

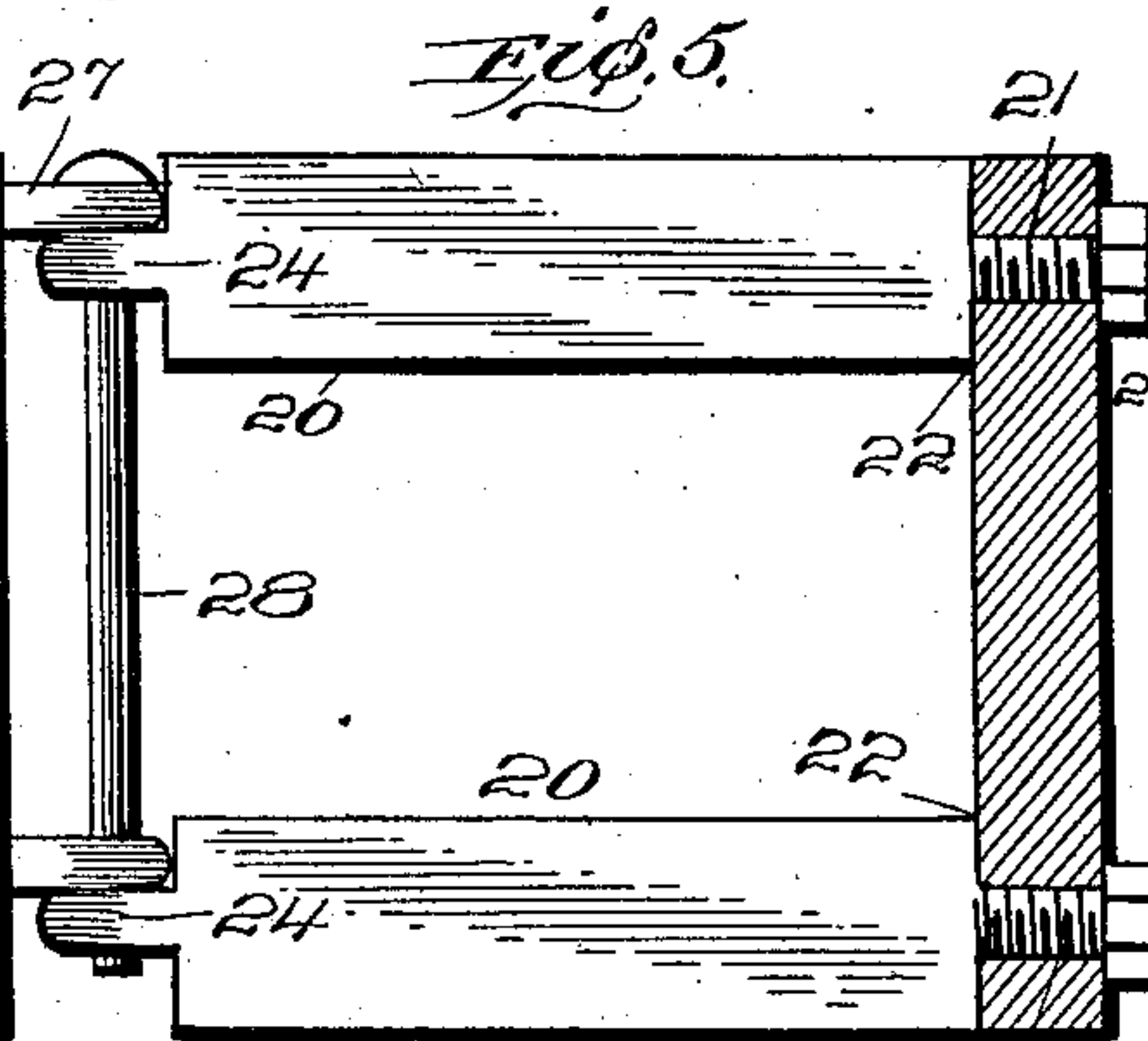
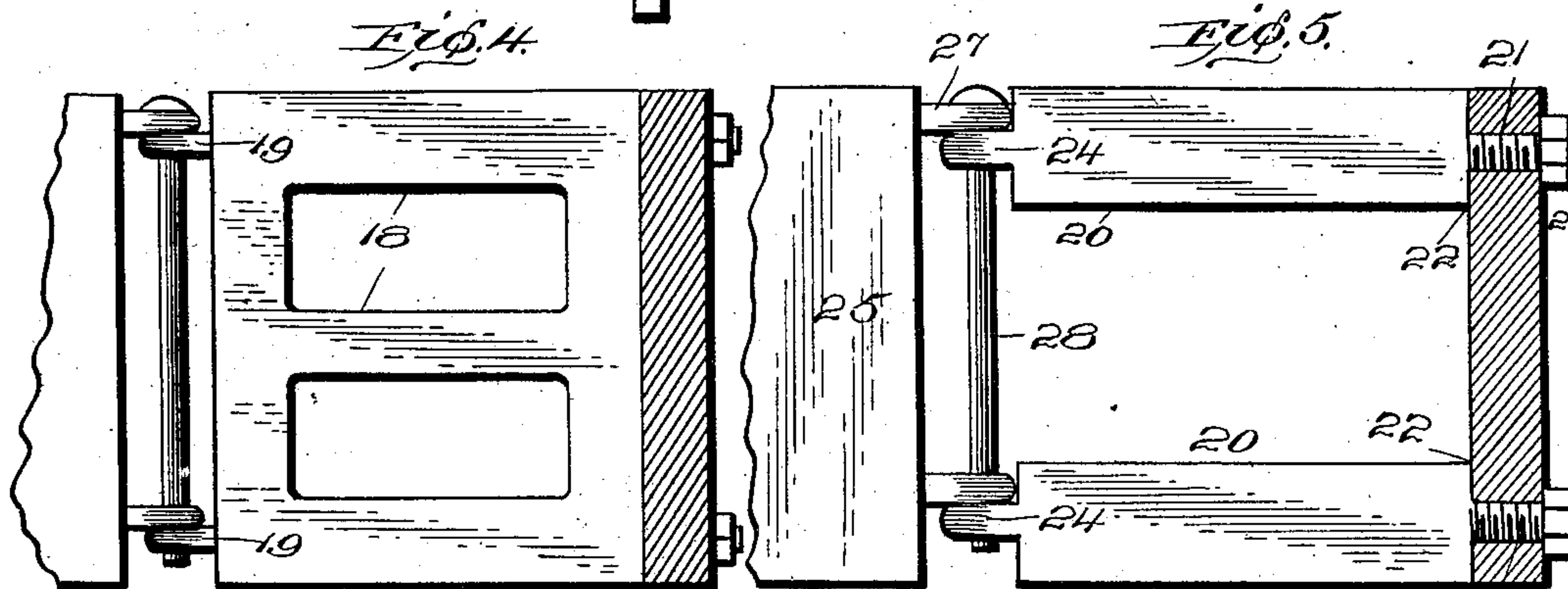
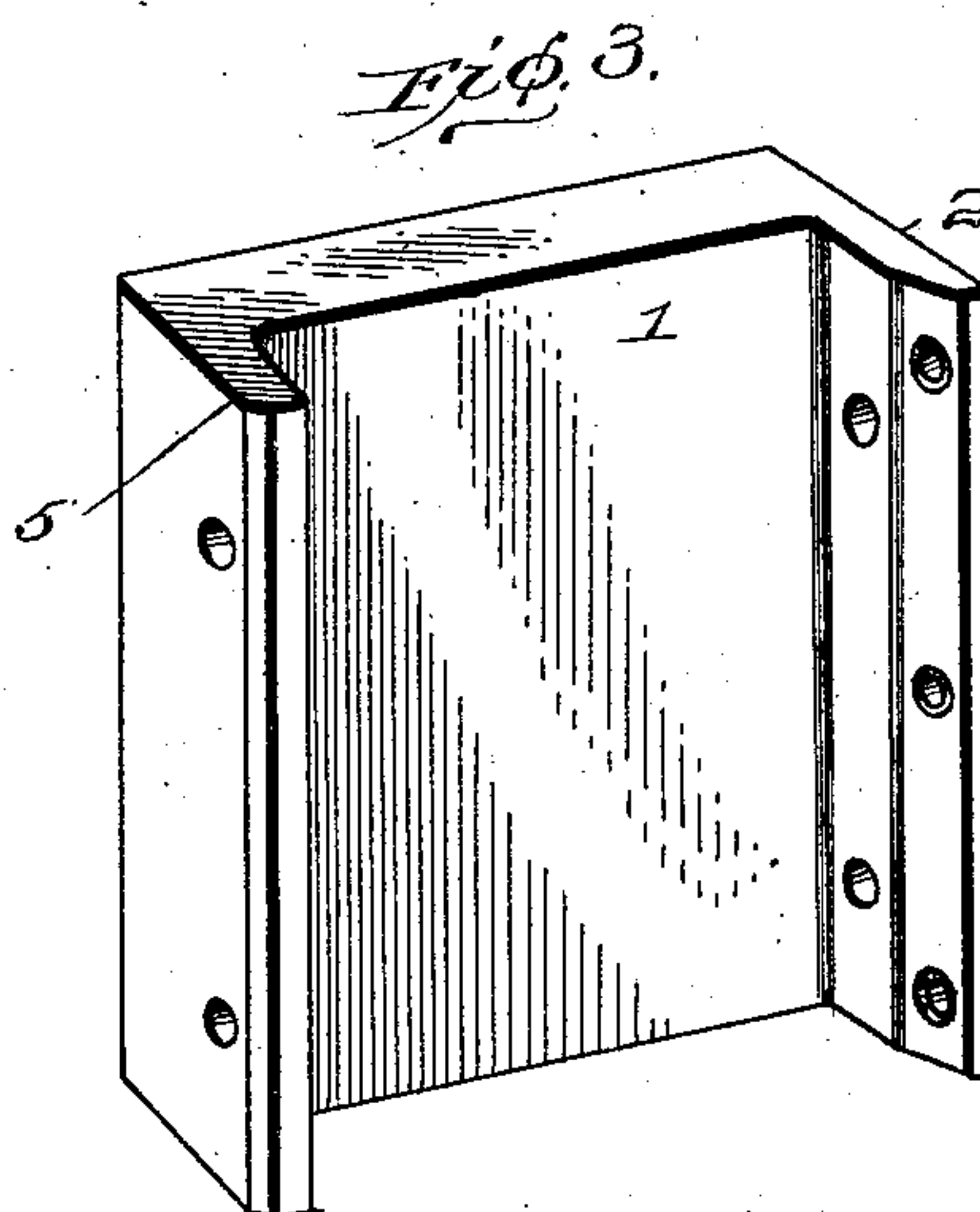
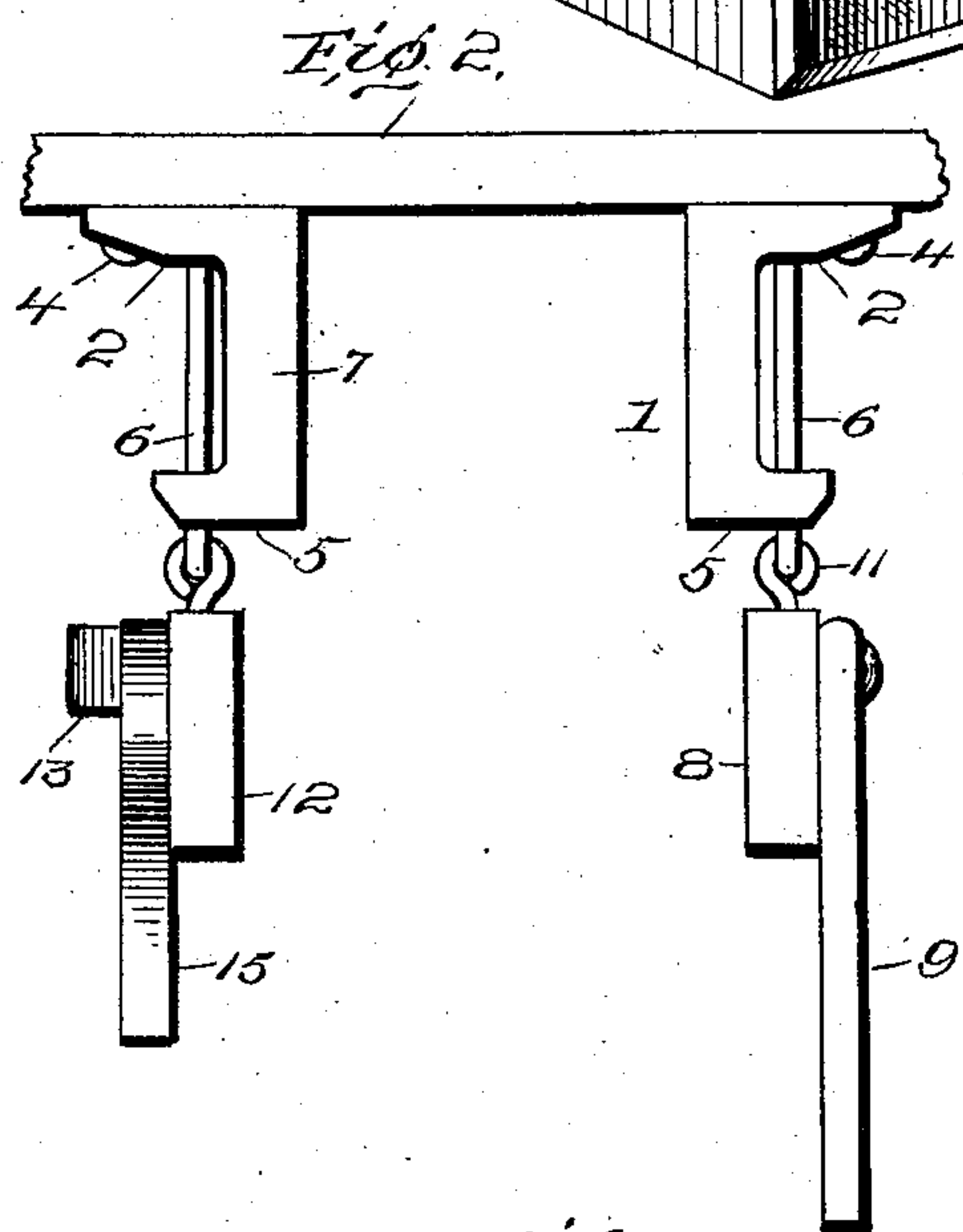
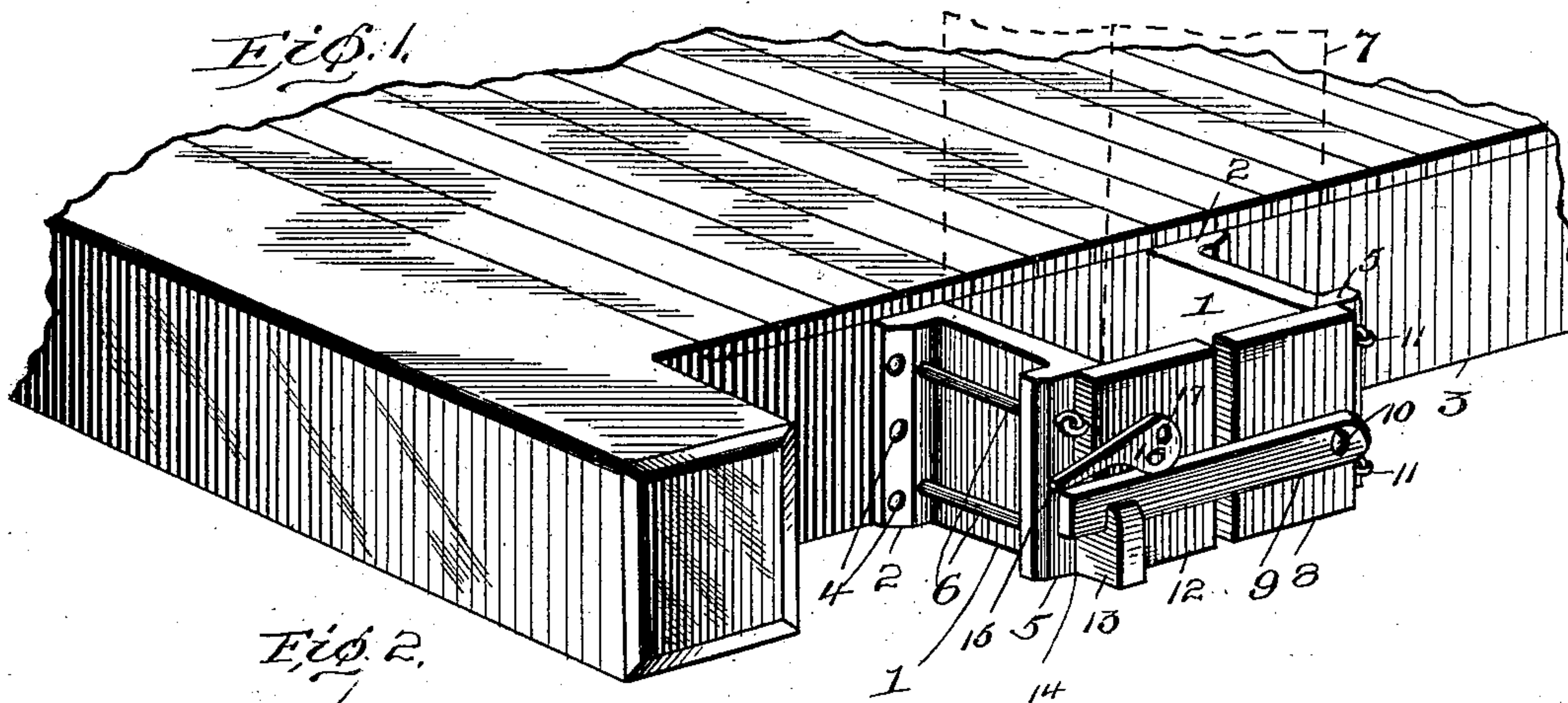
No. 713,013.

Patented Nov. 4, 1902.

O. S. PERKINS.
FLAT CAR STANDARD HOLDER.

(Application filed Aug. 11, 1902.)

(No Model.)



Witnesses:
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Att'y

UNITED STATES PATENT OFFICE.

ORLANDOW S. PERKINS, OF NEWBERN, NORTH CAROLINA.

FLAT-CAR STANDARD-HOLDER.

SPECIFICATION forming part of Letters Patent No. 713,013, dated November 4, 1902.

Application filed August 11, 1902. Serial No. 119,346. (No model.)

To all whom it may concern:

Be it known that I, ORLANDOW S. PERKINS, a citizen of the United States, residing at Newbern, in the county of Craven and State of North Carolina, have invented certain new and useful Improvements in Flat-Car Standard-Holders, of which the following is a specification.

This invention pertains to flat-cars, and relates particularly to a device adapted to be attached to the side of a flat-car for holding standards or posts thereto; and it consists, essentially, of a two-part or double door having hinge connections with the side of a car, such connections being arranged to form, with the side of the car and the door, a holder for standards or posts.

The object of the invention is to provide a device to hold the standards or posts of lumber or flat cars of such novel and peculiar construction and arrangement of parts that the standards may be firmly held to the car by locking the device, and by unlocking it the standards are permitted to drop or fall away from the car.

A further object of the invention is to provide a double or centrally-folding door for flat-cars and to make such hinge connections between the car and the door that said connections, the door, and the side of the car will form an opening in which lumber-holding standards are held and released by locking and unlocking the door.

Other objects, advantages, and improved results are attainable under the special construction and arrangement of parts, as will be disclosed in the specification and claims to follow.

In the accompanying drawings, forming part of this application, Figure 1 is a perspective view of a portion of a flat-car with my invention applied. Fig. 2 is a top view of the device with the door in open position. Fig. 3 is a detail perspective view of one side of the standard-holder. Fig. 4 is a sectional elevation of one side of a holder, showing a modification. Fig. 5 is an elevation of a further modification.

The same numeral references denote the same parts throughout the several views of the drawings.

The side casings 1 have a lateral flange 2, by means of which the casings are secured to the sides of a flat-car 3 by suitable bolts or screws 4. The outer edges of the casings are provided with an offset 5, and hinge-bolts 6 extend through the flanges, car side, and offsets and assist in holding the casing firmly in position.

The door for holding standards 7 in the casing comprises two parts and constitutes a double or centrally-folding door. One part 8 of the door has a latch-lever 9 pivoted to the door at 10 and has hinge-eyes 11 engaging one pair of the hinge-bolts. The other door part 12 has a catch 13 secured thereto at 14, or the catch may be made integral with the front face of this door part, and a lever 15, having a cam 16, is pivoted at 17 to the face of this door part above the catch, and said door part is hinged like the other door part to the other pair of hinge-bolts.

It is obvious that the casings may be of skeleton or bracket form and without the offsets and hinge-bolts; but instead thereof the door parts may be hung from the edge of the casings 18 upon hinge parts 19, as shown by modification in Fig. 4.

Referring to the modification shown in Fig. 5, instead of the casings hereinbefore described I provide wide plate-bars 20, one end of which is formed into a bolt 21, extending from a shoulder 22, which engages the outer face of the side of a car, and the bolt 21 extends through such car-side and is provided with a nut 23. The other end of the bars 20 is made into a hinge member 24, and the door parts 25 and 26 are provided with the other hinge members 27, and hinge-bolts 28 connect the hinge members of the bars and of the door parts.

The door-locking mechanism, which comprises the latch-lever, the cam-lever, and the catch, may be employed on the modification without variation, and in the operation of such mechanism the door is closed, the latch-lever dropped into the catch, and the cam-lever turned to make the cam bear upon the latch-lever. Thus is formed a standard-holder. The standard, which may be of any of the usual well-known forms, is set in the holder and securely held thereby. To dis-

lodge the standard, the cam-lever is raised, which will relieve the latch-lever of the pressure of the cam, and the latch-lever is thrown from the catch. This will permit the door to
5 open or in fold centrally and drop the standard.

It is obvious that not only is the dropping of standards accomplished by unlocking the doors, but considerable of the car-load of lumber or the like follows the course or drop of the
10 standards and greatly facilitates unloading.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a flat-car, of a
15 standard-holder comprising a double door, hinge connections from the door to the car and forming the sides of the holder, and means for locking and unlocking the door to respectively hold the standard and release it.

20 2. A standard-holder for flat-cars, comprising side casings having a flange and an offset, hinge-bolts extending through the flanges and offsets, a double door hinged to the bolts, and

means carried by the door parts for locking and unlocking the door. 25

3. A standard-holder for flat-cars, having an open top and bottom, and comprising a double door forming the front of the holder, hinge connections from the door parts to the side of the car and forming the sides of the
30 holder, and a door-lock comprising a latch-lever on one door part, a catch and a cam-lever on the other door part.

4. The combination, with a car having hinge members projecting therefrom, of a two-part
35 door hinged to said members and adapted to open centrally from the car, and means for locking the door to hold a standard or post between the car and the door.

In witness whereof I hereunto set my hand
40 in the presence of two witnesses.

ORLANDOW S. PERKINS.

Witnesses:

NANNIE P. STREET,
B. F. CASON.