

M. D. OLDS.
 STAKE FOR LOGGING CABS AND THE LIKE.
 APPLICATION FILED DEC. 12, 1910.

1,047,978.

Patented Dec. 24, 1912.

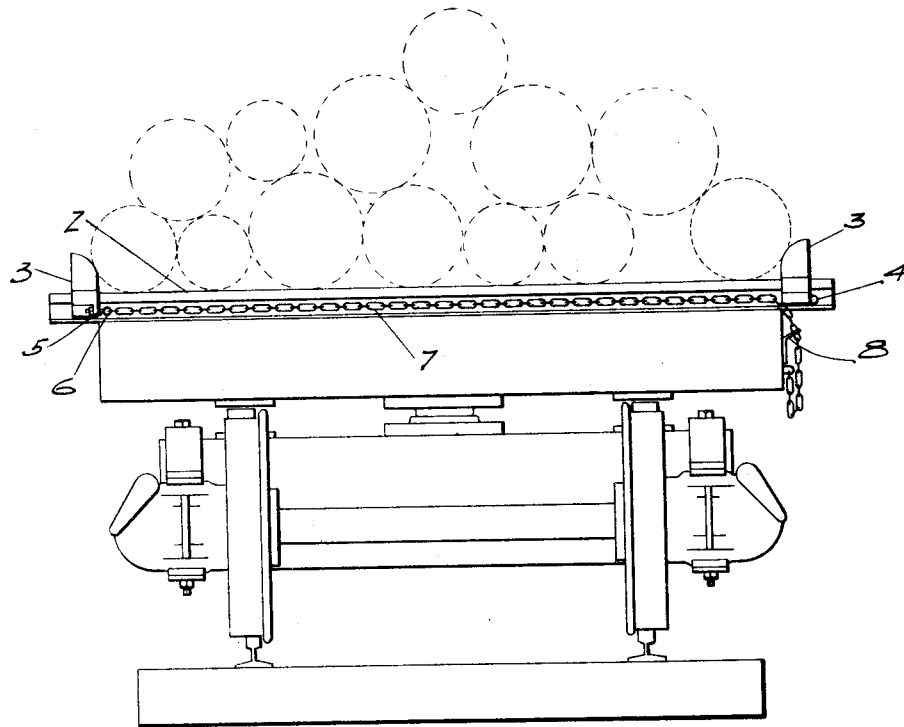


FIG. 1.

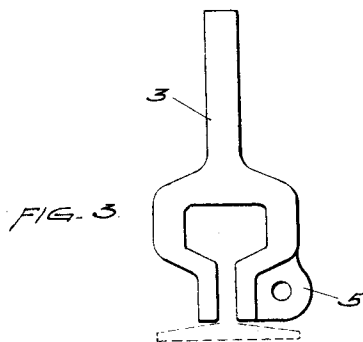


FIG. 3.

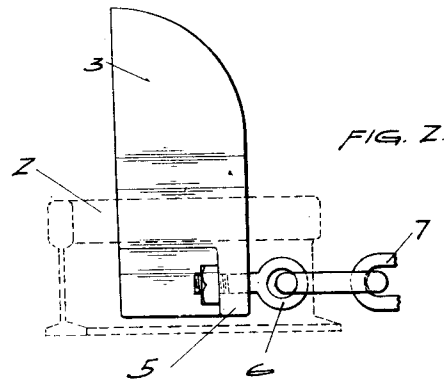


FIG. 2.

WITNESSES
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UNITED STATES PATENT OFFICE.

MILLARD D. OLDS, OF CHEBOYGAN, MICHIGAN, ASSIGNOR TO CLYDE IRON WORKS, OF DULUTH, MINNESOTA, A CORPORATION OF MINNESOTA.

STAKE FOR LOGGING-CARS AND THE LIKE.

1,047,978.

Specification of Letters Patent.

Patented Dec. 24, 1912.

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To all whom it may concern:

Be it known that I, MILLARD D. OLDS, a citizen of the United States, and a resident of Cheboygan, county of Cheboygan, and State of Michigan, have invented a new and useful Improvement in Stakes for Logging-Cars and the Like, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

The improved construction of stake, or dog, which constitutes my present invention, is designed primarily for use upon logging cars or like vehicles, as indicated, but may be obviously employed in other similar connections, as need not be explained in detail.

The function of the device is to retain logs or equivalent materials, upon the bunks of the vehicle and the object of the improvement is to provide a device of this kind which while thus retaining the logs securely in place when desired, is adapted readily and easily to release the same and allow them to be rolled off such bunks.

To the accomplishment of this and related ends, said invention, then, consists of the means hereinafter fully described and particularly pointed out in the claims.

The annexed drawing and the following description set forth in detail certain mechanism embodying the invention, such disclosed means constituting, however, but one of various mechanical forms in which the principle of the invention may be used.

In said annexed drawing:—Figure 1 is an end elevational view of a logging car with its bunk provided with log-retaining stakes, or dogs, embodying my present improvements; Fig. 2 is a side elevational view of one such dog on an enlarged scale; and Fig. 3 is a similar end elevation of the same.

The logging car, of which, for obvious reasons, only the one truck 1 appears in the drawing, (the view being an end elevation), is of the usual construction, as is also the floor or deck upon which rest the bunks 2 that are of present interest. On a flat car, four of these bunks are ordinarily provided, two for each tier of logs, it being customary to use such bunks on top of the flat car so as to hold the logs up from the floor of the car, as also to enable them to be more readily

rolled off. In the present improved construction, this bunk, or at least the upper portion thereof, consists of a piece of standard railroad iron or rail as indicated in Fig. 3. The dogs or stakes 3, of which two are provided to each bunk, are formed so as to engage the ball and web of the rail, being adapted to grip such ball when pressure is brought to bear against the upper end of the stake in a direction longitudinally of the rail. Of the two stakes the one, on what may be termed the farther side of this car, is held against outward movement along the rail by a pin 4, or like retaining member fitted in a hole in the rail's web. The other stake is formed with a lug 5, through the hole in which a bolt 6 is inserted in order to form means of attachment for a chain 7 extending across the car and secured to the car body at such farther side. This chain is sufficiently long to permit the stake in question to slip entirely off the rail, but may be held taut, with such stake occupying an intermediate position on the rail, as illustrated for example in Fig. 1, by means of a bifurcated jaw 8 on the car's farther side. This jaw is conveniently made out of a bent strap of iron, in which a slot is cut of sufficient width to let a link of the chain be inserted edgewise.

Owing to the location of the lug 5, viz., in that portion of the stake's body that depends below the ball of the rail, the chain restrains the movement of the stake to which the latter would otherwise be subjected in the loaded condition of the car; for the pull of the chain being below the rail-ball, while the pressure of the logs is against the portion of the stake projecting above, such stake is in effect locked in place. With such movable stake thus held, the bunk is obviously adapted for the reception and retention of the logs which it is designed to carry. When it is desired, however, to unload the logs it becomes necessary to remove one of the stakes, in the present construction, the one just described as being removably mounted on the rail. When this is desired, the chain is disengaged from the jaw 8 to which it is temporarily attached, and then by lightly tapping upon the stake, by means of a pike pole or bar such stake may be knocked out and the logs allowed to roll off the rail. In practice of course the removable stake will thus be dislodged by an operator positioned

on the opposite side of the car (termed above the farther side), so as not to endanger the operator, who might otherwise be crushed by the logs when they begin to roll off.

5 In place of the chain 7, a cable, or like retaining means, may be substituted, in which event a corresponding change would have to be made in the form of the device 8 for securing the same at the farther side 10 of the car.

Other modes of applying the principle of my invention may be employed instead of the one explained, change being made as regards the mechanism herein disclosed provided the means stated by any of the following 15 claims, or the equivalent of such stated means be employed.

I therefore particularly point out and distinctly claim as my invention:—

20 1. In a device of the character described the combination of a rail forming a bunker; a stake slidable upon said rail, said stake being formed so as to completely inclose the

ball of said rail; and extensible means connected with the lower portion of said stake 25 and adapted to cause said stake to engage the ball of said rail with a rotative pressure, thereby retaining the same against movement along said rail.

2. In a device of the character described, 30 the combination of a rail forming a bunker; a stake slidable upon said rail, said stake being formed so as to completely inclose the ball and web of said rail; and extensible means connected with a lug on the web gripping 35 portion of said stake and adapted to cause said stake to engage the ball of said rail with a rotative pressure, thereby retaining the same against movement along the 40 said rail.

Signed by me this 3rd day of December, 1910.

MILLARD D. OLDS.

Attested by—

C. S. REILLEY,
CARRIE CRUMP.

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