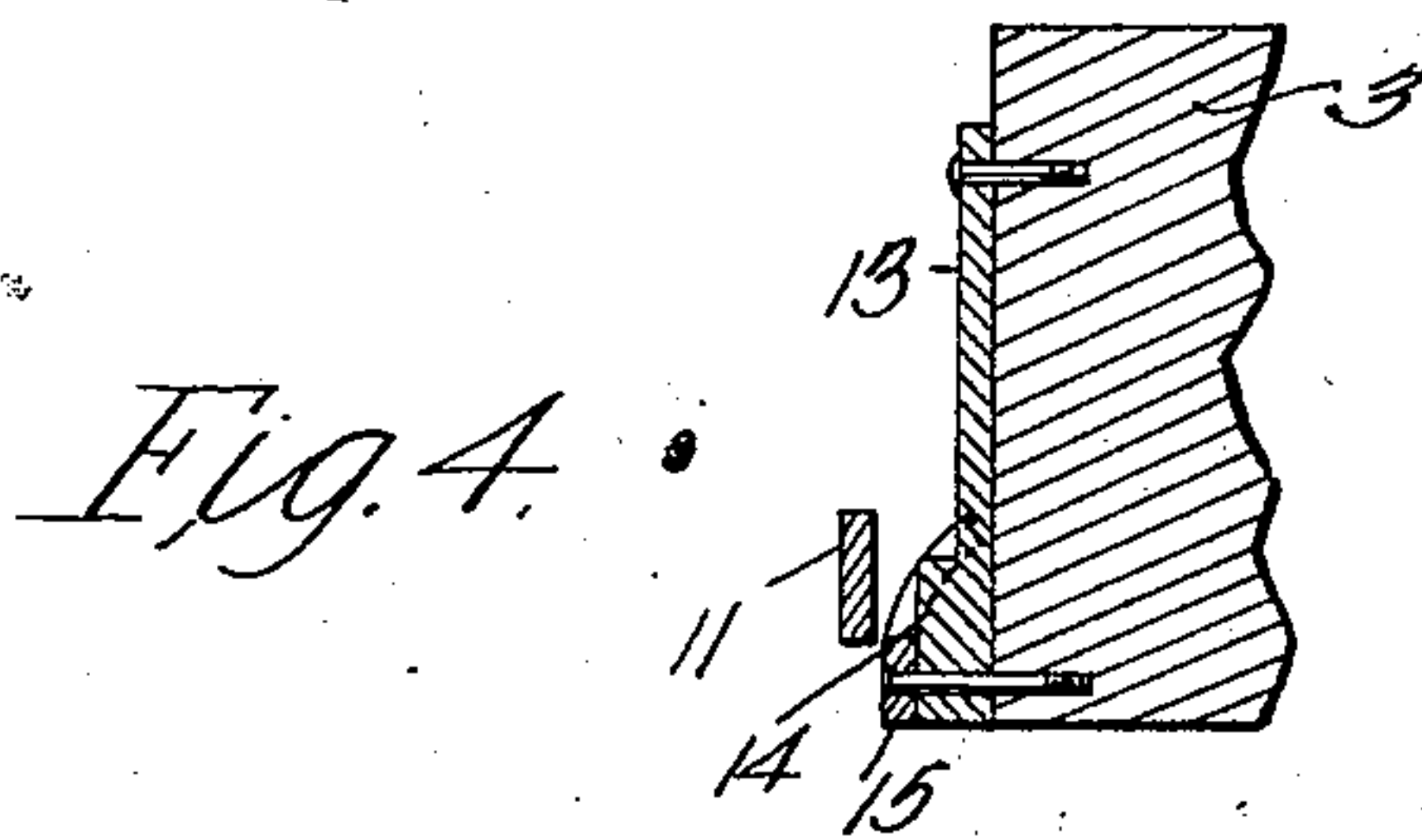
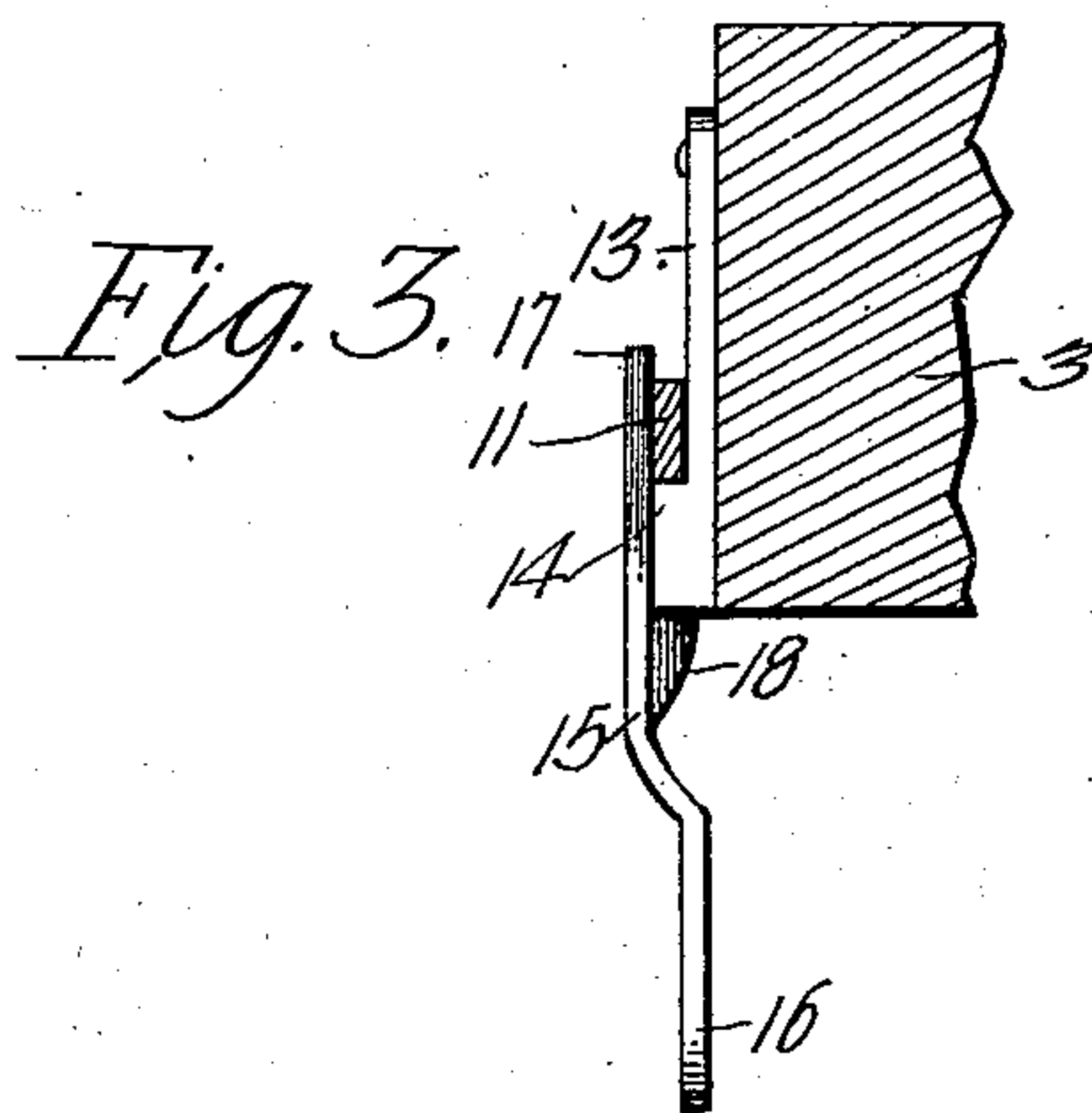
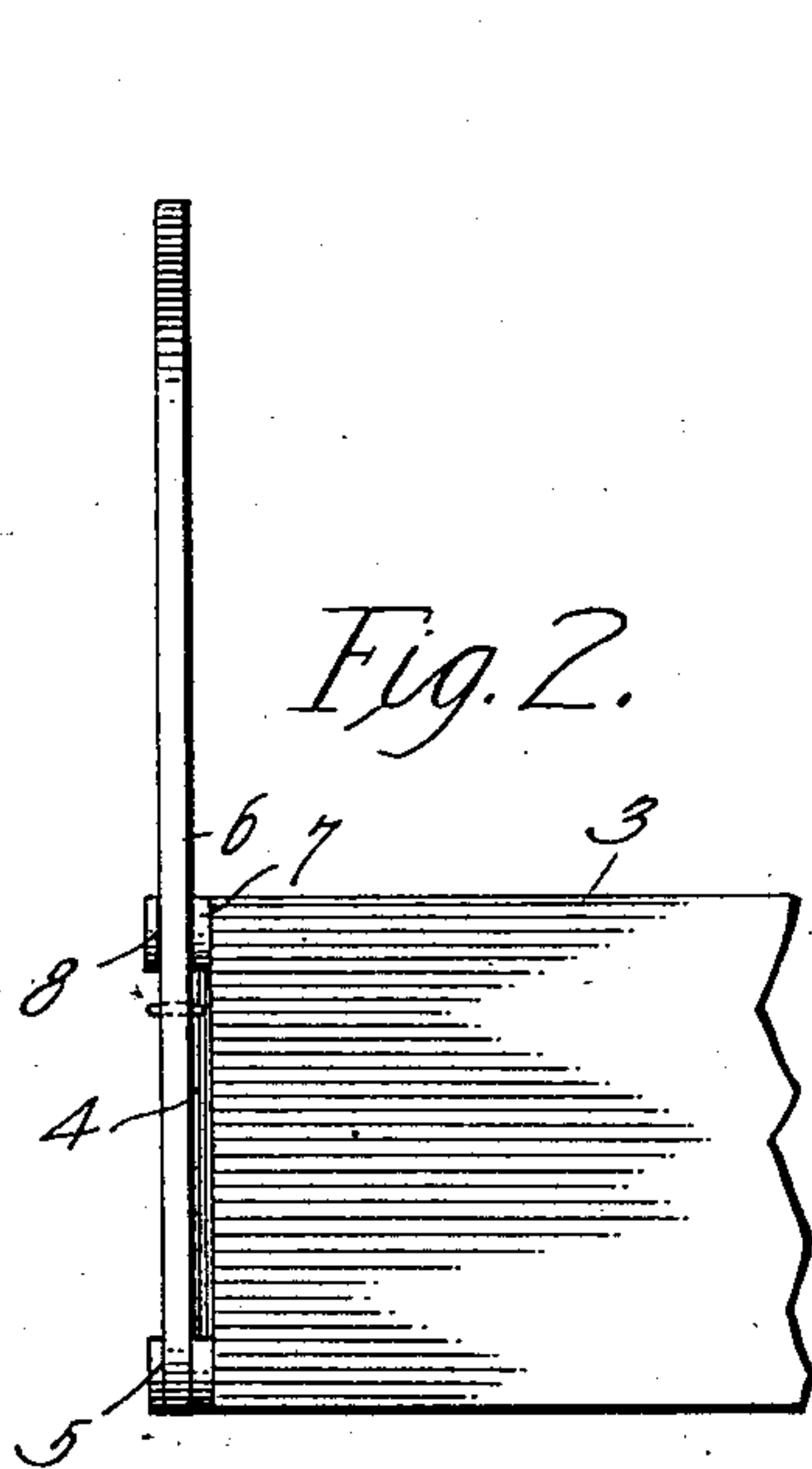
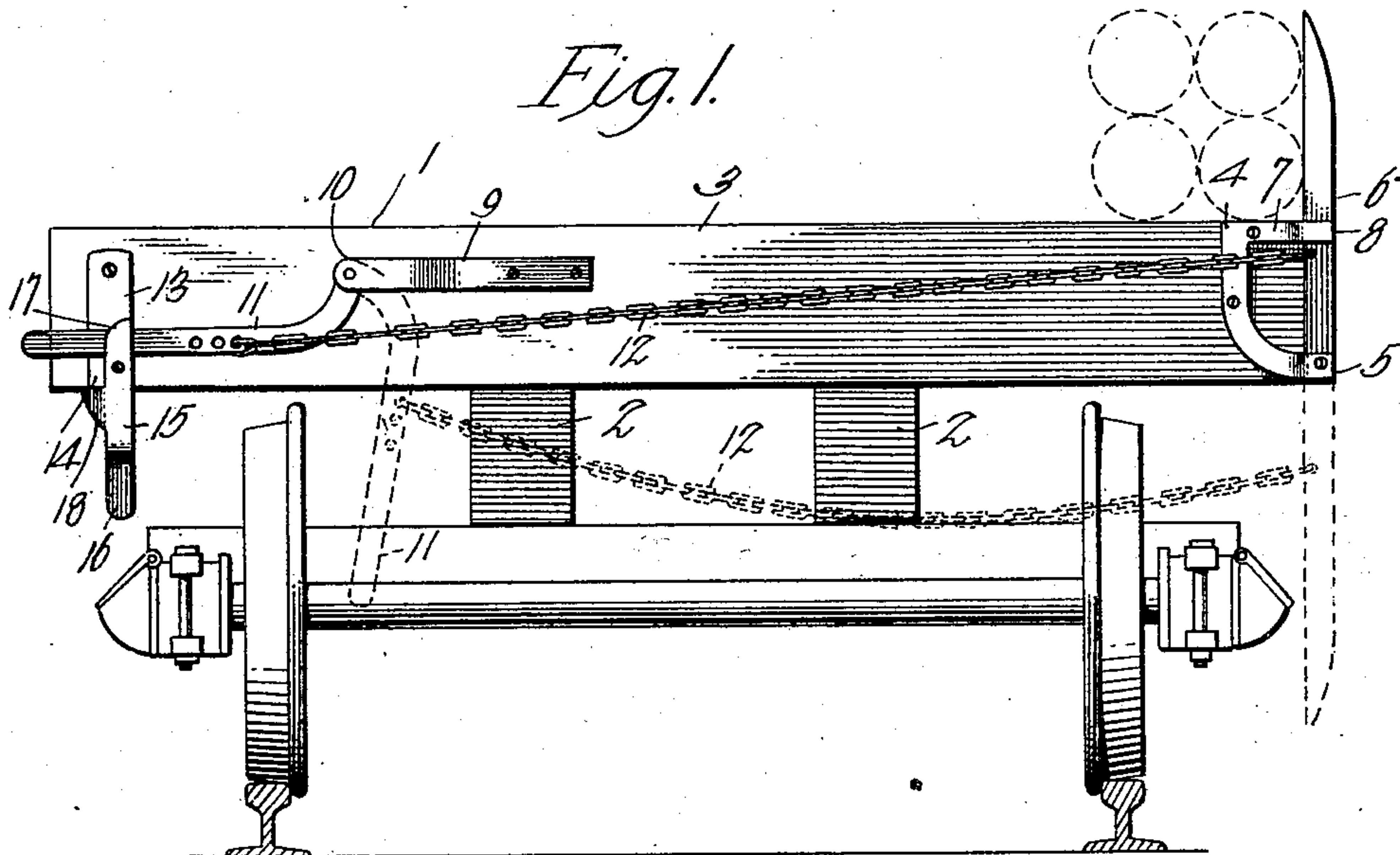


No. 724,537.

PATENTED APR. 7, 1903.

J. A. BLANCHARD.  
LOGGING CAR STANCHION.  
APPLICATION FILED DEC. 20, 1902.

NO MODEL.



Witnesses  
*E. J. Stewart*  
*G. D. Seamore*

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Attorneys



# UNITED STATES PATENT OFFICE.

JOSEPH A. BLANCHARD, OF ELLISVILLE, MISSISSIPPI.

## LOGGING-CAR STANCHION.

SPECIFICATION forming part of Letters Patent No. 724,537, dated April 7, 1903.

Application filed December 20, 1902. Serial No. 136,026. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH A. BLANCHARD, a citizen of the United States, residing at Ellisville, in the county of Jones and State of Mississippi, have invented a new and useful Logging-Car Stanchion, of which the following is a specification.

My invention relates to logging-car stanchions, and has for its object to produce a device of this character which will be simple of construction, efficient in operation, which will be held firmly in place to maintain the logs upon the car, which will be automatically released to discharge the logs, and will when released swing to a position entirely out of the path of the falling logs.

To these ends the invention comprises the combination, with a bolster, of a stanchion pivotally mounted thereon, a lever pivotally mounted on the bolster, operative connections between the lever and stanchion, and means adapted to lock the lever and to automatically release the same.

The invention further comprises the details of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a side elevation of a car-bolster having my invention applied thereto, the parts being shown in full lines in their operative position and in dotted lines in their inoperative position. Fig. 2 is an end elevation of the bolster and stanchion, illustrating the latter in its operative position, with its upper end seated in the recess in the stanchion-frame. Fig. 3 is a sectional elevation on the line 3-3 of Fig. 1, showing the lever in its locked position; and Fig. 4 is an end elevation illustrating the lip on the latch releasing the lever.

Referring to the drawings, 1 indicates a logging-car provided with the usual longitudinally-extending reach-beams 2 and bolster 3, mounted on the reach-beams transversely of the same, these parts being all of the ordinary construction and of any suitable material.

In applying my invention I mount on the side of the bolster, near the end thereof, a stanchion-frame 4, secured to the bolster by bolts or otherwise. This frame is provided at its lower end with a recess 5, which has

the lower end of a stanchion 6 pivotally mounted therein. The upper end of the frame is provided with a horizontally-extended arm 7, having a recess 8 formed in its outer end, open at its outside and adapted to receive and sustain the stanchion when in its normal vertical position.

9 indicates a plate fixed to the face of the bolster, preferably by bolts or the like, and provided at its outer end with a recess 10, in which is pivotally mounted one end of the lever 11. The lever is formed with a parallel body portion curved at one end, as shown, and is pivoted at its curved end. The lever and stanchion are operatively connected in any suitable manner, but preferably by means of a chain 12, secured in any suitable manner to the respective parts, but preferably by means of hooks at its ends adapted to engage suitable orifices. It is to be noted that the chain is connected to the stanchion at a point just below the recess 8 when the stanchion is in its vertical position, thus insuring the parts being maintained firmly in engagement and to the lever just beyond the curved portion thereof, which insures the lever exerting sufficient pull upon the chain. The lever is provided with a number of orifices, so that the chain may be properly adjusted.

13 indicates a latch-plate fixed to the face of the bolster and provided with an offset 14.

15 is a latch pivoted to the lower end of the latch-plate and provided with an operating-handle 16 and an extended portion or arm 17, which when the parts are in operative position overlies the end of the lever and securely locks the same.

18 is a lip projecting laterally from the latch and inclined inward toward the face of the bolster and adapted when the latch is turned to a horizontal position to pass behind the lever and cast it off or release it from the latch-plate, as illustrated in Fig. 4.

The operation of the device is as follows: When the parts occupy the position shown in full lines in Fig. 1, the stanchion will extend vertically above the upper face of the bolster and prevent the escape of logs therefrom and be securely held in this position by means of the lever and connecting-chain drawing the same firmly into the recess 8. At such time



the lever will occupy a horizontal position, with its end resting upon the offset on the latch-plate and prevented from escaping therefrom by means of the overlying extended portion 17 of the latch. With the parts in this position if it is desired to discharge the logs the operator grasps the handle 16 of the latch and swings the same on its pivot to a horizontal position, which causes the finger 18 to pass beneath the end of the lever and cast the same off of the offset, when it will swing to the dotted position in Fig. 1, thus releasing the stanchion, which also swings to the position indicated in dotted lines in said figure, thus permitting the ready discharge of the logs from the car.

It is to be noted that owing to the stanchion being pivoted at its lower end it will swing vertically downward to a position wholly beyond the path of the falling logs.

It is to be understood that while I have shown the lever and stanchion connected by a chain a cable, rod, or the like may be employed for this purpose. It is to be further understood that while I have illustrated but one end of the bolster as being protected by my improved stanchion the opposite end of the bolster may be similarly protected by applying the above-described mechanism to the opposite face of the bolster. While I have described my device as applied to a logging-car, it is obvious that the same is adapted for use upon wagons or the like.

I do not desire to limit or confine myself to the details of construction herein shown and described, as various changes such as might suggest themselves to the skilled mechanic may be made therein without departing from the spirit or scope of my invention.

Having thus described the invention, what is claimed is—

1. The combination with a bolster, of a stanchion pivotally mounted thereon, a lever pivotally mounted on the bolster, and adapted, when released, to drop by gravity to release the stanchion, operative connections between the lever and stanchion, and means adapted to lock the lever and to be operated to automatically release the same.

2. The combination with a bolster, of a stanchion mounted thereon and pivoted at its lower end, a lever pivotally mounted on the bolster, and adapted, when released, to drop by gravity to release the stanchion, operative connections between the lever and stanchion, and means adapted to lock the lever.

3. The combination with a bolster, of a stanchion mounted thereon and pivoted at its lower end, a lever pivotally mounted on the bolster, and adapted, when released, to drop by gravity to release the stanchion, operative connections between the lever and stanchion, and a pivoted latch adapted to lock the lever and to be operated to automatically release the same.

4. The combination with a bolster, of a stanchion pivotally mounted thereon, a lever pivotally mounted on the bolster, operative connections between the lever and stanchion, a latch-plate provided with an offset adapted to sustain the lever, and a pivoted latch adapted to lock the lever and provided with a lip adapted to engage beneath and release the lever.

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

JOSEPH A. BLANCHARD.

Witnesses:

LUTHER HILL,  
AMOS JORDAN.