I, GEORGE F. JOHNSON, a citizen of the United States, residing at Aulander, in the county of Bertie and State of North Carolina, have invented certain new and useful Improvements in Logging-Cars; and I do hereby 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.

The invention relates to cars for the transportation of logs, which are generally supported on a front and rear bolster between standards in fixed clamps at the ends of bolsters, or are held by a cross-chain eyebolted in a piece of scantling mortised in one end of each bolster, the chain passing over the middle of logs and hooking to a short chain on the opposite side, which is also eyebolted to a similar piece of scantling. In addition to the latter, an iron chock-bolt with nut on lower end is made fast through both ends of each bolster. Where the standards are used, the logs press against them with so much force as to render it necessary to cut them off, so that the logs may be conveniently removed from the car, and where the chain is used the logs settle so as to slack it, and press over the chock-bolts, so that the train must be stopped and the projecting logs ejected.

The object of my invention is to overcome these objections and enable "logging-cars" to be loaded to their maximum capacity.

Figure 1 of the drawings is a front elevation; Fig. 2, a horizontal section, and Fig. 3 a similar view in detail on an enlarged scale.

In the drawings, A represents a logging-car provided with the bolsters B, on which rest the logs L, held by clamps B', which consist of the link C and eye-rods D E F. *a'*

are the standards, which take the lateral pressure from the logs. The rod D has an eye *d*, which joints with the link C, and an eye *d'* at right angles thereto, which joints with the eye *e'* of the rod E. The rod F has an eye *f*, which joints with the link C, and also an opening through which passes the end of rod E, the latter being vertically apertured to receive the key G, which is connected with the bolster by the chain *g*. The rod F has also a rabbet *f'*, in which works the bent end *h* of the prizing-lever H, so as to force rod F from rod E after the key G has been taken out.

The standards *a' a'* are connected with the under side of bolster by the chains J, and are made to incline toward each other by the wedge I, against whose inclined face *k* the standard rests. The wedge I is preferably nailed to the end of bolster. The link and rods are made of round iron, and the lever is made long enough to permit a man to stand near the car-coupler and beyond the ends of the logs when he uses the lever to force the rod F from the rod E. The rods D F and link C then hang in line, or nearly so, from the eye *e'* of rod E and the standard *a'* from the bolster.

What I claim as new, and desire to protect by Letters Patent, is—

In a logging-car, the combination, with the bolsters and standards, of a link C and eye-rods D E F, the rod F having a rabbet *f'* and being keyed to the rod E, substantially as and for the purpose described.

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

GEORGE F. JOHNSON.

Witnesses:

A. RUPPERT,  
THOS. E. WOODS.