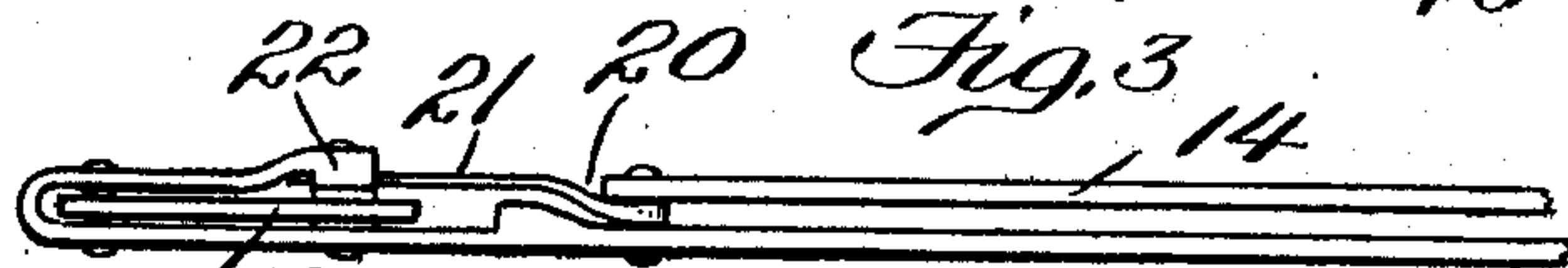
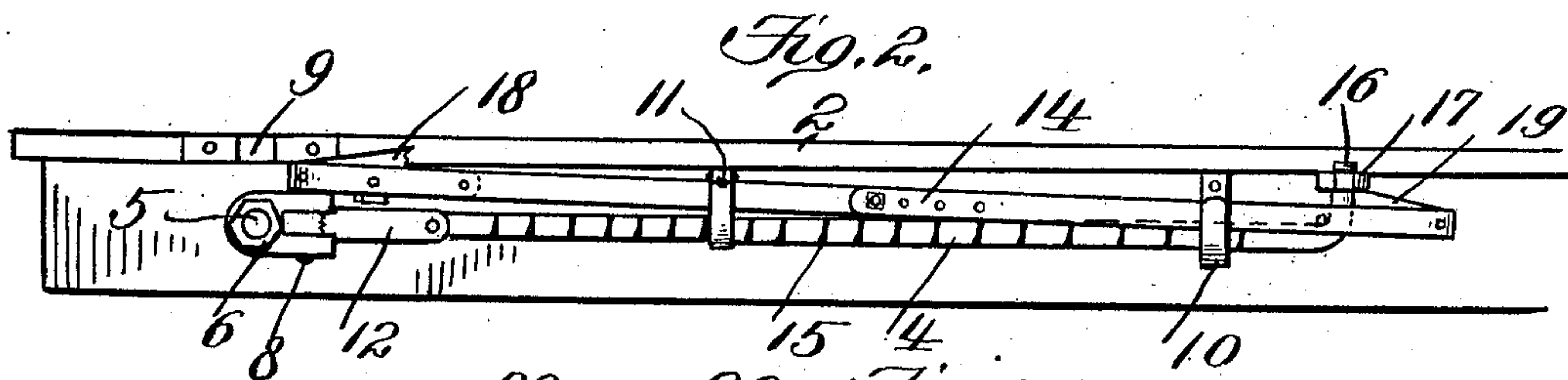
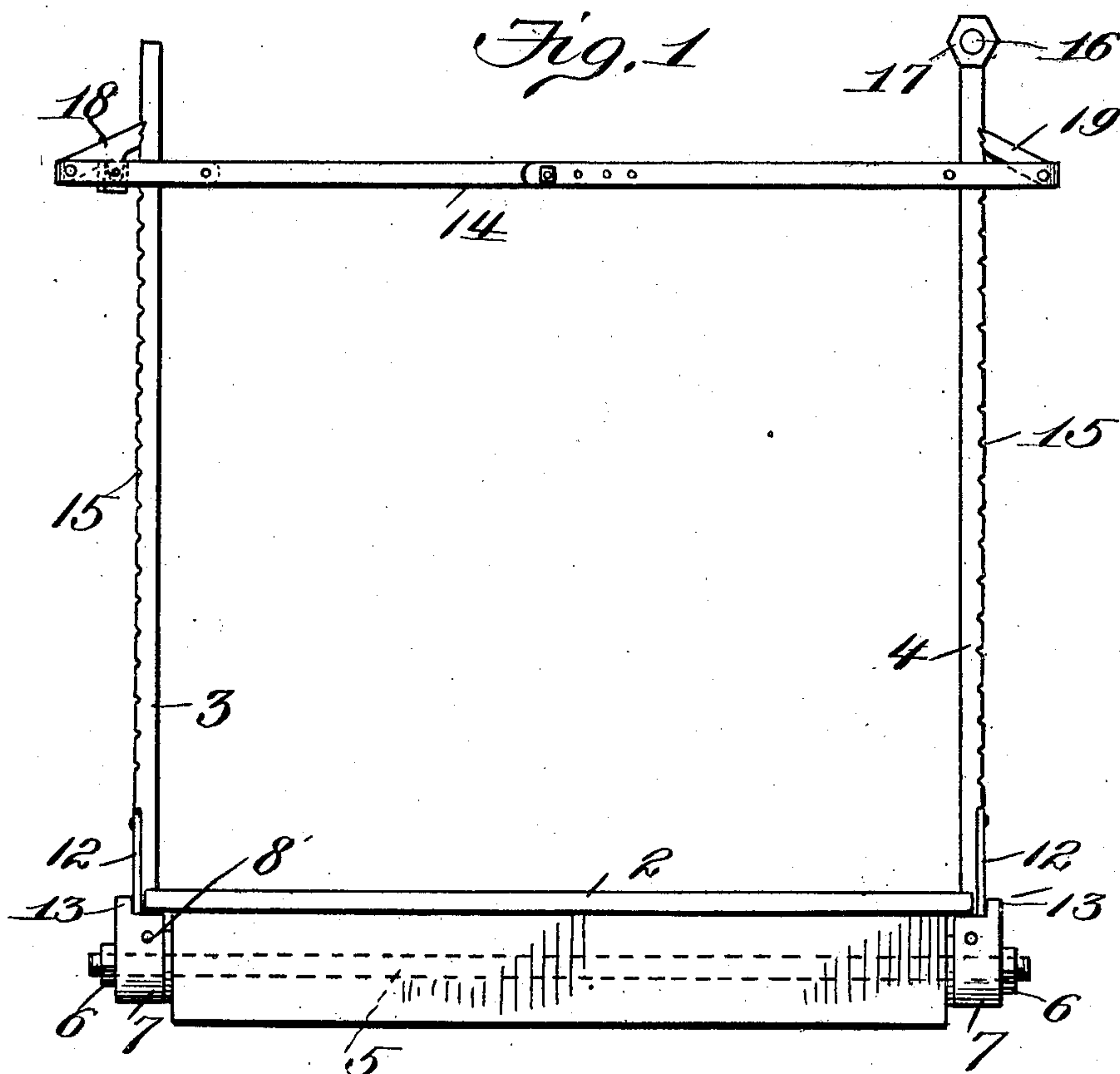


No. 832,493.

PATENTED OCT. 2, 1906.

A. R. MEBANE.
CAR STANDARD.

APPLICATION FILED JUNE 18, 1906.



Witnesses,
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Fig. 4.

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UNITED STATES PATENT OFFICE.

ALEXANDER R. MEBANE, OF HICKORY FLAT, MISSISSIPPI.

CAR-STANDARD.

No. 832,493.

Specification of Letters Patent.

Patented Oct. 2, 1906.

Application filed June 18, 1906. Serial No. 322,279.

To all whom it may concern:

Be it known that I, ALEXANDER R. MEBANE, a citizen of the United States, residing at Hickory Flat, in the county of Benton and State of Mississippi, have invented new and useful Improvements in Car-Standards, of which the following is a specification.

This invention relates to what I shall for convenience term "car-standards" or, as sometimes known, "car-stakes."

The invention also relates to means for mounting these standards in place and for holding them in operative relation and in such manner that they may be swung down into line with a car or at right angles thereto. The means for holding the standards or stakes vertical secure them solidly in such relation, so that the load will be held against lateral shifting movement. A car equipped with my invention is adapted particularly for carrying lumber or logs, although it may be utilized for carrying loads of other material which have in themselves a tendency to shift sidewise. These standards are generally arranged in pairs, and I may equip a car with any number of cooperating pairs of standards, this being a matter of detail, for the invention does not concern this point nor the particular mounting and relation of the parts.

The standards of each pair are connected by tie-bars, and these are vertically adjustable. The tie-bars serve to aid in preventing spreading of the standards or stakes, and they lie on top of the load to prevent upward movement thereof, means of a suitable nature being provided to prevent accidental upward displacement of these tie-bars.

In the drawings accompanying and forming a part of this specification I show a simple form of embodiment of the invention which to enable those skilled in the art to practice the same I will set forth fully in the following description, while the novelty of the invention will be included in the claims succeeding said description.

In the drawings, Figure 1 is an elevation of a standard involving my invention. Fig. 2 is a side view of the same. Fig. 3 is a top plan view of a portion of a cross-bar. Fig. 4 is a detail in perspective of a locking-pawl.

Like characters refer to like parts throughout the several views.

In the drawings the numeral 2 denotes the body of a flat or equivalent car upon which lumber or any other material may be laid. From what has been hereinbefore stated it

will be evident that I may employ any number of standards in association with said car-body. These standards, as indicated, are generally arranged in cooperating pairs, one standard of each pair being designated by 3 and the opposite standard being designated by 4. I give the standards distinguishing characters, for the reason that one of them, at its upper end, is a little different in construction than the other. Across the car extend rod means, as 5, which may, if desired, consist, as illustrated, of a single rod, said rod when employed extending entirely across the car through and beyond the side sills thereof. This rod means need not necessarily consist of a continuous part, for it may be divided and in such event would consist of bolts extending through the side sills.

It will be obvious that I use the designation "rod means" in a broad sense to include a continuous rod or a divided rod, which would be composed of two bolts or sections. The opposite ends of the rod are shown as threaded to receive the nuts 6, and between the nuts 6 and the outer faces of the side sills of the car are located blocks, each designated by 7, the rod extending through these blocks and serving as a pivot therefor. The standards 3 and 4 are pivotally supported by the blocks 7, the pivots for the standards being designated by 8 and extending longitudinally of the car. The pivots 8 permit the standards 3 and 4 to be swung downward from a vertical to a horizontal position at right angles to the car, and vice versa. In view of the fact that the standards are carried by the blocks 7 it will be evident that said standards can be brought along the opposite sides of the car to extend longitudinally thereof. At the opposite sides of the car are plates 9, located above the respective pivots 8, said plates having notches into which the standards 3 and 4 can set when said standards are vertical or upright to aid in maintaining such relation. Instead of forming notches in plates, as 9, the notches may be formed directly in the car. Each standard when swung down horizontally to extend lengthwise of the car is supported by a pair of brackets, each designated by 10, and one of which may be equipped with a latch, as 11, to prevent accidental displacement of the cooperating standard therefrom. I have set forth in detail one advantageous way of mounting a pair of standards. The standards will be so associated with a car that when they are down

and extend longitudinally of the car they point away from opposite ends thereof, by virtue of which when they are in such relation they do not project beyond the opposite ends of said car. Each standard is shown as carrying near its cooperating supporting-block a detent or latch, as 12, and the detents may be pivoted to the standards. These detents or latches 12 when in operative positions engage against the upper sides of the respective blocks 7 and abut against shoulders, as 13, on said blocks, such abutment preventing the outward swinging of the standards. When the latches or detents 12 are manipulated to carry them clear of the shoulders 13, the standards can be swung outward and downward to occupy horizontal positions. The standards fit, of course, in slots in the two blocks, and their butts are squared off, so as to fit solidly against the bottoms of said slots when the standards are in an upright position.

In connection with each pair of standards I provide a cross-bar or strap extending from one standard to the other standard. The strap shown extending between the two standards is designated by 14. It may, if desired, consist of a continuous member or may consist of a plurality of hingedly-connected members, such point being immaterial. The standards extend vertically through the cross-bar or strap, the latter having a vertical movement with respect to the standards and being adapted to overlie the load and to be fastened firmly against such load. The standards are shown as notched or toothed, as at 15, on their outer edges, the notches extending from near the latches 12 to the heads of said standards. The purpose of these notches will hereinafter appear. One of the standards, or that designated by 4, is shown as having an offset head 16, provided at its outer end with a nut 17, said nut preventing the accidental separation of the strap or cross-bar 14 from said standard. By removing the nut, however, the two parts can be easily separated. They are normally together, and when there is no load on the car the cross-bar or strap 14 can be laid against the standard 4 and the two parts laid in the brackets or recesses 10. The strap or cross-bar 14 is represented as provided at its opposite ends and outside the two standards 3 and 4 with pawls 18 and 19. I give these pawls distinguishing characters, for the reason that one of them is slightly different in construction to the other. The working or free ends of the pawls engage in the notches or teeth 15 of the two standards, so as to prevent accidental upward displacement of the cross-bar by the load. By disengaging the pawls from the notches or teeth 15 the cross-bar or strap can be readily elevated, and when it is in an adjusted position said pawls will be put into engagement with the said teeth.

In some cases the load on a car is apt to shift, and in this event ordinarily some trouble will be experienced in disconnecting the strap 14. To permit the unloading of said car, I provide a strap of such construction that no matter to what extent the load may shift or settle the separation of the strap can be quickly and easily effected, said strap for this purpose having in the present case a detachable connection with one of the standards, such as the standard 3. Said strap 14 has a side opening 20 to receive the standard 3, the two parts being fastened together by a latch, as 21, pivotally mounted on the said cross-bar or strap 14 adjacent the standard 3 and adapted to extend across said opening and to engage a keeper or catch, as 22, suitably fastened to the said cross-bar or strap.

It will be assumed that said latch 21 is in its working relation, its free portion at such time being under the keeper 22. To disconnect the strap 14 from the standard 3, the latch 21 will be disconnected from the keeper 22 and lifted, so as to uncover the opening 20, whereby the said strap 14 can be separated laterally from the standard 3. The presence of this latch and its keeper 22 affects in no wise the vertical adjustment of the strap. For additional security in holding the latch 21 in engagement with its keeper 22 I may provide the pawl 19 with a projection 23 to engage against the side of the latch 21 when the latter is in its operative position to positively maintain such relation.

When the standards 3 and 4 are in their upright positions and tied together by the cross-bar or strap 14, they are prevented positively and effectually from spreading. When the cross-bar is fastened in an adjusted position, it cannot be accidentally elevated, as the locking-pawls 18 and 19 will prevent the same. It is a simple and ready operation to disconnect the strap or cross-bar 14 from the standard 3, so that the standards can be swung down to effect the unloading of the car.

What I claim is—

1. In a device of the class described, the combination of a swinging block, and a standard supported for swinging movement by said block, the axes of movements of the standard and block being transverse to each other.

2. In a device of the class described, the combination of a swinging block, a standard supported for swinging movement by said block, the axes of movements of the standard and block being transverse to each other, and means for preventing accidental motion of the standard with respect to the block.

3. In a device of the class described, the combination of a swinging block, a standard supported for swinging movement by said block, the axes of movements of the standard and block being transverse to each other, and

a latch carried by the standard for engaging the block and preventing accidental movement of the standard with respect to the block.

5 4. The combination of a car, rod means extending transversely thereof, blocks supported at the opposite ends of said rod means at points outside the car for swinging movement, and standards supported for swinging
10 movement by the blocks and about axes transverse respectively to those of the respective blocks.

15 5. The combination of a pair of opposite standards each having a series of vertically-disposed notches, a strap associated with the standards for vertical adjustment with respect thereto, and pawls carried by the straps for engaging the notches of the standards to hold the strap against accidental upward
20 displacement.

6. The combination of a pair of opposite standards, a strap extending between and connecting the standards, and means carried by the strap to lock the same against accidental upward displacement.
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7. The combination of a pair of opposite standards, a strap connecting the standards and having a side opening to receive one of said standards, and a latch carried by the

strap to extend across the opening to detachably fasten the standard in place. 30

8. In a device of the class described, the combination of a pair of opposite standards each having notches, a strap connecting the standards, pawls carried by the strap to engage the respective notches to prevent accidental upward displacement of the strap, said strap having a side opening to receive one of the standards, and a latch to extend across the side opening, one of the pawls having means to positively hold said latch in its operative position. 35 40

9. The combination of a pair of opposite standards, one of which has an offset head provided with a nut, a strap connecting the standards, said nut serving to prevent accidental separation of the strap from said standard with said offset head, and means carried by the strap to prevent accidental upward movement thereof. 45 50

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

ALEXANDER R. MEBANE.

Witnesses:

J. W. CRAWFORD,
J. W. BOWLIN.