(No Model.)

E. H. MUMFORD.

BOLSTER ATTACHMENT FOR LOG CARS.

No. 467,951. Patented Feb. 2, 1892.

Fig. 1.

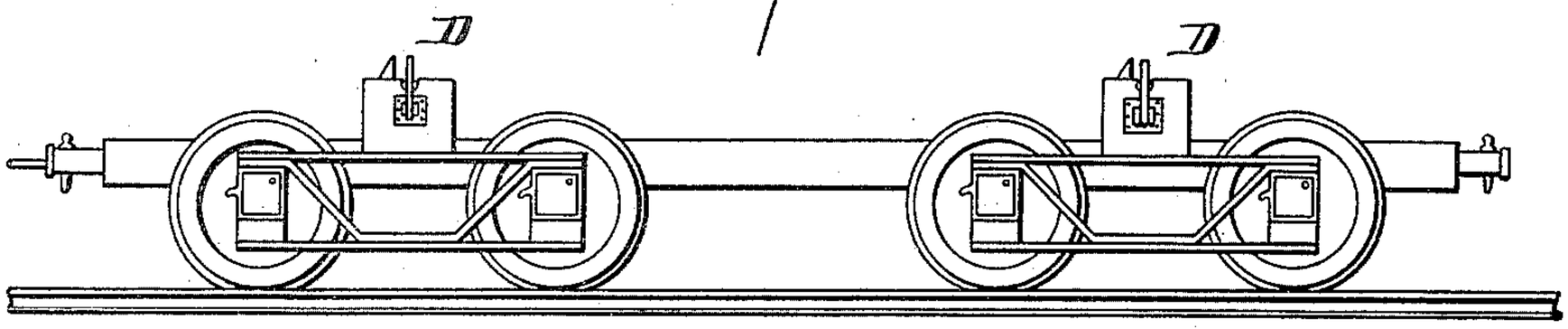


Fig. 2.

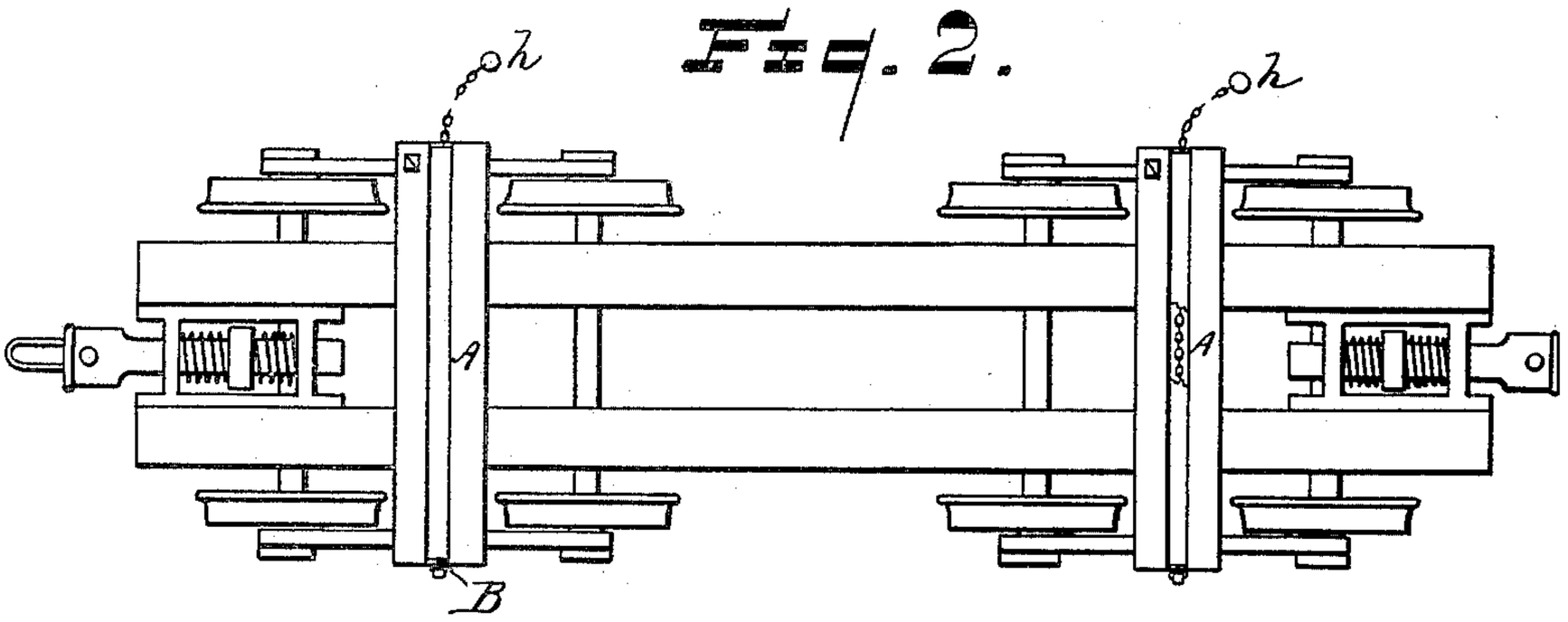


Fig. 3.

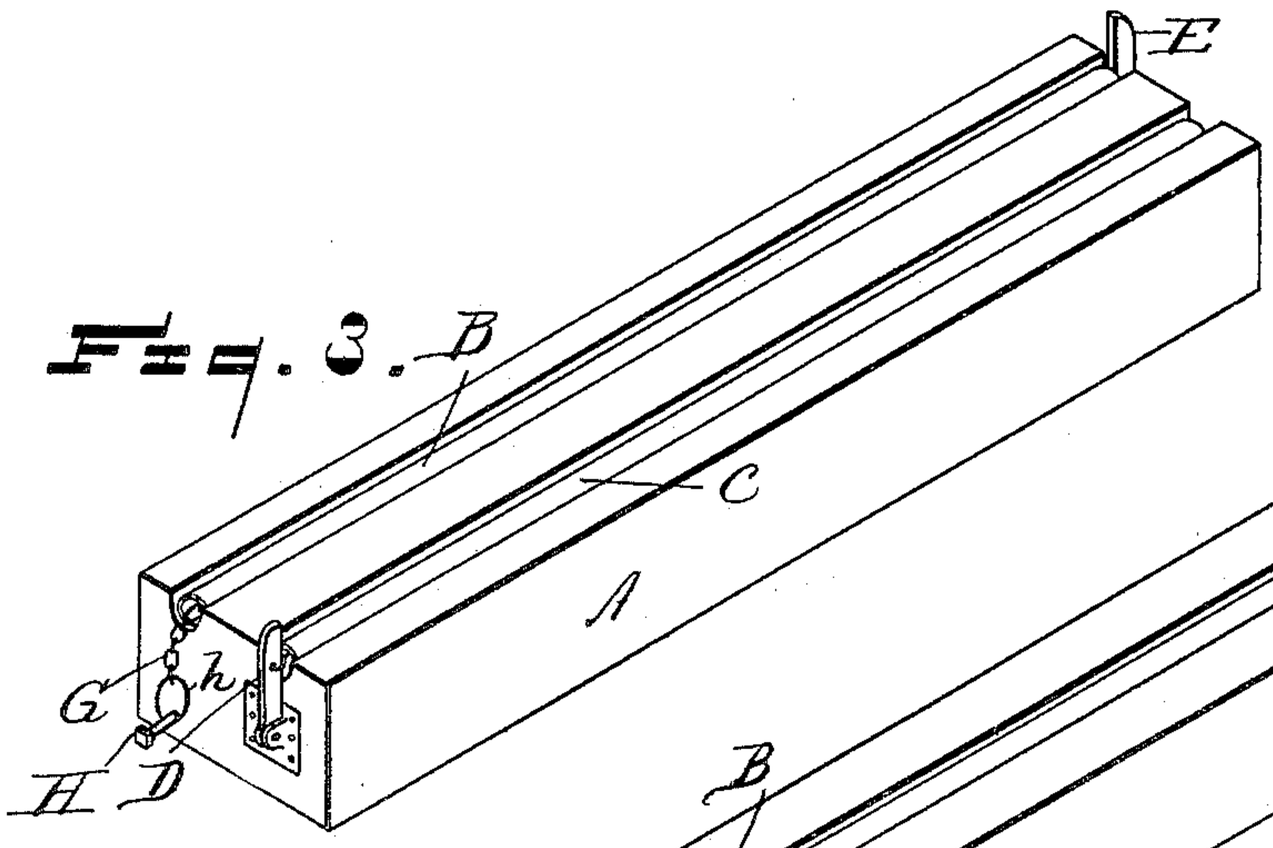
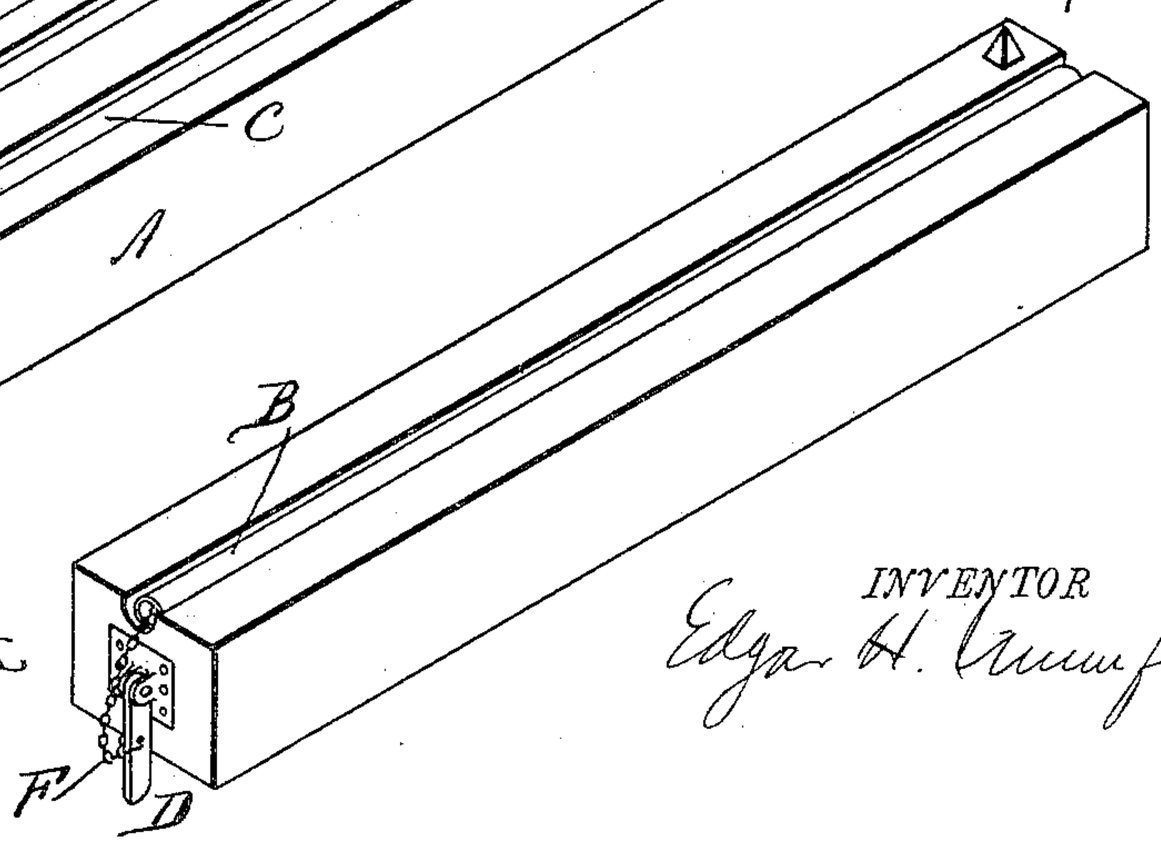


Fig. 4.



WITNESSES

Charles G. Burton

Effie I. Croft.

INVENTOR

Edgar H. Mumford

UNITED STATES PATENT OFFICE.

EDGAR H. MUMFORD, OF DETROIT, MICHIGAN.

BOLSTER ATTACHMENT FOR LOG-CARS.

SPECIFICATION forming part of Letters Patent No. 467,951, dated February 2, 1892.

Application filed June 8, 1891. Serial No. 395,507. (No model.)

To all whom it may concern:

Be it known that I, EDGAR H. MUMFORD, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Attachment to Log-Cars, of which the following is a specification.

This invention relates to logging-trucks, especially car-trucks arranged for the transportation of logs. Its object is to provide a bolster-stake and connections such that the stake may be dropped from its position against a log resting on the bolster by a person standing on the side opposite and out of all danger from the log or pile of logs resting against the bolster-stake.

In applying my invention it may be used either single or double, so as to afford a means of controlling the stake on one side or on both sides.

My invention is shown in the drawings accompanying, in which—

Figure 1 is a side elevation of a car and two bolsters. Fig. 2 is a plan of the same. Fig. 3 shows the double form of the invention. Fig. 4 shows the single form with the bolster-stake dropped.

A represents a bolster, into the top surface of which is inserted an iron tube reaching from end to end of the bolster, or two such tubes B C, Fig. 3. The upper surface of the tube B forms a metallic support for logs and takes the place of the metal plate usually placed on the surface of such bolsters. On the end of the bolster A are hinged the stakes D E, of which the upper end, when the stake is in an upright position, rises above the surface of the bolster, but swings down entirely below the surface when not held upright by the chains F G. A chain F is attached to the bolster-stake D, passes through the tube B, and terminates in a ring or hook, which may be caught over a pin in the end of the bolster, as shown at H.

When the bolster-stake is placed upright and the ring *h* caught over the pin H, the bolster E is held securely in an upright position and effectually prevents logs from rolling off the bolster on that side of the car. The workman, wishing to unload on that side of the car, goes to the opposite side, frees the ring *h* from the pin H, and allows the stake E to drop down from in front of the logs, while the workman is in a safe position on the opposite side.

Having thus described my invention, what I claim as novel, and desire to have secured to me by Letters Patent, is—

The combination of a logging-truck and a bolster thereon, a hollow guard, a bolster-stake hinged to the bolster, and a chain attached to said stake and reaching through said guard to the opposite end of the bolster, substantially as and for the purpose described.

EDGAR H. MUMFORD.

Witnesses:
CHARLES F. BURTON,
EFFIE I. CROFT.