

No. 652,776.

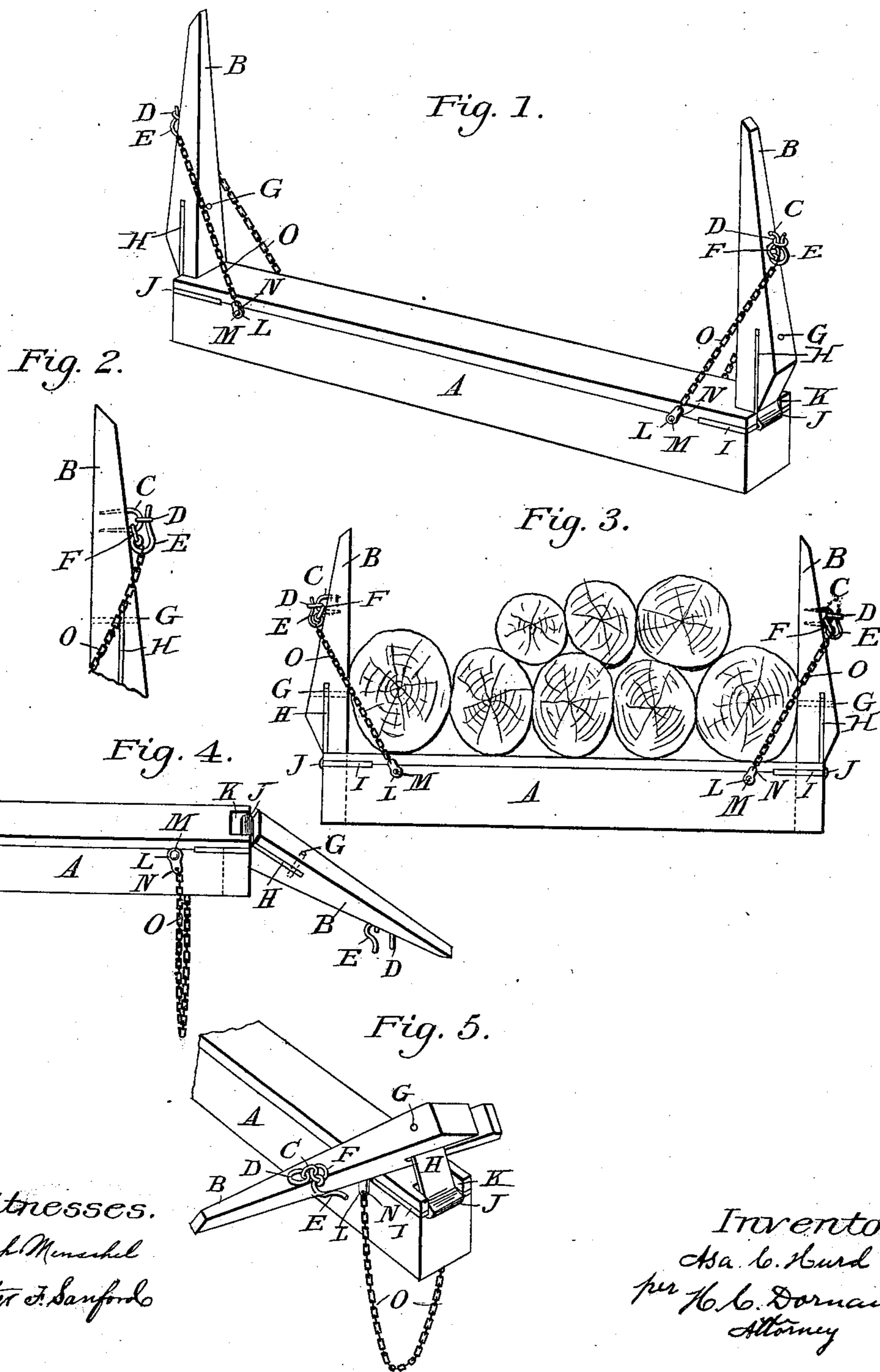
Patented July 3, 1900.

A. C. HURD.

COMBINED SOCKET AND STAKE FOR LOGGING CARS.

(Application filed Nov. 27, 1899.)

(No Model.)



UNITED STATES PATENT OFFICE.

ASA C. HURD, OF CORWIN, PENNSYLVANIA.

COMBINED SOCKET AND STAKE FOR LOGGING-CARS.

SPECIFICATION forming part of Letters Patent No. 652,776, dated July 3, 1900.

Application filed November 27, 1899. Serial No. 738,540. (No model.)

To all whom it may concern:

Be it known that I, ASA C. HURD, a citizen of the United States, residing at Corwin, in the county of Potter and State of Pennsylvania, have invented a new and useful improvement in a combined socket and stake for railway-cars, especially adapted for use in connection with flat-cars employed in the transportation of logs; 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.

My invention relates to certain improvements in logging-cars; and it consists of a simple device in a combined socket and stake for railway-cars, especially adapted for use in connection with flat-cars employed in the transportation of logs, whereby the logs and similar material can be more easily loaded and unloaded and kept on the car.

The device will be understood by reference to the accompanying drawings, wherein the same parts are indicated by the same letters in all the figures.

In the drawings, Figure 1 is a perspective view of a car provided with my improvements. Fig. 2 is a detail view of the appliance by which the chain is held up when the stake is in use. Fig. 3 is an end view of the car, showing the stakes when in use to hold logs on car. Fig. 4 is a view of the stake when released from the socket, in which position it may be used as a skid for unloading logs from the car. Fig. 5 is a perspective view of a portion of a bolster of the car with stake turned sidewise and lying on the bolster. In this position if logs are loaded with log-loader the loader is not stopped from swinging around, as it would be with the stake upright, but can pass right over the stake.

Referring to the drawings, A represents the car or the bolster of the car.

B is my stake.

C represents the staple, driven in the side of the stake.

D represents a loose iron ring on the staple.

E represents an iron hook hung onto the staple by means of an iron link F and which hook E is retained in position by the iron ring D.

G represents a bolt going through the stake.

H represents a long wing of the hinge J, on which stake moves up and down, which wing H moves in a groove in the stake by a swivel, the wing H being held in the groove in the stake by the bolt G.

I is the other wing of the hinge.

J is the center part of the hinge.

K represents the socket in the end of the bolster, in which the stake sets when in an upright position.

L represents a lug fastened by a bolt M at one end to the bolster A, and in the other end of the lug L is a hole N, where the chain fastens in.

O represents the chain.

The operation is as follows: The stake being in an upright position, (indicated in Figs. 1 and 3,) it is only necessary to throw the loose ring D on the staple C in the side of the stake off the hook E, over which the chain O runs. The hook E drops, as does also the chain, and the pressure of the logs pushes the stake outward, as in Fig. 4. When the car is unloaded, the stake may be turned either to the right or to the left by means of the swivel, (which is wing H of the hinge J, fastened in the groove in the stake B by the bolt G, the groove in the stake B being large enough to permit an easy turning from right to left,) and then raising the stake B after turning it the hinge J folds up toward the top of the bolster A, and the stake B, being turned sidewise on swivel, (making a right angle of the stake B with the wing H of hinge J,) does not fit into socket K; but the wing H falls slanting in socket K, and the stake B rests on its side on the top of the car, as in Fig. 5. When desired to return to the upright position, lift stake, letting hinge drop down, turn stake on swivel to position in Fig. 4, and push upright in socket, swing chain up over hook, and slip iron ring over the hook.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. The combination of the bolster A and stake B, with the chain O, and hook E, the stake being provided with the hinge J for connection with the bolster, the said hinge being swiveled by its upper leaf H to the stake so as to permit the same to be turned sidewise, substantially as described.

2. The bolster A and stake B, provided with the chain O, staple C, hook E, and ring D, substantially as described.

3. The combination of the staple C, hook
5 E and ring D, on the stake B, with the lugs L, on bolster, and with chain O, by which the stake B is held in an upright position, substantially as described.

4. The hinge J, composed of two leaves, in
10 combination with the stake B and the bolt G, on which the stake B is free to turn either to the right or to the left.

5. The combination of the hinge J provided

with the leaf H, the bolster A, stake B and the bolt G on which said stake is swiveled so 15 as to permit the stake to turn sidewise and be raised to the top of the bolster, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscrib- 20 ing witnesses.

ASA C. HURD.

Witnesses:

WM. MARSHALL, Jr.,

JNO. ORMEROD.