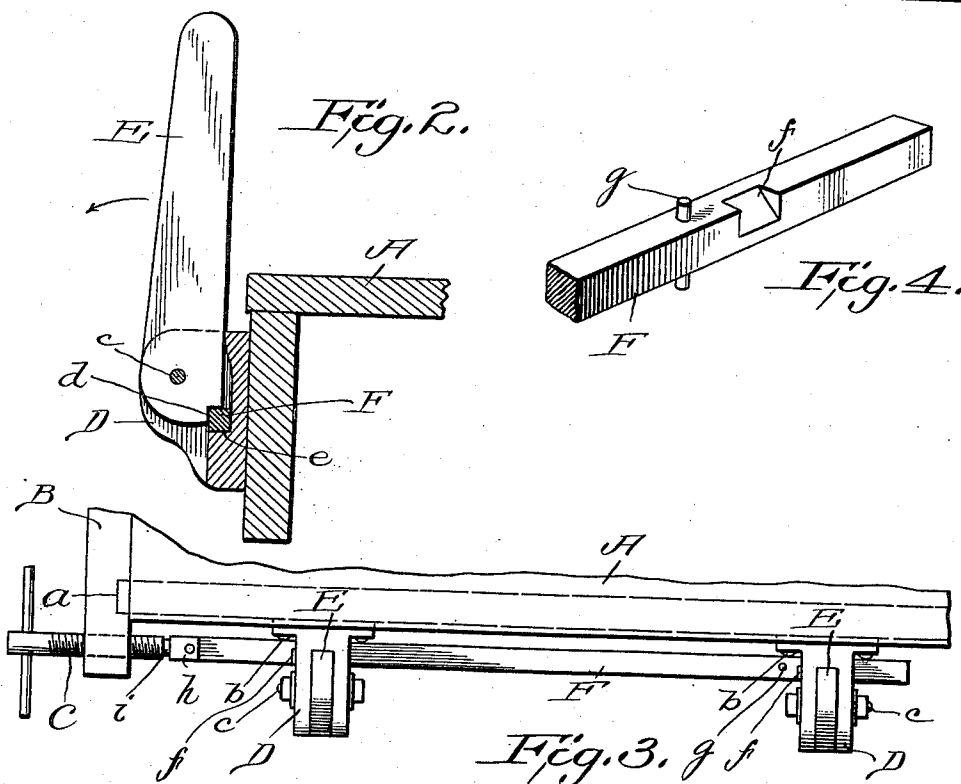
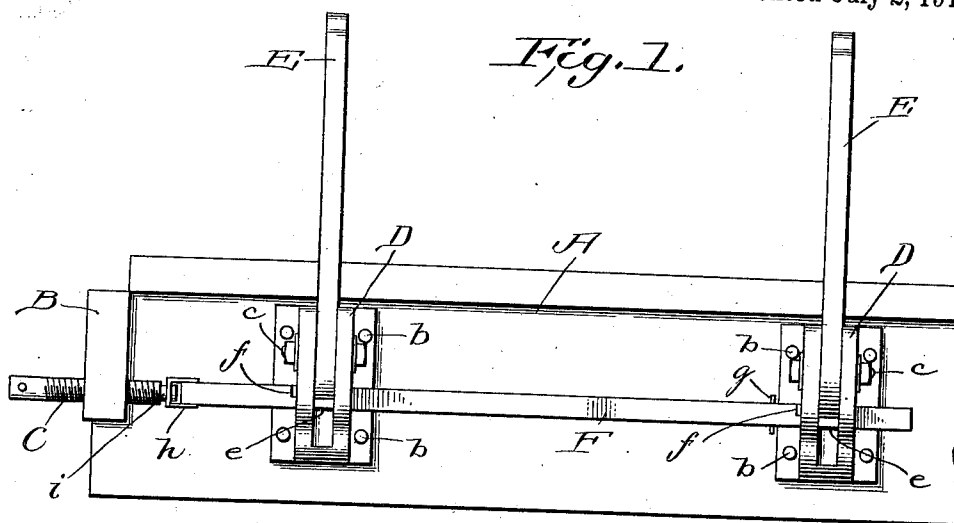


J. B. MAINVILLE.
LOG CAR STAKE.
APPLICATION FILED OCT. 26, 1911.

1,031,132.

Patented July 2, 1912.



WITNESSES

Oliver H. Holmes
Edna J. Shueby.

INVENTOR

J. B. Mainville
by
James J. Shueby & Co., Attorneys

UNITED STATES PATENT OFFICE

JOHN B. MAINVILLE, OF ALPENA, MICHIGAN.

LOG-CAR STAKE.

1,031,132.

Specification of Letters Patent.

Patented July 2, 1912.

Application filed October 26, 1911. Serial No. 656,805.

To all whom it may concern:

Be it known that I, JOHN B. MAINVILLE, citizen of the United States, residing at Alpena, in the county of Alpena and State of Michigan, have invented new and useful Improvements in Log-Car Stakes, of which the following is a specification.

My present invention has to do with log-car stakes; and it consists in the reliable, safe and conveniently operated construction hereinafter described and particularly pointed out in my appended claims.

In the drawings which are hereby made a part hereof: Figure 1 is a side elevation of so much of a log-car as is necessary to illustrate the application of my improvement; the stakes being shown in upright position as they appear when locked against falling by the locking bar. Fig. 2 is a detail transverse section taken in a plane immediately alongside one of the stakes and showing the relative arrangement of the stake and the locking bar when the stake is closed or locked in an upright position. Fig. 3 is a plan view showing the stakes disposed in the same upright position as in Fig. 1, relative to the body—*i. e.*, in upright position. Fig. 4 is an enlarged detail perspective illustrating a portion of the locking bar, one of the recesses therein and the stop pin.

Similar letters of reference designate corresponding parts in all of the views of the drawings.

The body A of the log-car may of course be of the ordinary construction or of any other construction consonant with the purpose of my invention, and it is to be understood that my invention contemplates the employment of a duplicate of the stake construction shown at the opposite side of the car body, with reference to that shown in Figs. 1, 2 and 3. It is also to be understood that the operating screw of the said duplicate may be arranged either at the same end of the car as the screw shown in Figs. 1 and 3, or at the opposite end of the car, in the discretion of the party installing my invention.

The stake construction illustrated comprises a bearing member B, kerfed at *a* to receive one end of the body A, and designed to be suitably affixed on said body, and having a longitudinally disposed threaded aperture to receive the screw C. The said stake construction also comprises bifurcated

brackets D, designed to be affixed at *b* on the body A, stakes E pivoted at *c* in the said brackets, and having notches *d*, a rectilinearly movable locking bar F, and the before mentioned actuating screw C. The locking bar F is movable through apertures *e* in the brackets D, and is provided with recesses *f*, and also with a stop pin or pins *g*. It will also be manifest by comparison of Figs. 1 and 3, that the bar F is provided at one end with a bearing *h*, and that the inner end of the actuating screw C is swiveled in the said bearing, as indicated by *i*.

All of the parts included in the stake construction described are designed to be made of steel or other material suitable to the purpose of my invention, and it is my design that the said stake construction be applied to the body of any log-car without entailing any change whatsoever in the construction of the said body.

In the practical use of my improved stake construction, it will be readily understood that when the parts are relatively arranged as shown in Figs. 1, 2 and 3, the stakes E will be strongly held against outward movement, and may be depended on to retain the logs at their inner sides against movement in the direction indicated by arrow in Fig. 2. When, however, the screw C is turned inward through the bearing member B so as to dispose the recesses *f* of the locking bar in transverse alinement with the stakes E, the said stakes are free to swing laterally outward under the pressure of the logs on the car, so as to facilitate the unloading of the logs from the car. It will be noted here that when the stop pin or pins *g* bring up against the adjacent bracket D, the recesses *f* are properly positioned with respect to the stakes E to permit of the outward swinging movement of the latter; and it will also be noted that the attendant who works the screw C will ordinarily stand at the end of the car, where he will be entirely out of the way of the falling logs and in no danger of being injured by the same. When it is desired to lock the stakes in upright position subsequent to the discharge of logs from the car, it is simply necessary to restore the stakes to the position shown, and then return the bar F to the relative position illustrated, when, by reason of the major portion of the bar, which is preferably of rectangular form in cross-section, resting in the

correspondingly shaped notches *d* of the stakes, the stakes will be reliably and strongly locked against outward movement.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

1. A stake construction, comprising a bearing member adapted to be affixed to one end of a log-car body, an actuating screw threaded through and movable longitudinally in said bearing member, brackets adapted to be fixed on a log-car body, stakes pivoted in said brackets and having notches in their inner lower portions, and a rectilinearly movable locking bar, guided in the brackets and connected in a swiveled manner to the actuating screw and having recesses adapted when positioned in transverse alinement with the stakes to permit of outward movement of the upper portions of the stakes.

2. A stake construction, comprising a bearing member adapted to be affixed to one end of a log-car body, bifurcated brackets adapted to be fixed on a log-car body, stakes

pivoted in the bifurcations of the said brackets and having notches in their inner lower portions, which notches are of angular form in cross-section, a rectilinearly movable locking bar, of rectangular form in cross-section, guided in and movable through the bifurcated brackets and having recesses adapted when positioned in transverse alinement with the stakes to permit of outward movement of the upper portions of the stakes and also having a stop pin adapted to bring up against one of the brackets when the recesses are so positioned relative to the stakes, a bearing on one end of the locking bar, and an actuating screw threaded through the bearing member and having its inner end swiveled in the said bearing on the locking bar.

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

JOHN B. MAINVILLE.

Witnesses:

FRANK C. COOK,
ALMA C. BEAUBIEN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."