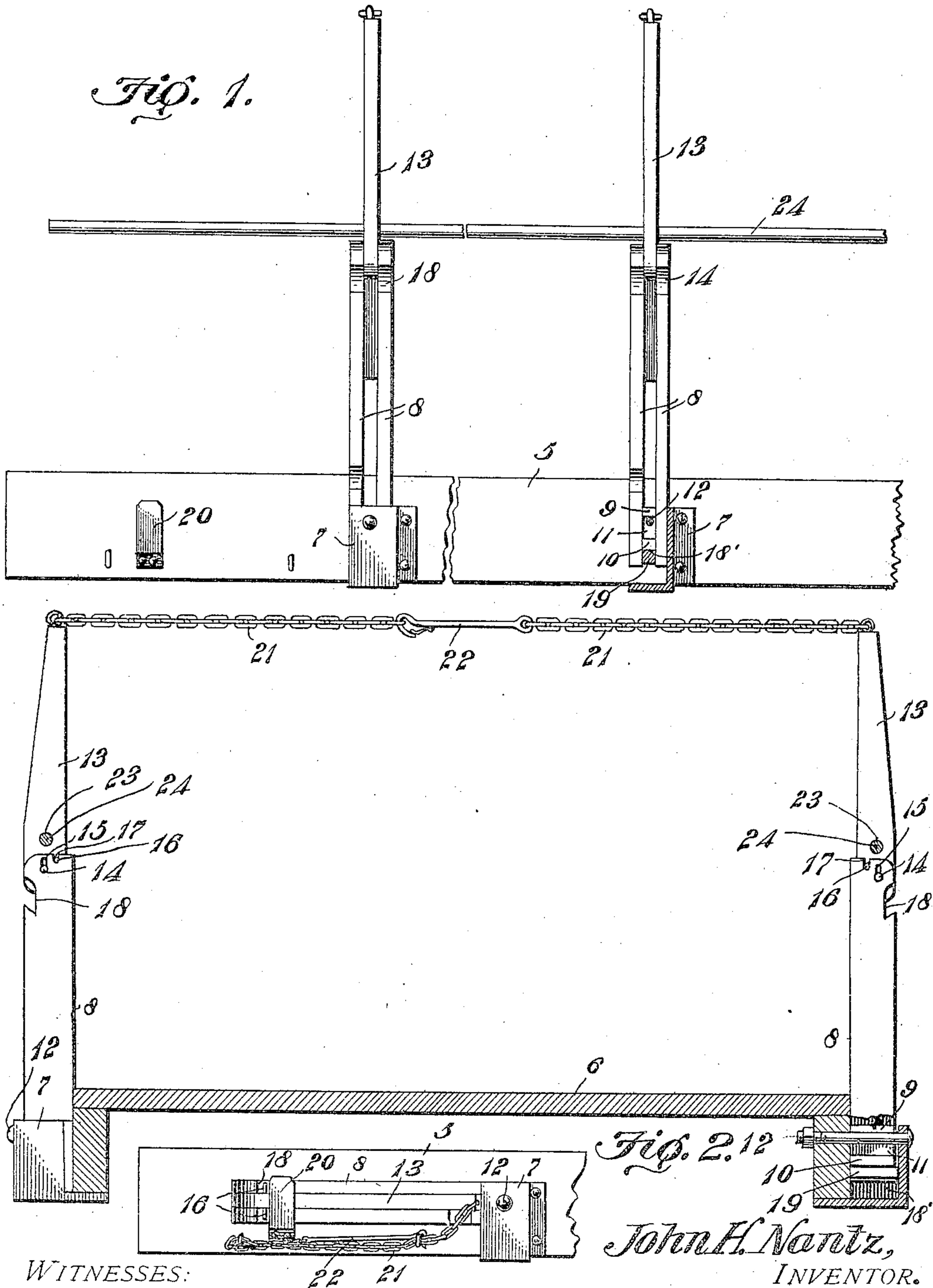


No. 838,739.

PATENTED DEC. 18, 1906.

J. H. NANTZ.
CAR RAIL STANDARD.
APPLICATION FILED MAR. 31, 1906.

Fig. 1.



WITNESSES:

E. F. Stewart.
L. A. Tucker.

Fig. 3.

By

John H. Nantz,

ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN HENRY NANTZ, OF THOMASVILLE, GEORGIA.

CAR-RAIL STANDARD.

No. 838,739.

Specification of Letters Patent.

Patented Dec. 18, 1906.

Application filed March 31, 1906. Serial No. 309,139.

To all whom it may concern:

Be it known that I, JOHN HENRY NANTZ, a citizen of the United States, residing at Thomasville, in the county of Thomas and State of Georgia, have invented a new and useful Car-Rail Standard, of which the following is a specification.

This invention relates to stakes or standards for cars, trucks, and other vehicles, and has for its object to provide a strong durable device of this character capable of being folded downwardly in contact with the side of the vehicle when it is desired to release or unload the contents of the car.

A further object of the invention is to provide a stake or standard formed of a plurality of pivotally-united sections movable laterally to operative and inoperative position and means for locking the sections in operative position.

A still further object of the invention is to generally improve and simplify this class of devices, so as to increase their utility, durability, and efficiency, as well as to reduce the cost of manufacture.

With these and other objects in view the invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, and illustrated in the accompanying drawings, it being understood that various changes in form, proportions, and minor details of construction may be resorted to within the scope of the appended claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a portion of a car, showing the stake or standard in position thereon. Fig. 2 is a transverse sectional view. Fig. 3 is a side elevation showing the standard folded or in inoperative position.

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

The improved stake or standard may be used in connection with cars, trucks, wagons, and other vehicles and by way of illustration is shown applied to a flat-car of the ordinary construction, in which 5 designates the side rails, and 6 the floor or platform. Secured to the side rails 5 on each side of the car are a plurality of sockets or brackets 7, adapted to receive the stakes or standards, any number of which may be employed. The standards

are each formed in two sections, the lower section consisting of a pair of bars 8, spaced apart at their lower ends by blocks 9 and 10, defining a recess 11 for the reception of a bolt or pin 12, extending through the socket and secured in any suitable manner to the adjacent side rail, as shown. Pivotaly mounted between the bars 8 at the free ends thereof is the upper section 13, the latter being provided with a transverse pivot-pin 14, the ends of which engage elongated slots 15, formed in the adjacent walls of the bars 8. Extending laterally from the side walls of the upper section 13 are pins or lugs 16, adapted to engage recesses 17 in the free end of the lower section and lock said sections in vertical alinement, there being transversely-alined openings or recesses 18 formed in the longitudinal edges of the bars 8 for the reception of the pins or lugs 16 when the upper section 13 is folded downwardly between the bars 8, as best shown in Fig. 3 of the drawings. The block 10 is spaced from the adjacent ends of the bars 8 to form a terminal recess 18, adapted to engage a pin or bar 19, extending transversely across the socket 7, whereby when the standard is moved to vertical or operative position the pin 19 will enter the slot or recess 18 and lock the standard in position to support the contents of the car.

Secured to the side rails 5 and spaced from the adjacent sockets 7 are angularly-disposed brackets 20, adapted to receive the lower sections of the standards and support said standards in a substantially horizontal plane when it is desired to release or unload the contents of the car. The standards are secured to the opposite sides of the car, and secured to the upper section of one standard is a chain or other flexible medium 21, adapted to be connected to a chain secured to the upper section of the standard on the opposite side of the car by means of a hook or other suitable fastening device 22, so that when the hook is released the standards on opposite sides of the car may be folded downwardly in a substantially horizontal plane to inoperative position.

As a means for retaining the stakes or standards in operative position the upper section of each standard is formed with an opening 23, adapted to receive a longitudinally-disposed locking-rod 24, which preferably extends the entire length of the car and

which also forms an additional means for preventing accidental displacement of the contents or load carried by the car.

In operation when it is desired to unload
5 the car the upper section is released by exerting an upward pull on the free end thereof and folding the same downwardly on the pivot-pin 14 between the parallel arms 8 of the lower section, said section being subse-
10 quently elevated, so as to disengage the pin 19 from the recess 18, and thence folded laterally and downwardly in contact with the adjacent retaining-bracket 20, thus permitting the contents of the car to be readily re-
15 moved. When it is desired to elevate the standard, the operator exerts a longitudinal pull on the free end of the chain 21, which moves the upper and lower sections of the
20 pin 19 to enter the locking-recess 18, a further pull on the chain causing the upper section of the standard to be elevated and in which position the lugs 16 will enter the slots or openings 15, and thus prevent accidental
25 movement of said upper section. If desired, the retaining-rod 24 may then be threaded through the openings 23, so as to assist in locking the several standards in spaced relation to each other.

30 While the device is shown and described in connection with a car, it is obvious that the same may be used on wagons, trucks, and other vehicles or wherever a device of this kind is found desirable. It will also be un-
35 derstood that the standards and sockets may be formed of wood, metal, or other suitable material and may be plated, japanned, or otherwise coated to protect the same from the action of the elements. By having the
40 standards formed of a plurality of sections pivotally united and provided with interlocking parts, as shown, the upper sections may be readily raised or lowered while load-
45 ing the car, thus saving considerable time and labor.

From the foregoing description it will be seen that there is provided an extremely simple and inexpensive device admirably adapted for the attainment of the ends in
50 view.

Having thus described the invention, what is claimed is—

1. The combination with a vehicle-body, of a standard formed of a plurality of piv-
55 otally-united sections foldable one within the other, said standard being movable laterally to inoperative position at the side of the vehicle.

2. The combination with a vehicle-body,
60 of a standard formed of a plurality of pivotally-united sections foldable one within the other and provided with interlocking parts, said standard being movable laterally to inoperative position at the side of the vehicle.

3. The combination with a vehicle-body, 65 of a standard secured thereto and formed of a plurality of pivotally-united sections foldable one within the other and movable laterally to inoperative position at the side of the vehicle, one of said sections being provided 70 with a transverse opening for the reception of a locking-rod.

4. The combination with a vehicle-body, of a standard pivotally mounted thereon and formed of a plurality of pivotally-united sec- 75 tions foldable one within the other and movable laterally to inoperative position at the side of the car, said sections being provided with interlocking parts.

5. The combination with a vehicle-body, 80 of a socket, a sectional standard pivotally mounted for lateral movement within the socket and movable to inoperative position at the side of the vehicle, and means for locking the same in operative position. 85

6. The combination with a vehicle-body, of a standard pivotally mounted for lateral movement thereon and formed of a plurality of pivotally-united sections, one of which is provided with alined locking-recesses, and 90 lugs carried by the adjacent section and adapted to engage the locking-recesses for holding said sections in alinement with each other.

7. The combination with a vehicle-body, 95 of a socket, a sectional standard pivotally mounted for lateral movement within the socket and provided with a terminal recess, a pin extending transversely across the socket and adapted to engage the recess for 100 locking the standard in vertical position, said sections being provided with interlocking parts and movable laterally to inoperative position at the side of the vehicle.

8. The combination with a vehicle-body, 105 of a socket secured thereto, a standard pivotally mounted for lateral movement within the socket and formed of a plurality of pivotally-united sections, one of said sections being provided with elongated slots and 110 alined locking-recesses, a pivot-pin extending through the slots and engaging the adjacent section, lateral lugs engaging the locking-recesses, there being recesses formed in the lower section and adapted to receive the 115 locking-lugs when the upper section is moved to inoperative position.

9. The combination with a vehicle-body, of a socket secured thereto, a supporting- 120 bracket spaced from the socket, a sectional standard mounted for pivotal movement in the socket and movable laterally to inoperative position in engagement with the bracket, a pin extending transversely across the socket and adapted to engage a locking- 125 recess formed in the lower section of the standard, said lower section being formed with locking-recesses and having alined notches

formed in its longitudinal edges, the upper
section of the standards being mounted for
vertical and pivotal movement on the lower
section and provided with lateral lugs adapt-
5 ed to engage the locking-recesses for main-
taining the sections in alinement with each
other.

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

JOHN HENRY NANTZ.

Witnesses:

W. C. SNODGRASS,
S. A. RODDENBERY.