

No. 841,500.

PATENTED JAN. 15, 1907.

J. E. FLYNN.

CAR STAKE.

APPLICATION FILED MAY 23, 1906.

FIG. 1-

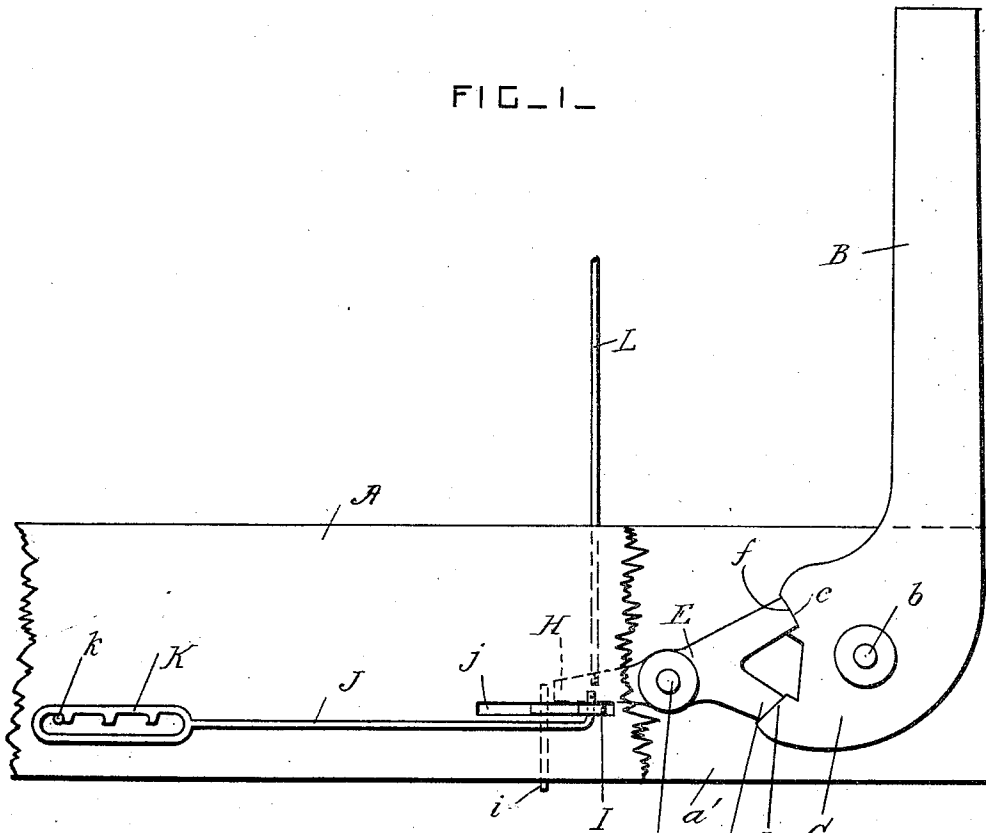
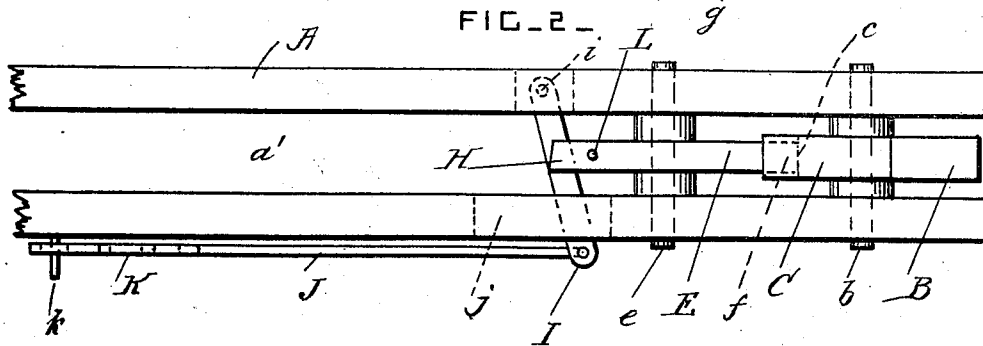


FIG. 2-



WITNESSES:

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CAR-STAKE.

No. 841,500.

Specification of Letters Patent.

Patented Jan. 15, 1907.

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To all whom it may concern:

Be it known that I, JOHN E. FLYNN, a citizen of the United States, residing at Medix Run, in the county of Elk and State of Pennsylvania, have invented certain new and useful Improvements in Car-Stakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to stakes used on logging-cars for the purpose of retaining the logs on the cars and releasing them when required.

In the drawings, Figure 1 is a side view of the car-stake. Fig. 2 is a plan view of the car-stake.

A is a portion of the body of a car, and *a'* is a narrow space between two of the members of the body, or it may be a slot in one of its members.

B is a stake which is pivoted on a pin *b* in the said slot or space. The stake B is provided with a heel portion C, which is arranged at an angle to its main portion, and this heel has bearings *c* and *d*, arranged, respectively, above and below the level of the pivot-pin *b* when the car-stake is raised, as shown in the drawings.

E is a forked retaining-catch, pivoted on a pin *e*, which is arranged on one side of the pivot-pin *b* and preferably at a little lower level. This retaining-catch has two projections *f* and *g*, arranged at an angle to each other and upon one side of its pivot, and it has also a projecting member H on the other side of its pivot.

I is a locking-catch which is pivoted by a vertical pin *i* to one portion of the car-body. This locking-catch extends horizontally across the space or slot *a'* and is slidable in a guide-slot *j* in the other portion of the car-body. When this locking-catch is moved to the right, it slips under the member H of the retaining-catch and holds the said retaining-catch in engagement with the heel of the car-stake, as shown in the drawings.

J is a rod or other approved operating device connected to the free end portion of the

locking-catch and enabling it to be operated from a distance. The rod J is provided with a rack K, which engages with a pin *k* on the car-body, so that the locking-catch is retained in position and cannot be shifted accidentally.

L is a rod, cord, or other similar operating device attached to the retaining-catch and enabling it to be worked from a distance.

When the locking-catch is moved to the left from the position shown in the drawings, it releases the retaining-catch. The retaining-catch can now be turned upon its pivot, the member H being moved downwardly, and the car-stake is then free to turn on its pivot and to release the logs.

When the parts are in the positions shown in the drawings, the car-stake is prevented from moving in either direction, and it is not affected by the jolting motion of the train in passing over rough rails.

What I claim is—

1. The combination, with a pivoted car-stake provided with a heel having two bearings, of a pivoted retaining-catch having two projections for engaging the two said bearings respectively and having also a projecting member, means for moving the said retaining-catch pivotally, connected direct to the said catch, and a retractable locking-catch engaging with the said projecting member.

2. The combination, with a pivoted car-stake provided with a heel having two bearings, of a pivoted retaining-catch having two projections for engaging the two said bearings respectively and having also a projecting member, a locking-catch pivoted to work in a horizontal plane under the said projecting member, and an operating device connected to the free end portion of the said locking-catch and provided with means for holding the said catch both in and out of engagement with the said projecting member.

In testimony whereof I have affixed my signature in the presence of two witnesses.

JOHN E. FLYNN.

Witnesses:

BERT. COCHRAN,
PHILIP O'REILLY.