

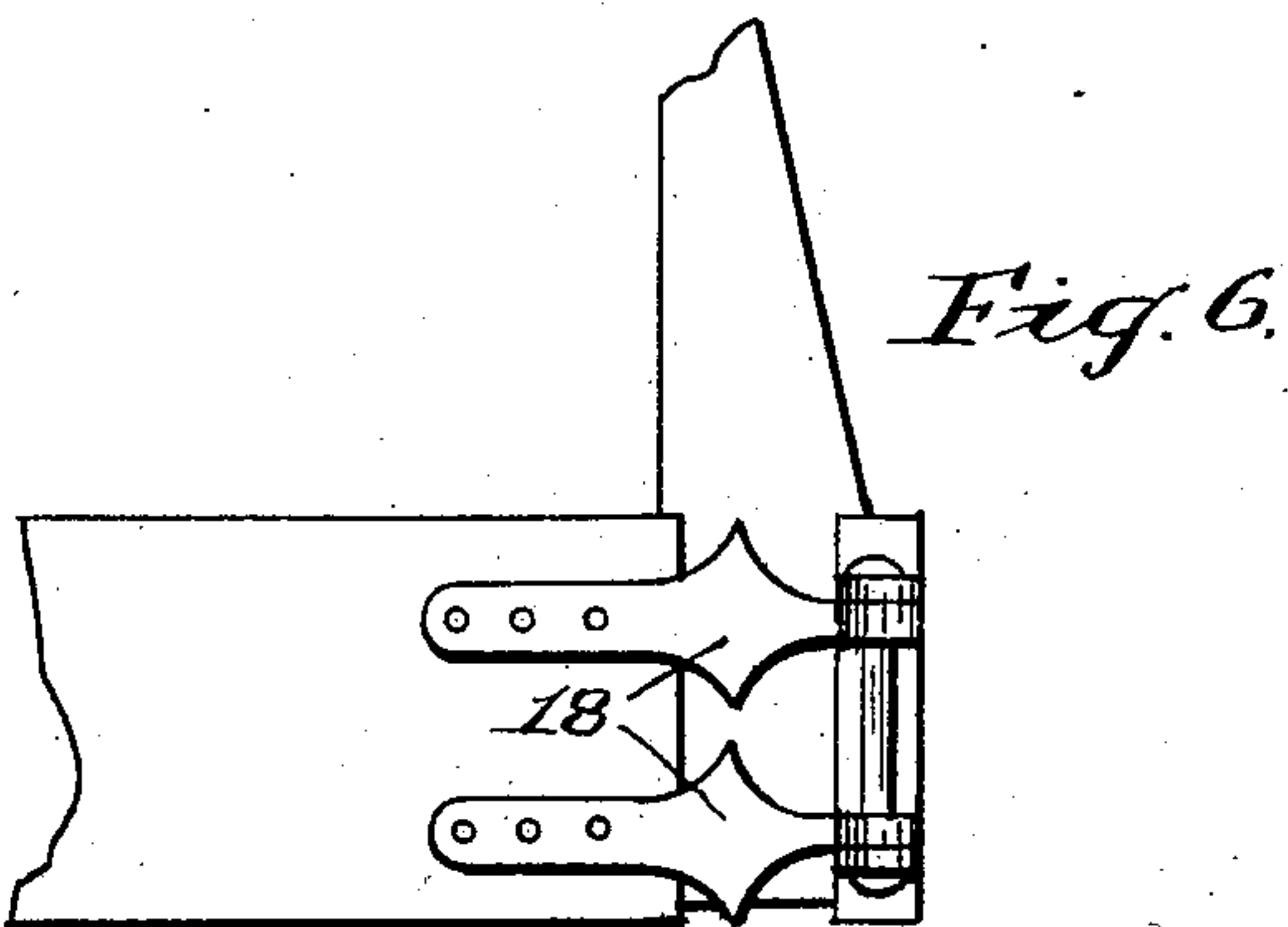
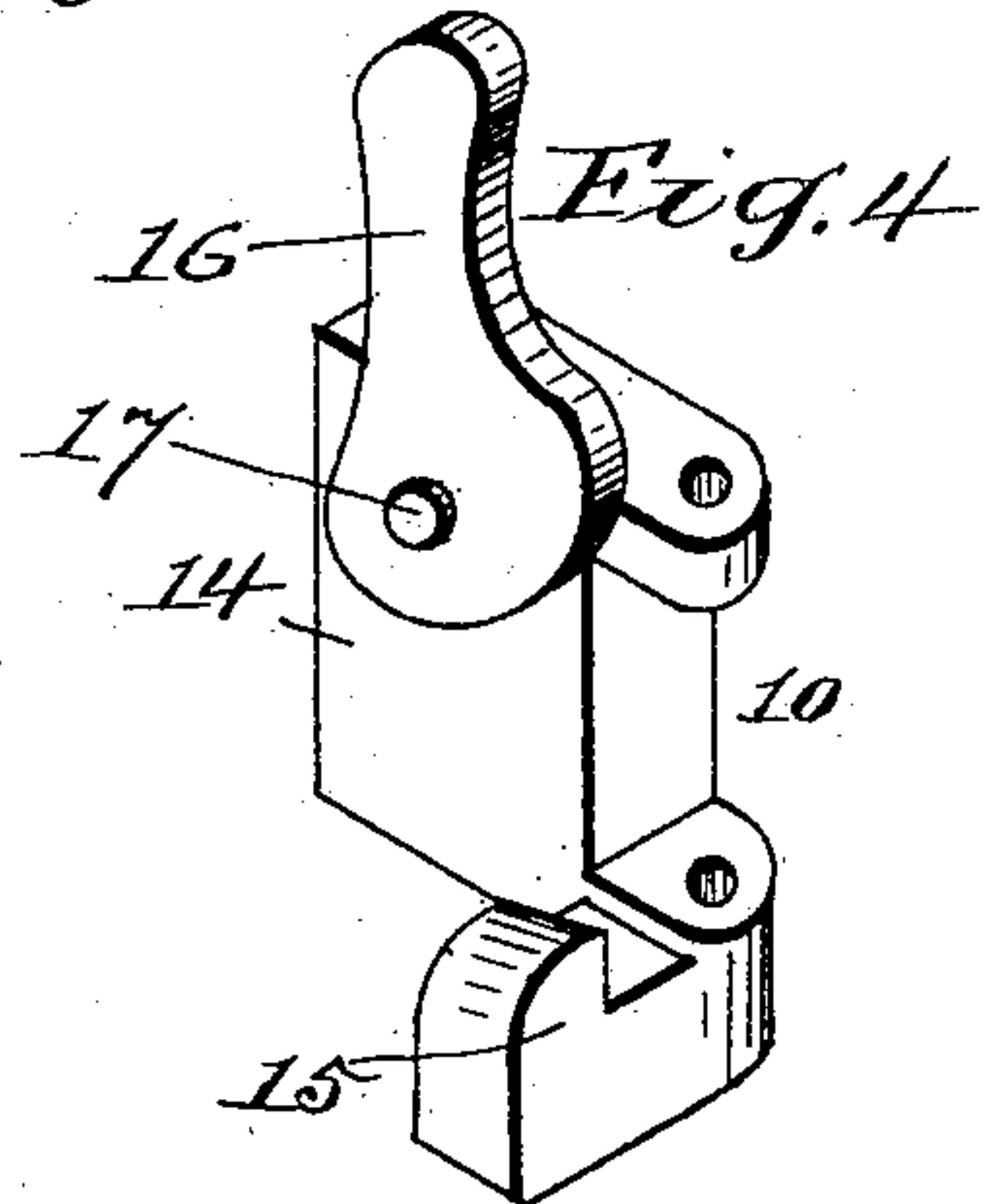
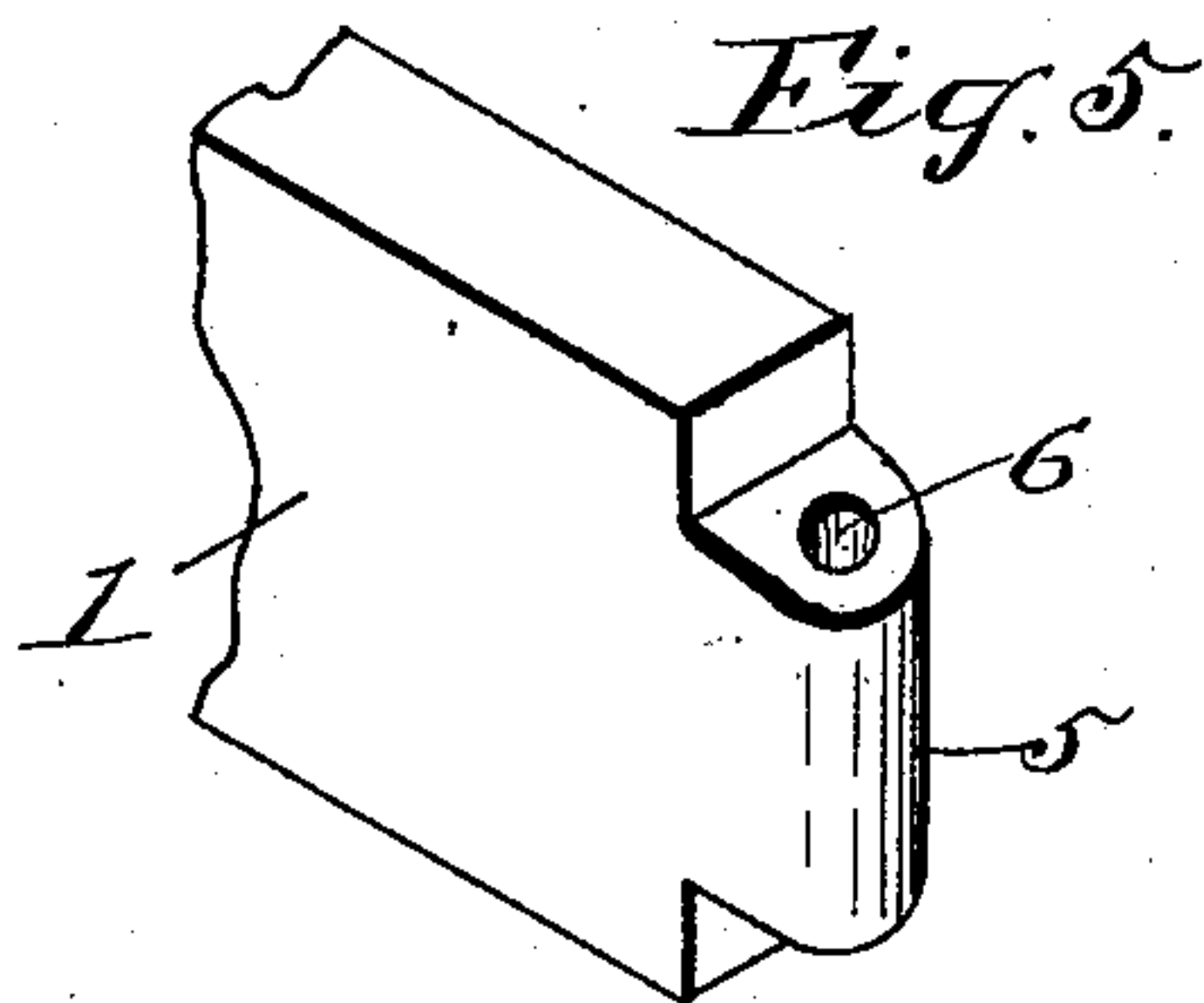
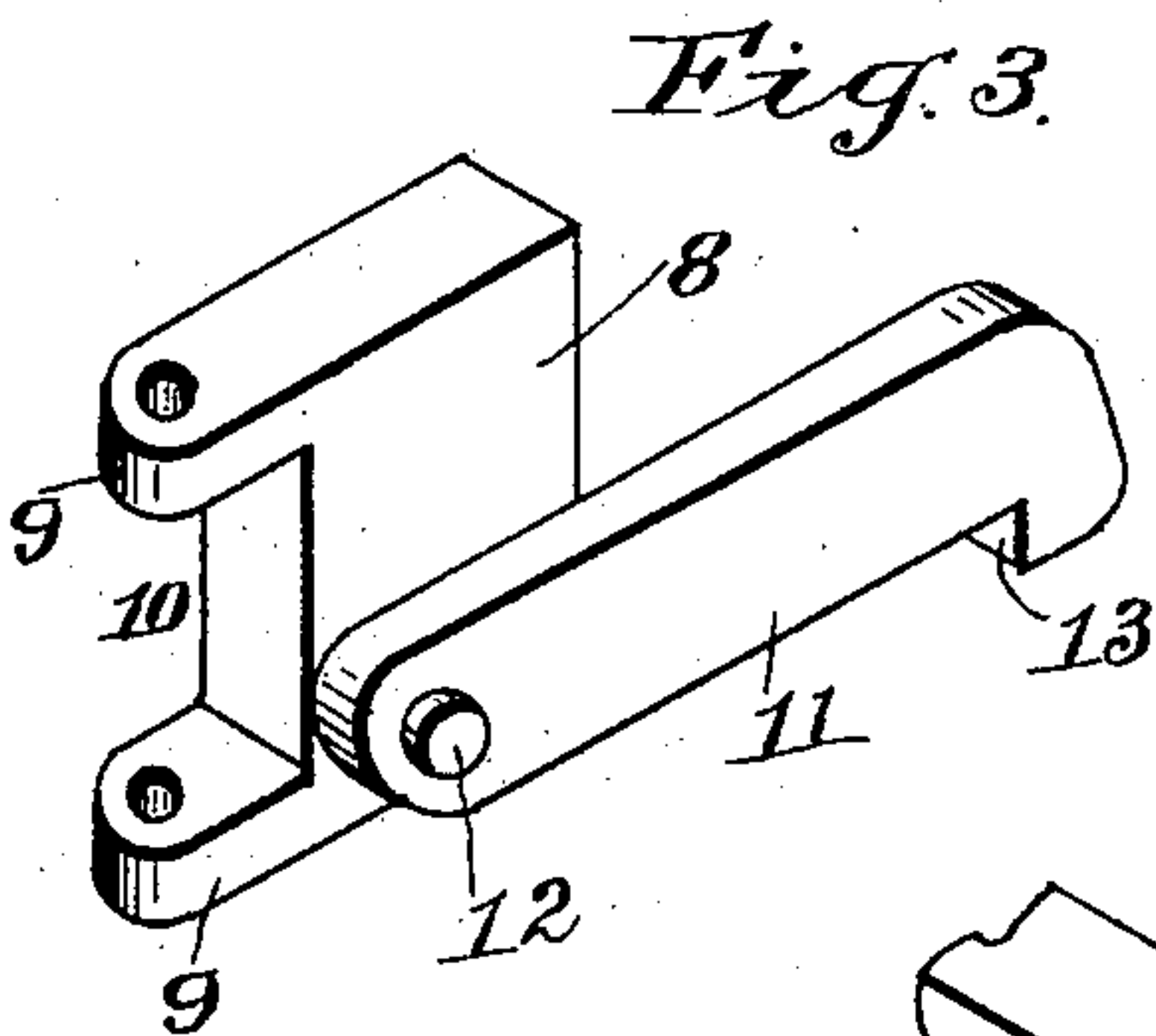
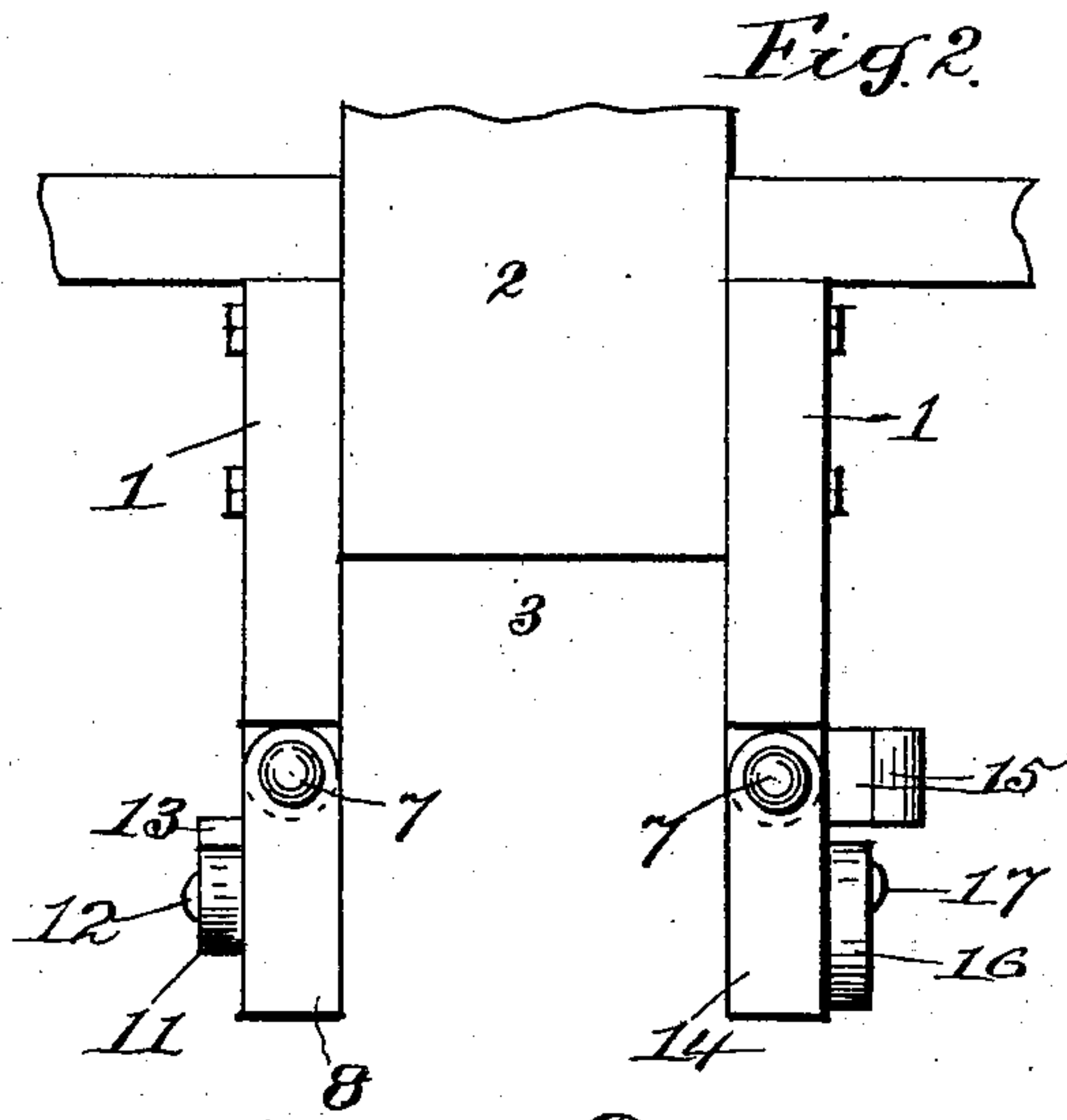
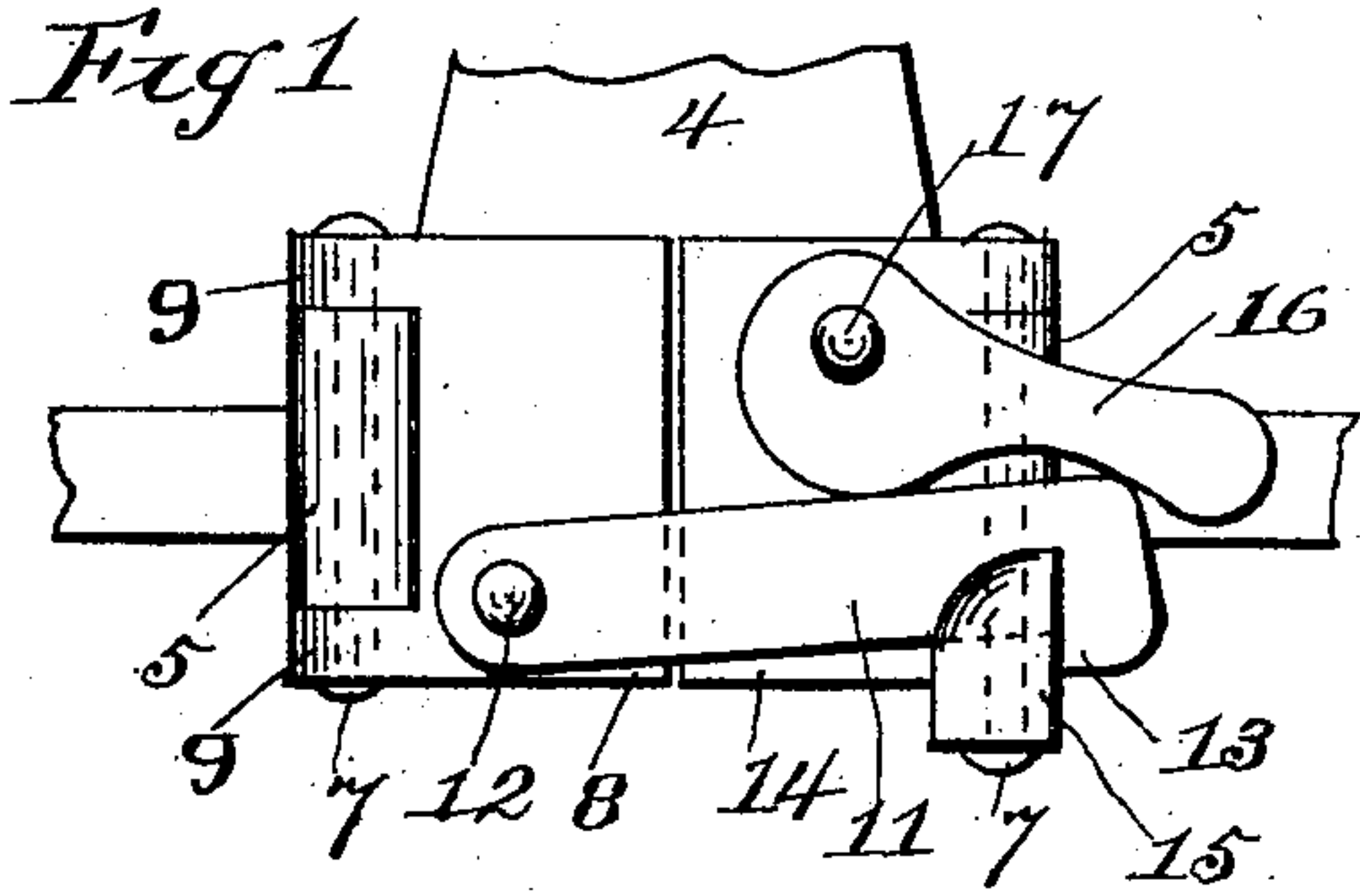
No. 713,014.

Patented Nov. 4, 1902.

O. S. PERKINS.  
LOG CAR STAKE HOLDER.

(Application filed Aug. 13, 1902.)

(No Model.)



Witnesses  
W. E. Grimes  
Kernon Whitman

Inventor  
Orlando S. Perkins  
by *E. J. Bell*  
Attorney

# UNITED STATES PATENT OFFICE.

ORLANDOW S. PERKINS, OF NEWBERN, NORTH CAROLINA.

## LOG-CAR STAKE-HOLDER.

SPECIFICATION forming part of Letters Patent No. 713,014, dated November 4, 1902.

Application filed August 13, 1902. Serial No. 119,538. (No model.)

*To all whom it may concern:*

Be it known that I, ORLANDOW S. PERKINS, a citizen of the United States, residing at Newbern, in the county of Craven and State of North Carolina, have invented certain new and useful Improvements in Log-Car Stake-Holders, of which the following is a specification.

This invention relates to log-cars, and particularly to means attached to the ends of such cars for holding stakes or posts in position to confine the logs in transportation.

The object of the invention is to provide such novel and peculiar means for connecting stakes or posts to log-cars that the posts are firmly held in position and the logs carried between the posts, and upon releasing the posts they will fall outwardly by the pressure of the logs on them.

A further object of the invention is to provide the ends of a log-car with a pair of two-part swinging gates, one part of which has a latch-lever and the other part of which has a cam-lever and a latch.

A still further object of the invention is to provide the ends of a log-car with plates the projecting ends of which form hinge members and a pair of gates having the other hinge members, a catch upon one of the parts of said pair, a cam-lever on the same part with the catch, and a latch-lever on the other part of the said pair adapted to be operated in the catch and held by the cam-lever to fix the gates in closed position, so as to form a space or opening at the ends of the car for log-supporting stakes or posts.

Other objects, advantages, and improved results accruing from the special construction and arrangement of parts will be revealed in the specification to follow and set up in the appended claims.

In the accompanying drawings, forming part of this application, Figure 1 is an elevation of one end of a log-car with my invention applied, showing a stake or post held thereby. Fig. 2 is a top view with post removed and showing the gates open. Fig. 3 is a perspective view of the latch portion of the gate. Fig. 4 is a like view of the cam-lever gate portion. Fig. 5 is a perspective view of one of the hinge-plates. Fig. 6 is a side elevation of a modification.

The same numeral references denote the same parts throughout the several views of the drawings.

The plates 1 are suitably secured to the sides of the center beam 2 of a log-car, and their ends project beyond the ends of the beam sufficient to form an opening or space 3 for a stake or post 4. The projecting ends of the plates form a hinge member 5, having a vertical hole 6 therethrough for a hinge-pin 7.

The means for holding the post in the opening 3 and releasing it therefrom consists of a pair of gates at each end of the car and each comprising two swinging parts or double gate. Both double gates being of the same structure, only one will be herein described in detail. It comprises two gate parts or halves, one of which will be designated as the "latch-lever" portion and the other as the "cam-lever" portion. The latch-lever gate portion 8 has arms 9 and a cut-out 10, in which the hinge member 5 of one of the plates 1 is secured by the hinge-pin 7, which is passed through the arms 9 to complete the hinge. A catch-lever 11 is pivoted to the portion 8 near its bottom edge at 12 and has a lip 13. The cam-lever portion 14 is a duplication of its companion portion 8, except it has a catch 15 projecting from its bottom edge at right angles thereto. A cam-lever 16 is pivoted at 17 near the top edge of the portion 14 and is operated to lock and release the latch-lever.

Referring to the modification shown in Fig. 6, the gate portions are hung or hinged to bars 18, secured to and projecting from a central car-beam; otherwise the structure is the same as that hereinbefore disclosed.

It is obvious that when the gate is closed the latch-lever will drop into the catch and the cam-lever is turned downwardly to impinge the latch, which holds the latter securely and fixes the gate portions in rigid position. The stake or post, which is of the usual tapered, beveled, or shouldered character, is inserted in the opening 3. To dislodge the stake or post while the car is loaded, the cam-lever is turned upwardly, and a slight tap upon the lip of the latch-lever will throw it out of the catch, whereupon the gate portions will swing open under pressure of the posts.

The gates being double and opening cen-



trally insure a quick and certain displacement of the posts, and, as many of the logs will follow the posts, unloading is greatly facilitated. It will be seen that the latch and  
 5 cam levers are so pivoted as to permit of being turned as desired that they may not interfere with closing or opening the gates or in loading or unloading the logs.

I do not wish to be understood as limiting  
 10 or restricting myself to any particular means of hinging the double gates to a car, but reserve to myself the right to make the hinge connection of the gates to the cars as may be found most expedient in the practical appli-  
 15 cation of the invention.

Claims covering certain parts of this invention being contained in another application of mine, filed August 13, 1902, Serial No. 119,346, such parts will be herein claimed  
 20 only in combination with the special features of this invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

25 1. A stake-holder for log-cars comprising a double gate having a hinge connection to the car, one of the gate portions being provided with a cam and a catch, and the other gate portion having a latch-lever adapted to be en-  
 30 gaged by the cam to hold the latch in the catch.

2. A stake-holder for log-cars comprising a two-part gate, each part having a separate

hinge connection to the car, one part carrying a latch and the other part having a catch. 35

3. The combination, with a log-car having hinge members projecting therefrom, of a two-part gate hinged to said members and adapted when closed to form an opening for a log stake or post, a catch on one of the gate  
 40 parts at right angles thereto and a latch on the other of the gate parts.

4. The combination, with a log-car, of the two-part gates hinged to the ends of the car to hold a log stake or post, a catch on one  
 45 gate part, a cam-lever pivoted above the catch on the same part, and a latch-lever pivoted to the other gate part, said gates adapted to open centrally of the car and permit the stakes to fall therefrom. 50

5. The combination, with a log-car, of a two-part gate hinged to the car to hold a log stake or post, a catch formed at the bottom of one of the gate parts and projecting at  
 55 right angles thereto, a cam-lever pivoted at the top of this gate part, and a latch-lever pivoted at the bottom of the other gate part, said levers adapted to cooperate in locking and unlocking the gate and to be swung clear  
 60 of the gate-opening.

In witness whereof I hereunto set my hand in the presence of two witnesses.

ORLANDOW S. PERKINS.

Witnesses:

NANNIE P. STREET,  
 B. F. CASON.