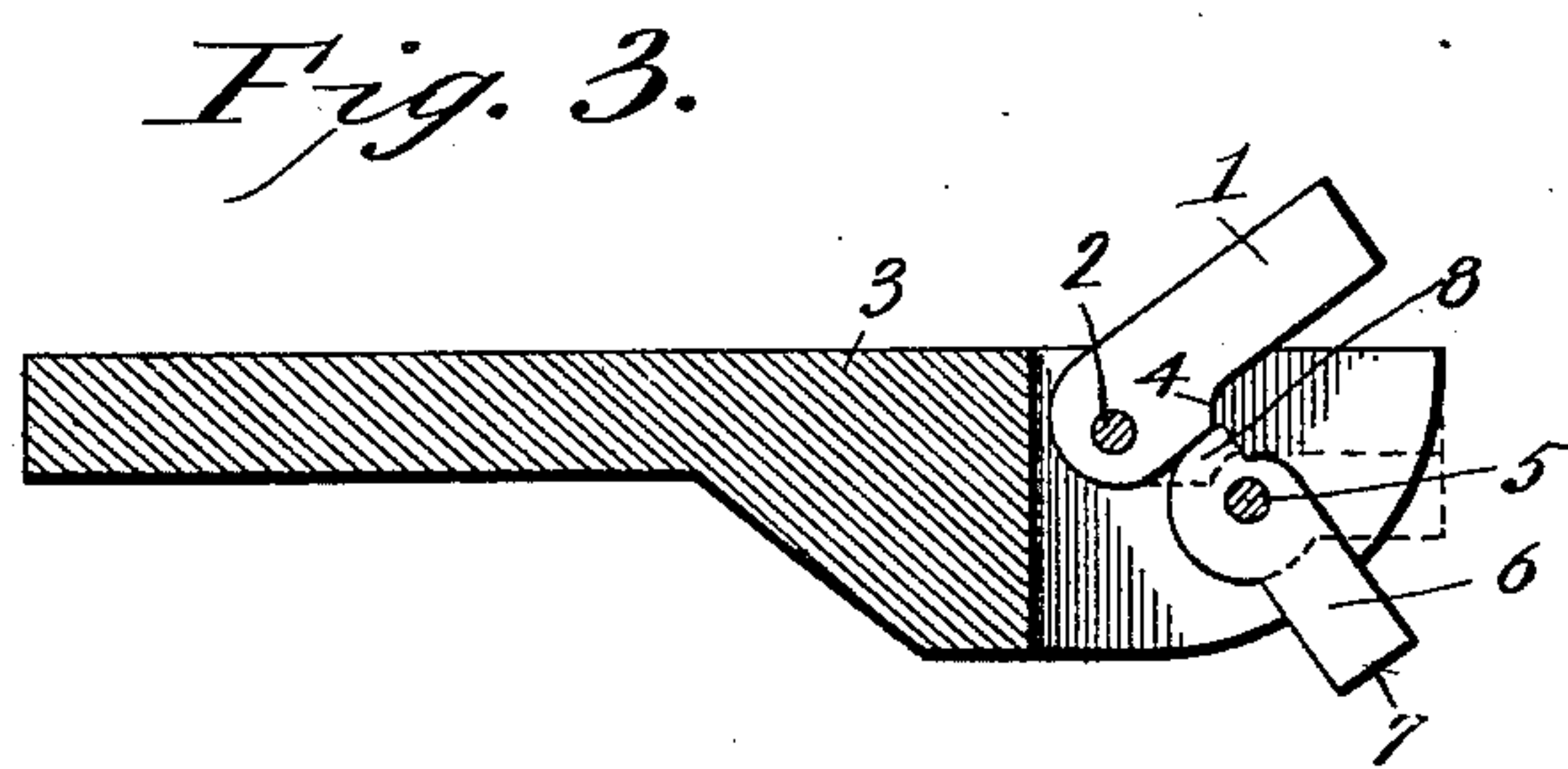
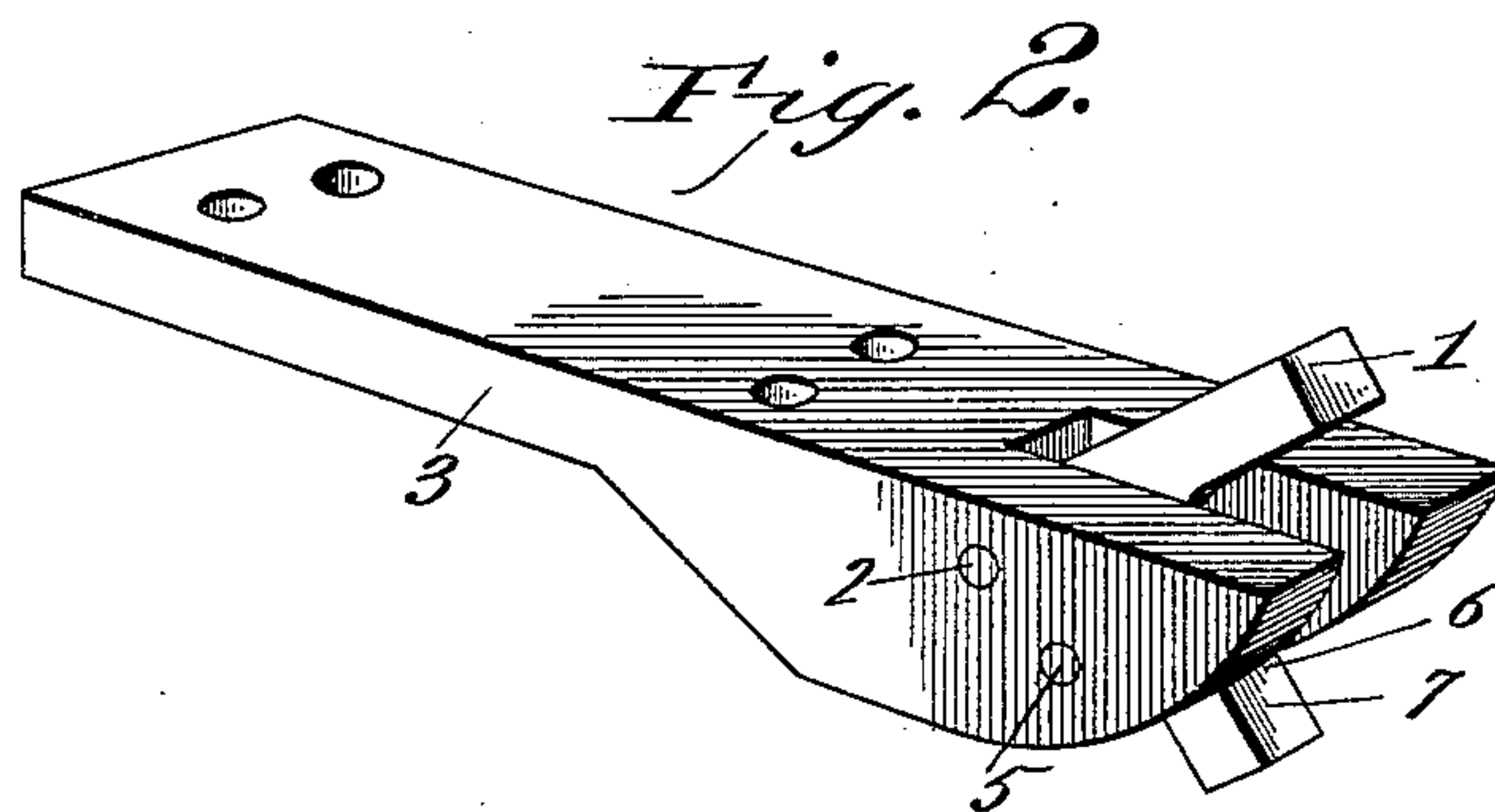
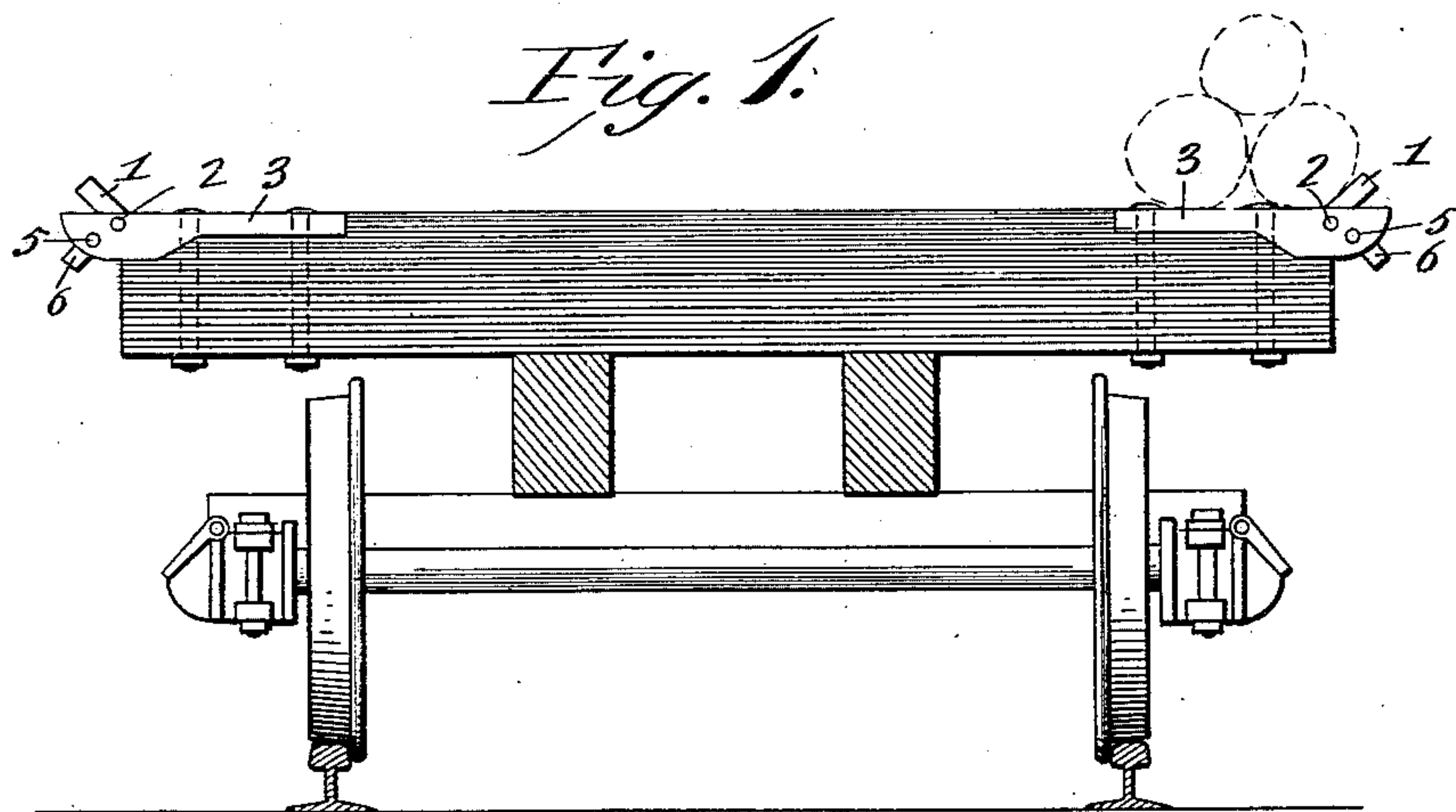


No. 677,556.

Patented July 2, 1901.

J. C. BARRON.  
STANDARD FOR LOGGING CARS.  
(Application filed Dec. 27, 1900.)

(No Model.)



Witnesses  
*W. Walker*  
*J. C. Barron*

J. C. Barron, Inventor.  
by *C. A. Snow & Co.*  
Attorneys



# UNITED STATES PATENT OFFICE.

JOHN C. BARRON, OF ELLISVILLE, MISSISSIPPI.

## STANDARD FOR LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 677,556, dated July 2, 1901.

Application filed December 27, 1900. Serial No. 41,258. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. BARRON, a citizen of the United States, residing at Ellisville, in the county of Jones and State of Mississippi, have invented a new and useful Standard for Logging-Cars, of which the following is a specification.

My invention relates to improvements in standards for logging cars, sleds, and the like to prevent the logs from slipping off the bolsters; and it consists in the peculiar construction and combination of devices hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a transverse sectional view of a logging-car having a bolster provided with my improved standards. Fig. 2 is a detail perspective view of my invention. Fig. 3 is a detail sectional view of the same.

Each of my improved standards 1 is preferably pivoted on a bolt or pin 2 in the bifurcated outer end of a base-plate 3, which is bolted on the bolster of the car, sled, or other vehicle at the end thereof. Preferably the base-plate is rabbeted in the upper side of the bolster, so that the top of the base-plate is flush with the upper side of the bolster. The standard is of suitable length and is provided on its lower side, near its inner end, with a shoulder 4. Also pivoted in the bifurcated outer end of the base-plate 3 on a bolt or pin 5 is a detent 6, which is of the form shown, having the outward-extending arm 7 and the cam-shoulder 8 at its inner end, adapted to bear under the lower side of the standard to support the latter in an inclined position, as shown in the drawings, and when said detent 7 is turned to a horizontal position to clear the shoulder 4 of said standard, and thereby permit the latter to drop to a horizontal position, as indicated in dotted lines in Fig. 3, and thereby clear the upper side of the bolster at the end thereof and permit the logs to be readily rolled therefrom.

It will be understood that one of my improved standards, with its base-plate and detent, is provided for each end of each of the bolsters of the car or sled.

While I have here shown and described my improved standard and detent as pivoted in the bifurcated outer end of a base-plate which is bolted on the bolster, it will be understood

that the base-plate may be dispensed with, the end of the bolster bifurcated by providing it with a vertical open slot, and the standard and detent pivotally mounted in said slot without departing from the spirit of my invention; but it is of advantage to use the base-plate, as hereinbefore described, in order to avoid wear at the end of the bolster and enable the standard and detent to be more readily applied thereto, and, moreover, the base-plate when provided with my improved standard and detent forms a new article of manufacture which may be readily kept in stock by dealers in devices of this class and applied readily to the bolster of a logging car or sled.

The inner end of the pivoted detent 6 is curved where it bears against the under side of the standard, near the inner end of the latter, and it will be understood that the weight of the extended arm 7 of the detent will normally maintain the said detent in such position as to keep it engaged with the standard, and thereby lock the latter in its elevated position, it being necessary to raise the outer end of the arm 7 of the detent in order to trip and disengage the same from the standard before the latter can be released. It will be furthermore understood that the pressure of the logs against the standard when the latter is secured by its detent in its elevated inclined position will create such friction between the standard and the rounded inner end of the detent as to assist in preventing the latter from becoming accidentally disengaged from the standard.

It will be understood that by the use of my improved devices the standards on one side of the logging-car may be almost instantly lowered out of engagement with the logs, and thus effect a great economy in the time required to unload a car.

Having thus described my invention, I claim—

1. In a logging car or sled, the combination of a standard having its inner end pivotally connected to a bolster and provided on its under side with a shoulder, and a detent pivotally connected to the bolster, having an outward-extending arm and provided at its inner end with a cam to engage the under side of said standard, the said cam having a shoulder adapted to clear that of said standard

when said detent is turned to a horizontal position and thereby disengage said standard, for the purpose set forth, substantially as described.

- 5 2. As a new article of manufacture, a base-plate adapted to be secured on the bolster of a car or the like and having a vertical open slot in its outer end, a standard having its inner end pivotally secured in said slot, said  
10 standard having a shoulder on its lower side, and a detent pivotally mounted in said slot, said detent having an outward-extending arm and rounded on one side at its inner end concentrically with its pivot and adapted to bear

against the under side of the standard, the 15 said detent being further provided at its inner end with a shoulder which is adapted to disengage the shoulder of the standard when said detent is raised to a horizontal position and thereby release said standard, substan- 20 tially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN C. BARRON.

Witnesses:

J. A. TINNON,  
MULFORD PARKER.