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H. D. HUNT.

STANCHION AND STRIP FOR LOADING LUMBER, POLES, &c.,  
UPON FLAT CARS.

APPLICATION FILED OCT. 12, 1903.

NO MODEL.

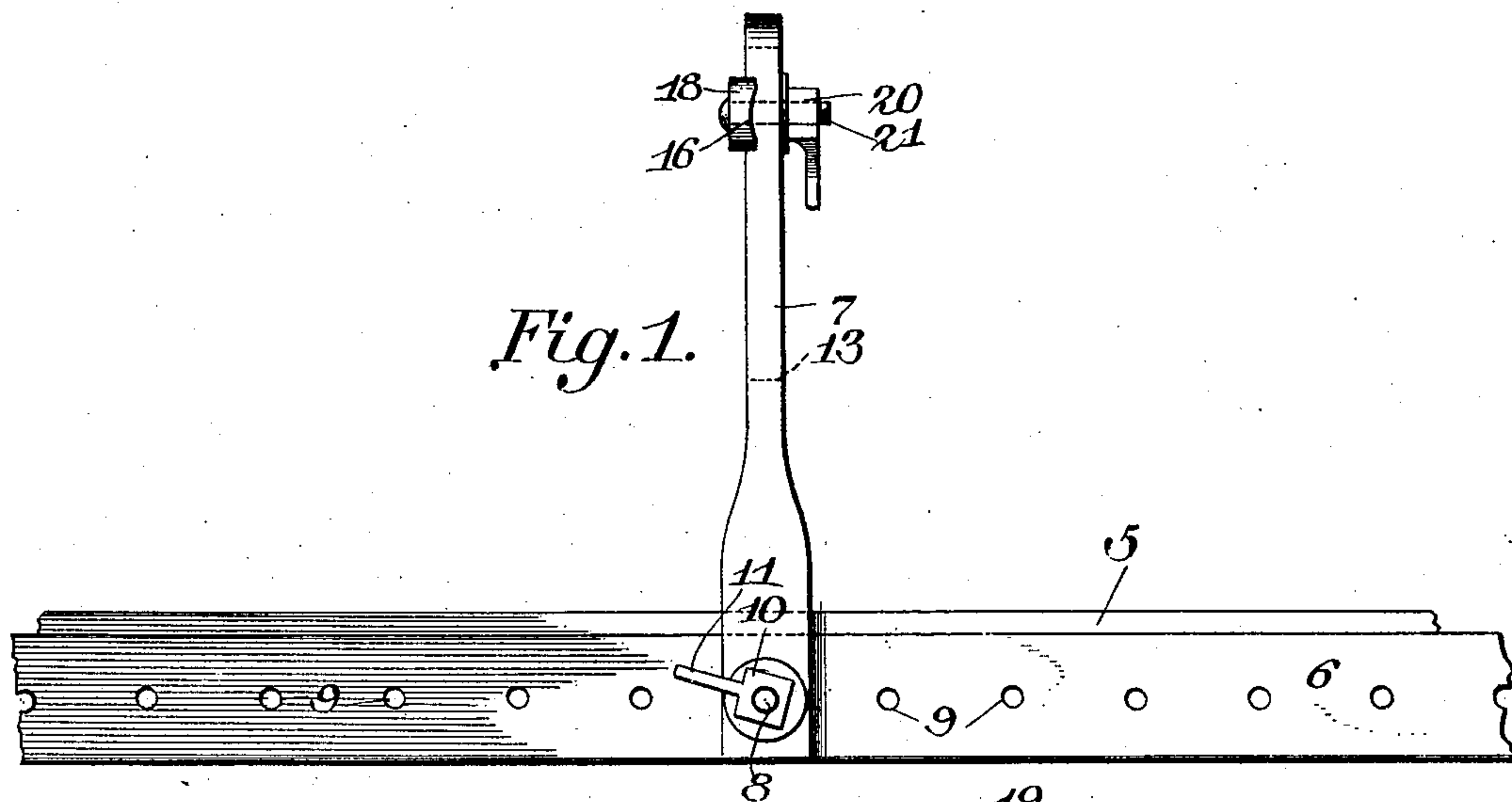


Fig. 1.

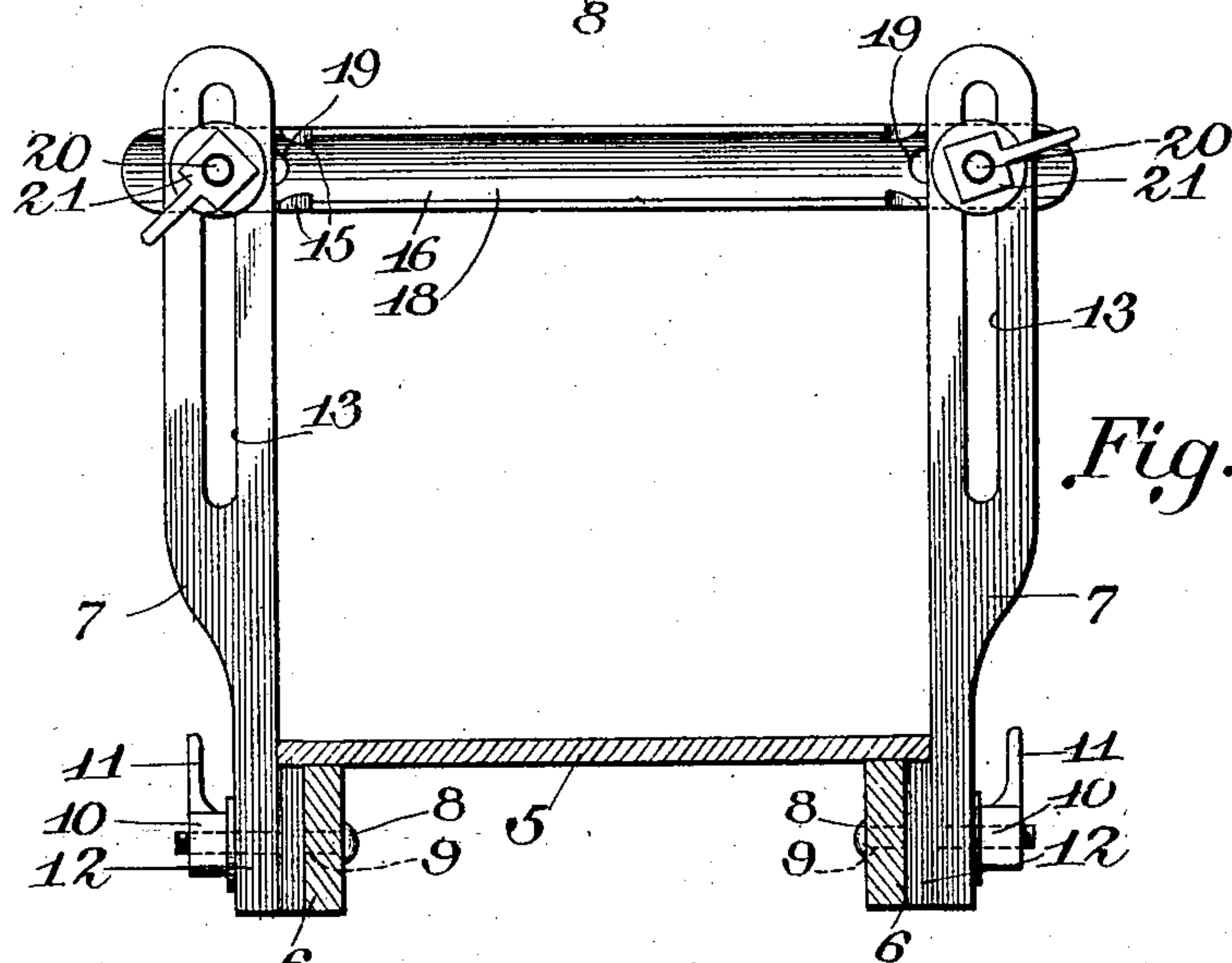


Fig. 2.

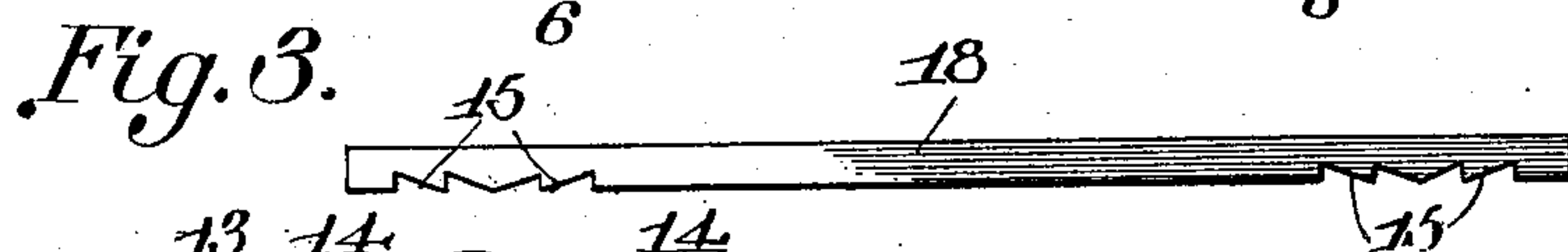


Fig. 3.

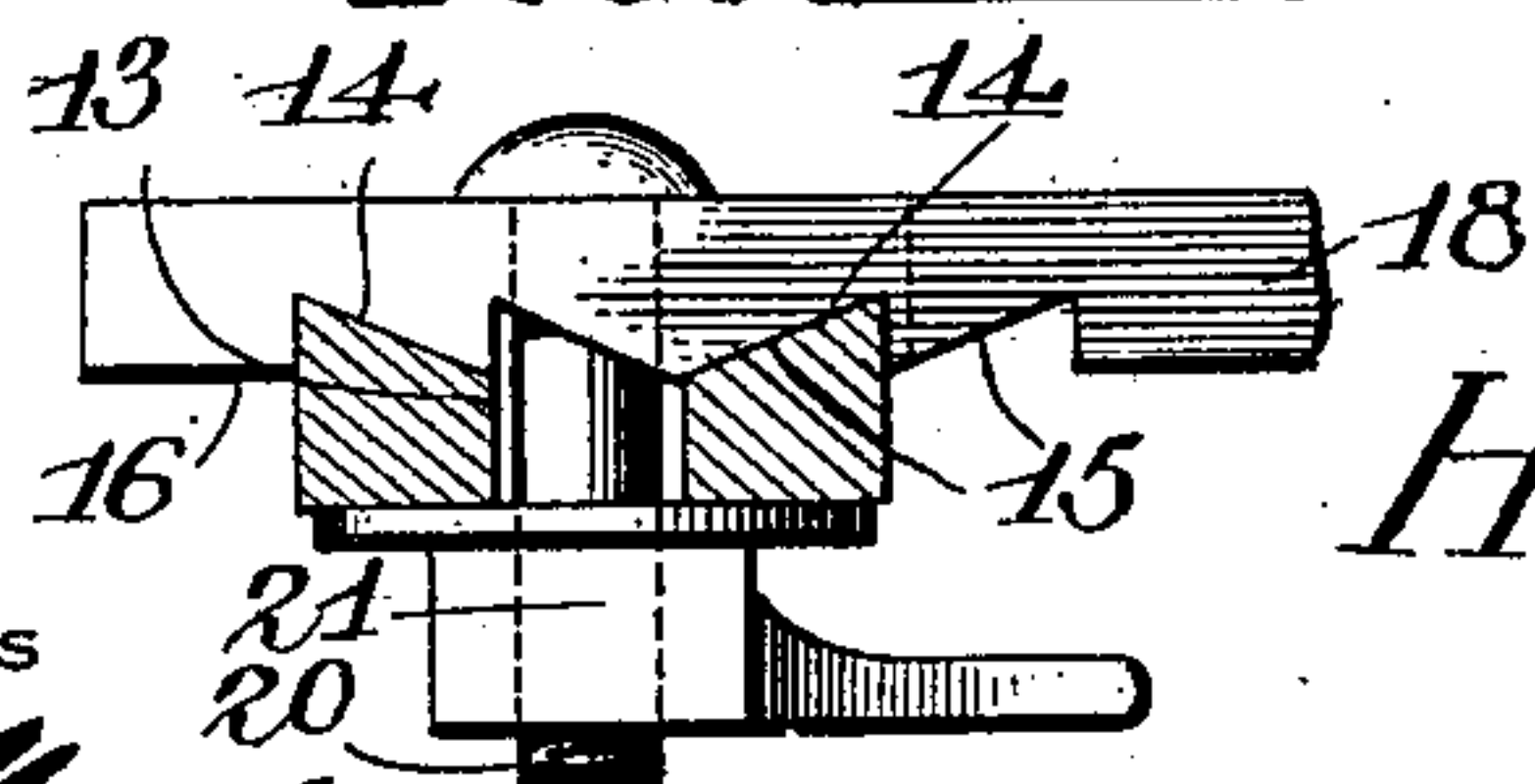


Fig. 4.

Witnesses

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# UNITED STATES PATENT OFFICE.

HENRY DOTSON HUNT, OF EDENFIELD, FLORIDA.

STANCHION AND STRIP FOR LOADING LUMBER, POLES, &c., UPON FLAT-CARS.

SPECIFICATION forming part of Letters Patent No. 755,877, dated March 29, 1904.

Application filed October 12, 1903. Serial No. 176,809. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY DOTSON HUNT, a citizen of the United States, residing at Edenfield, in the county of Sumter and State of Florida, have invented an Improved Car Stake or Stanchion, of which the following is a specification.

This invention relates to an improved car stake or stanchion for loading lumber and other heavy freight upon flat-cars, and has for its object to provide a simple, inexpensive, and efficient device of this character capable of being readily attached to the sides of the car and by means of which the lumber is effectively held from accidental displacement during transportation or shipment.

A further object of the invention is to provide a stake or stanchion capable of being readily adjusted to accommodate the load on the car and which may be folded downwardly parallel with the sides of the car when not in use, so as to take up very little room.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended, it being understood that various changes in form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a car, showing my improved stake or stanchion in position thereon. Fig. 2 is a vertical sectional view of the same. Fig. 3 is a plan view of the connecting-bar. Fig. 4 is a transverse sectional view.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

5 designates the floor or platform of an ordinary flat-car used for shipping lumber and other freight. Pivotaly secured to the opposite side beams 6 of the platform are the stakes or stanchions 7, any number of which may be employed, said stanchions being formed of wood or other suitable material and arranged in pairs, as shown. The stan-

chions are secured in a vertical position on the car by means of bolts 8, passing through openings in the ends of the stanchions and through corresponding openings 9 in the side beams 6, suitable nuts 10, provided with extensions or handles 11, engaging the threaded ends of the bolts and serving to clamp said stanchions to the side beams. When the boards of the platform 5 project beyond the side beams 6, I provide washers or spacing-blocks 12, interposed between the stanchions and side beams, so as to cause said stanchions to clear the projecting ends of the boards, as clearly shown in Fig. 2 of the drawings. The stanchions are provided with elongated slots or openings 13, the side walls of which are inclined or beveled to form parallel ribs 14, adapted to engage notches or teeth 15, formed in the ribbed face 16 of a connecting-bar 18. The connecting-bar 18 is provided with terminal slots 19 and is adjustably secured to the stakes or stanchions 7 by means of bolts 20, passing through the terminal slots 19 and the slots 13 in said stanchions, the parts being clamped together by nuts 21 similar in construction to the clamping-nuts 10.

The teeth or notches 15 on the connecting-bar 18 are inclined or beveled to correspond to the inclination of the ribs 14, so as to permit said bar to be adjusted longitudinally as well as vertically to accommodate the load.

In practice the stakes or stanchions are arranged in pairs and clamped to the opposite sides of the car by means of the bolts 10, after which the lumber or other freight is piled between the same and the connecting-bar 18 placed in position and adjusted both longitudinally and vertically on the stanchions to accommodate the load, said bar being locked in adjusted position by tightening the nuts 21, which force the notches or teeth 15 in engagement with the ribs 14 and effectively prevents accidental displacement of said bar.

When the car is to be unloaded, the bolt 20 on one of the stanchions is removed and the nut 21 on the opposite stanchion loosened, thereby permitting the connecting-bar to be turned up out of the way, and when the stanchions are not in actual use said stanchions, together with the connecting-bar, may be



swung downwardly parallel with the sides of the car by loosening the clamping-nuts 10, as will be readily understood.

By having the openings formed in the opposite side beams of the car the stanchions may be readily adjusted longitudinally of the car to accommodate the length of the lumber or other material being transported, while by having the stanchions and connecting-bar provided with interlocking faces, as shown, the liability of the connecting-bar becoming accidentally detached is effectively obviated.

Having thus described the invention, what is claimed is—

1. The combination with a car-body, of a pair of stanchions provided with longitudinal slots or openings secured to the opposite sides thereof, a vertically-adjustable slotted bar connecting said stanchions, and a bolt engaging the slots in the stanchions and connecting-bar for securing the latter in adjusted position.

2. The combination with a car-body, of a pair of stanchions pivotally secured to the opposite sides of the car, a vertically-adjustable bar connecting said stanchions, means for securing the connecting-bar in adjusted position and means for clamping the stanchions in a vertical position on said car-body.

3. The combination with a car-body, of a pair of stanchions secured to the opposite sides thereof, a vertically and longitudinally adjustable bar connecting said stanchions, and means for securing the bar in adjusted positions, said bar and stanchions being provided with interlocking faces.

4. The combination with a car-body, of a pair of ribbed stanchions secured to the opposite sides thereof, a vertically-adjustable bar connecting the stanchions, said bar being provided with teeth or notches adapted to engage the ribs on the stanchions and means for securing the connecting-bar in adjusted position.

5. The combination with a car-body, of a

pair of slotted stanchions secured to the opposite sides thereof, said stanchions being provided with parallel longitudinal ribs, an adjustable slotted bar having teeth or notches formed therein adapted to engage said ribs, and bolts passing through the slots in the stanchions and connecting-bar for securing the latter in adjusted position.

6. The combination with a car-body, of a pair of stanchions secured to the opposite sides thereof and adjustable longitudinally of said car-body, a vertically and longitudinally adjustable bar connecting said stanchions and means for securing said bar in the adjusted positions.

7. The combination with a car-body, of a pair of slotted stanchions having ribbed faces secured to the opposite sides of the car-body, a vertically-adjustable slotted bar connecting said stanchions, teeth or notches formed in said bar and adapted to engage the ribs on the stanchions, threaded bolts passing through the slots in the stanchions and connecting-bar and clamping-nuts engaging the threaded end of the bolts, said nuts being provided with extensions or handles.

8. The combination with a car-body, of a pair of ribbed stanchions secured to the opposite sides thereof, a vertically and longitudinally adjustable ribbed bar connecting said stanchions, teeth or notches formed in the ribbed face of the connecting-bar and adapted to engage the ribs on the stanchions, means for clamping the connecting-bar in adjusting positions and spacing-blocks interposed between the stanchions and the sides of the car-body.

In testimony whereof I have signed my name to this specification in the presence of two witnesses.

HENRY DOTSON HUNT.

Witnesses:

W. S. SMITH,

W. B. PORTER.