(No Model.)

G. W. WARNER.

LOCK FOR STANDARDS OR DOG ATTACHMENTS OF LOGGING CARS.

No. 556,230. Patented Mar. 10, 1896.

Fig. 1.

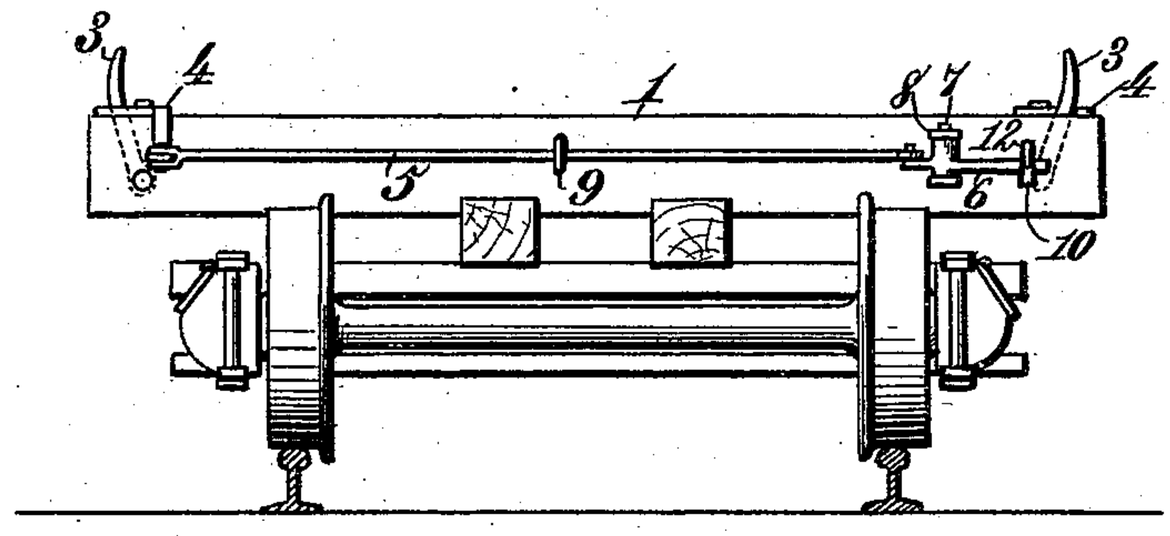

Fig. 2.

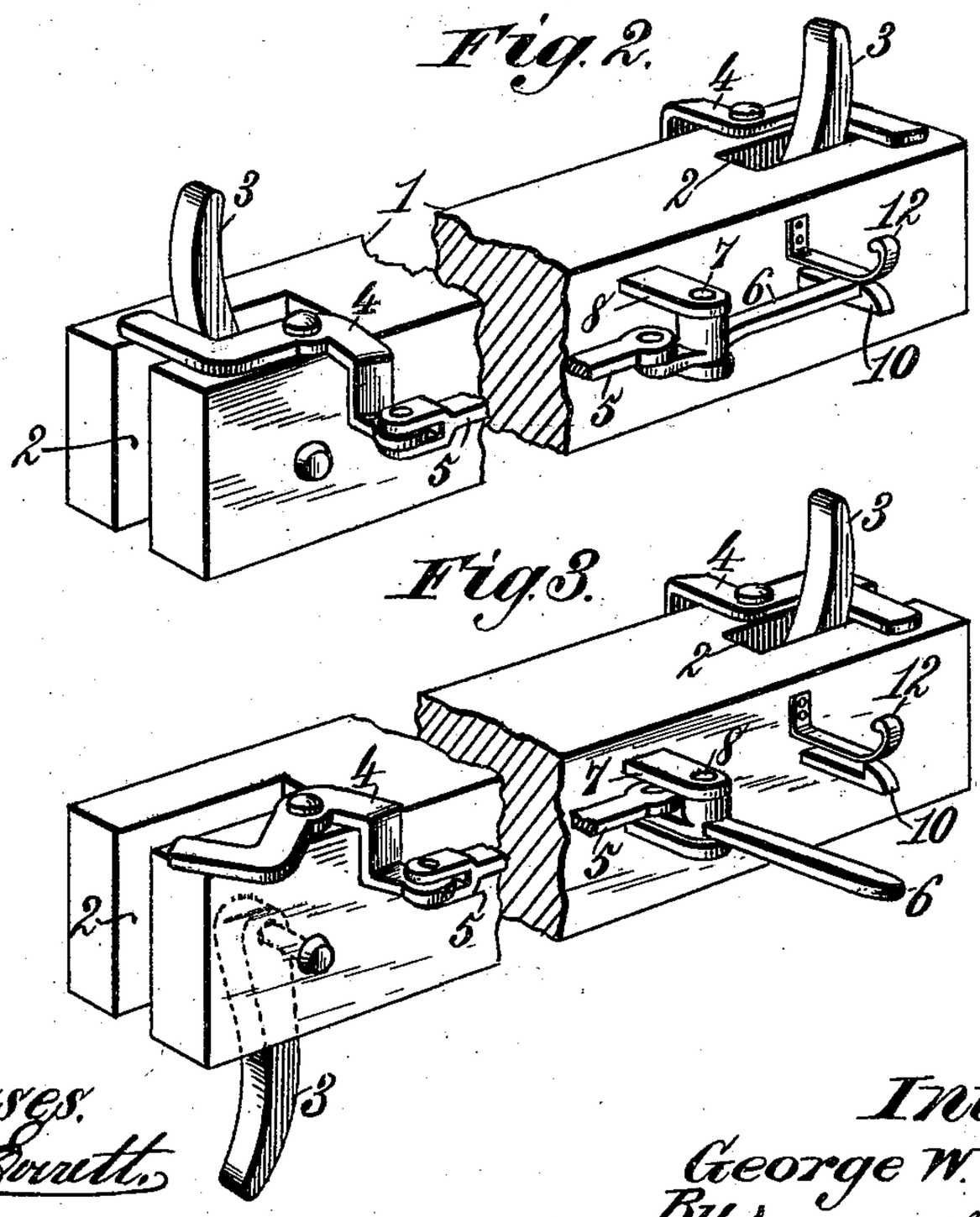

Fig. 3.

Witnesses.
Robert Smith.
Jno. N. Nea

Inventor.
George W. Warner.
By James L. Norris.
Atty.

UNITED STATES PATENT OFFICE.

GEORGE W. WARNER, OF ROLFE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO LUCIUS C. THOMPSON, OF SAME PLACE.

LOCK FOR STANDARDS OR DOG ATTACHMENTS OF LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 556,230, dated March 10, 1896.

Application filed January 10, 1896. Serial No. 574,996. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. WARNER, a citizen of the United States, residing at Rolfe, in the county of Elk and State of Pennsylvania, have invented new and useful Improvements in Locks for the Standards or Dog Attachments of Logging-Cars, of which the following is a specification.

This invention relates a lock for the standards or dog attachments of logging-cars, and has for its object to provide a simple and effective means for preventing the standards from being jolted out of a raised position and to permit release and dropping of the standards when it is required to dump the load.

The invention consists in the combination, with a pivoted standard, of an angle-lever fulcrumed to the car in position to engage with and lock or trip the standard, as required, and a jointed operating-lever adapted to secure the said angle-lever or trip in its locked position.

The invention also consists in features of construction and novel combinations in the parts of a locking mechanism for the standards of logging-cars and other vehicles, as hereinafter described and claimed.

In the annexed drawings, illustrating the invention, Figure 1 is an end elevation of a car provided with my improved logging attachments. Figs. 2 and 3 are detail perspective views.

The car, wagon, or other log-carrier is provided at or near its ends with cross-beams or bolsters 1, as usual. In the ends of these bolsters 1 are open-ended slots or mortises 2 in which the standards 3 are pivoted. On the top of the bolster and at one side of each slot 2 is fulcrumed an angle-lever 4, one arm of which is adapted to extend across the top of the slot and at the outside of the raised standard 3 in such manner as to hold the standard upright and thereby retain the lumber, logs, or other material upon the car, so that the load cannot roll off. The other arm of the angle-lever 4 is extended downward at one side of the bolster 1 and formed with a horizontal projecting lug for pivotal connection with the bifurcated end of a link or lever section 5, the other end of which pivotally connects with one end of an operating lever or handle 6 fulcrumed on a vertical pivot 7 in bearings 8 that project from the bolster. A guide 9 may be provided for the link or lever section 5, if preferred.

When the lever-handle 6 is turned outwardly the angle-lever 4 will be swung away from the slot 2 so as to permit the standard 3 to fall, and while the standards 3 on one side of a car are in this lowered position the logs may be quickly and easily rolled off from the car.

After the standards 3 are turned upward in the open-ended slots of the bolsters, they can be securely locked by throwing the lever-handles 6 toward or parallel with the bolster, thus swinging the locking angle-levers 4 across the slots 2 and at the outside of the several standards. In the locked position of the angle-lever 4 the sections 5 and 6 of the jointed operating-lever will be extended or in alignment with each other, and the end of the handle-section 6 will engage a hook 10 projecting from the bolster 1, a spring 12 being preferably arranged above and in bearing contact with the top of the hook 10 so as to assist it in retaining the lever-handle 6 and thereby prevent the standard and its locking and trip lever 4 from being jolted or jarred out of position by movements of the car. The outer end of the spring 12 is so formed that it will readily yield to permit engagement of the lever-handle 6 with the hook 10 and immediately return to its bearing on the hook projection when the lever has passed behind the same.

By pulling the lever-handle 6 outward from its engagement with the hook 10 and spring 12 the locking and tripping angle-lever 4 will be swung away from the slot 2 and permit the standard to fall. If it is desired to throw the angle-lever 4 to its locking position from the side of the car, it may be acted on directly, so that it will in turn act on and extend the lever-sections 5 and 6, the yielding of the spring 12 permitting the handle-section 6 to readily engage with the hook 10, thereby locking the several levers securely. The operating-lever being formed in two sections 5 and 6, having a jointed connection with each other and with the angle locking-lever 4, the latter is readily thrown square across the slot

2, so that it will support the raised standard 3 securely and obviate any liability of its being jolted out of place.

It will be understood that the spring 12 may be dispensed with, if desired, the hook 10 being capable of serving as a catch for the lever-handle 6, either with or without the aid of a spring.

With pivotal standards on both ends of the bolsters, the operating-levers of the respective locking devices 4 will be arranged on opposite sides of the bolsters and will be extended a sufficient distance so that the unlocking of the standards on the right can be effected from the left side of the car and the unlocking of the standards on the left be controlled from the right side of the car.

The locking and tripping devices described can be readily applied to any ordinary side-dump car or to log-carriages, wagons, or other vehicles provided with pivoted standards for retaining logs or other materials.

What I claim as my invention is—

1. The combination with the bolster having in its end a vertical open-ended slot, and the standard pivoted in said slot, of a locking and tripping angle-lever fulcrumed at one side of the slot and having one arm adapted to extend across said slot to secure the lifted standard, a two-part jointed operating-lever connected with the other arm of said angle-lever, and means for securing the operating-lever to hold the angle-lever in place, substantially as described.

2. The combination with the bolster having in its end a vertical open-ended slot, and the standard pivoted in said slot, of a locking and tripping angle-lever mounted on the bolster and having one arm adapted to extend across the bolster-slot outside the raised standard, a two-part jointed operating-lever connected with the angle-lever, and a hook to secure the handle portion of the operating-lever, substantially as described.

3. The combination with the bolster having a slot in its end, and a standard pivoted in said slot, of the locking and tripping angle-lever adapted to hold the standard in a raised position, the two-part jointed operating-lever connected with the angle-lever, and the hook and spring for securing said operating-lever, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE W. WARNER.

Witnesses:
L. C. THOMPSON,
JOHN S. LATCH.