

No. 803,280.

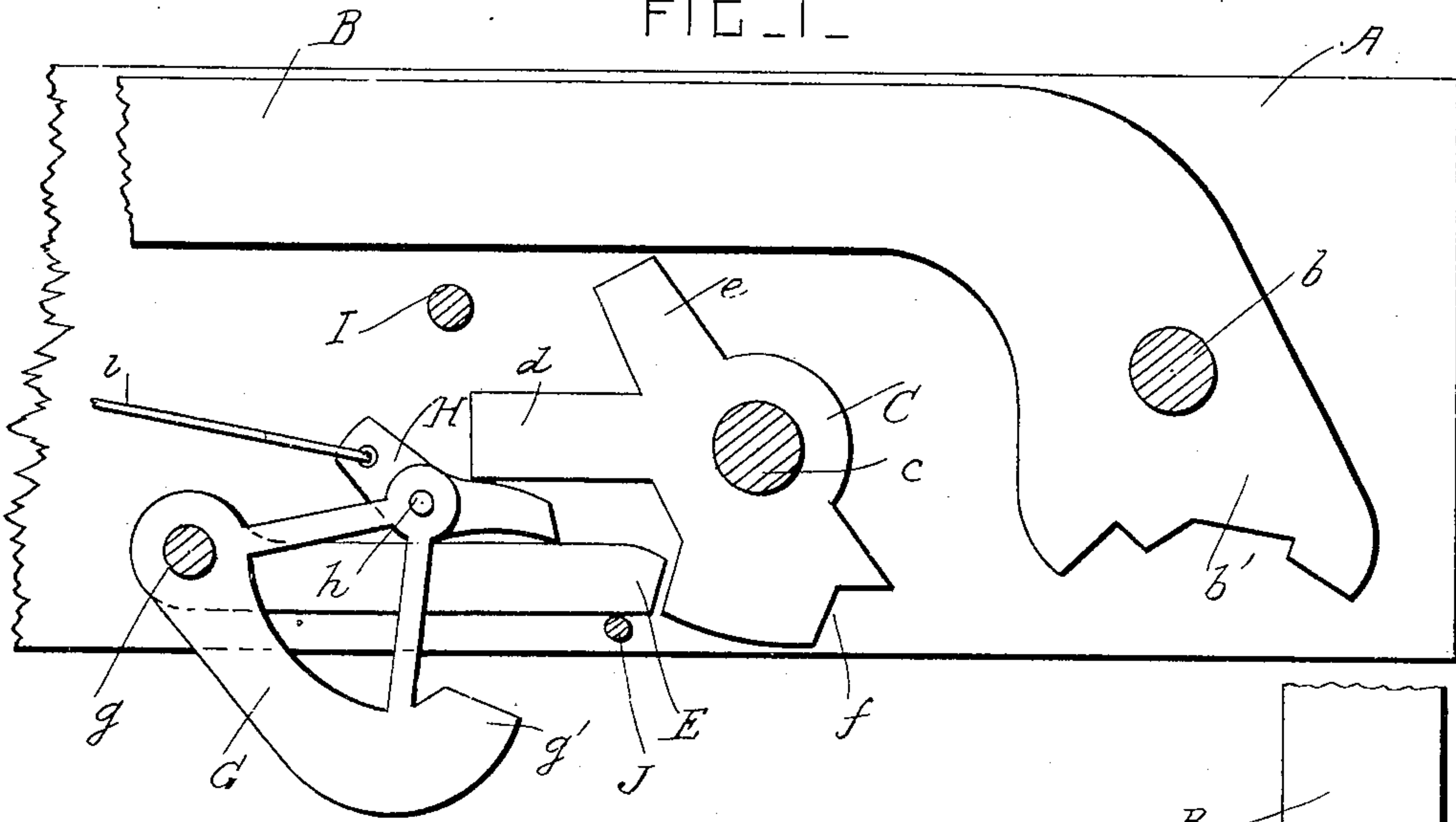
PATENTED OCT. 31, 1905.

J. E. FLYNN.

CAR STAKE.

APPLICATION FILED JULY 24, 1905.

FIG. 1.



F I C \_ 2 \_

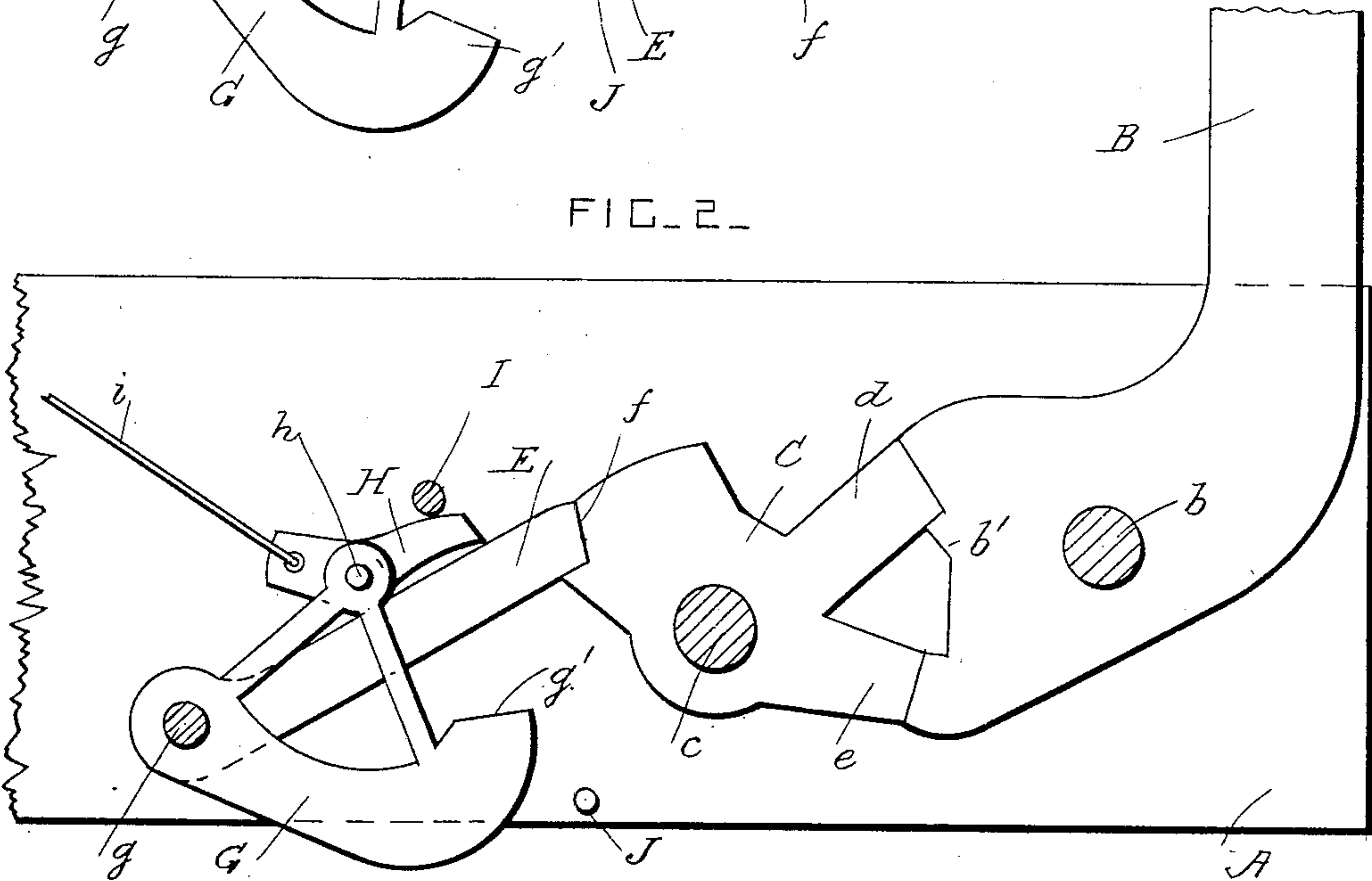
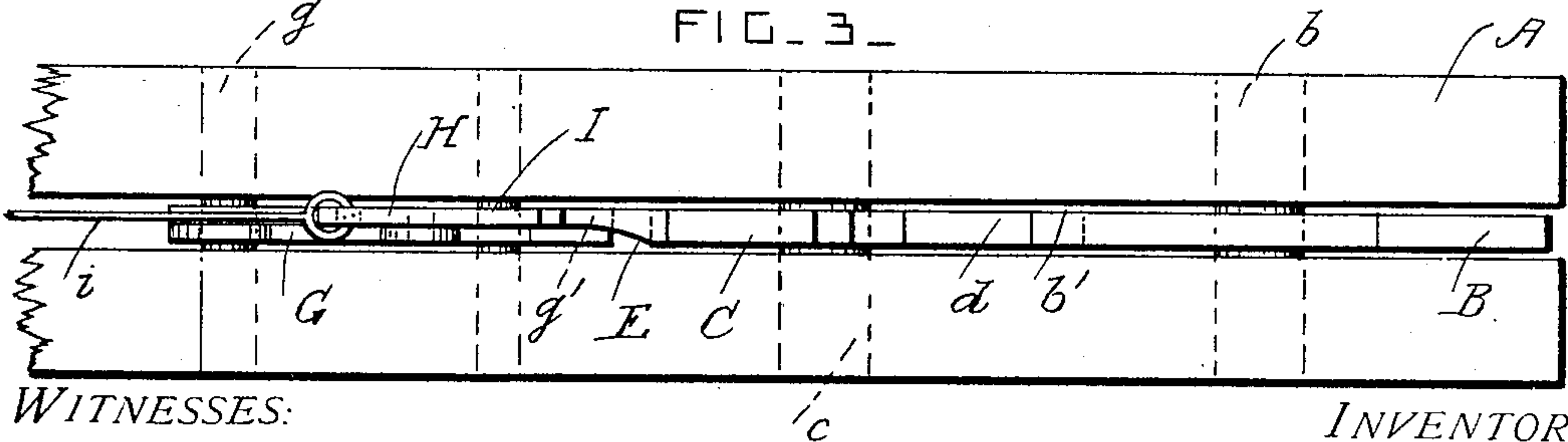


FIG. 3.



*WITNESSES:*

Robt. A. Cassel.  
S. E. Wintinson

*INVENTOR*

John E. Flynn  
BY  
Herbert W. Jenner.  
Attorney



# UNITED STATES PATENT OFFICE.

JOHN E. FLYNN, OF LOGUE, PENNSYLVANIA.

## CAR-STAKE.

No. 803,280.

Specification of Letters Patent.

Patented Oct. 31, 1905.

Application filed July 24, 1905. Serial No. 271,085.

*To all whom it may concern:*

Be it known that I, JOHN E. FLYNN, a citizen of the United States, residing at Logue, in the county of Potter 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 for logging-cars; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the stake, showing it in the position it is placed when the car is empty. Fig. 2 is a side view of the stake, showing it in the position it is placed when the car is loaded. Fig. 3 is a plan view of the parts shown in Fig. 2.

A is a portion of the platform or body of the car.

B is a car-stake which is pivoted on a pin *b*, which is secured to the platform or body A.

The stake is provided at its lower end with a heel *b'*, which is arranged at an angle to the main portion of the stake.

C is a locking-catch which is pivoted to the body A by a pin *c*. This catch has two projections *d* and *e* upon one side of its pivot which project at an angle to each other and which engage with the heel of the car-stake, so that the car-stake is held in a vertical position when the locking-catch is set, as shown in Fig. 2. The locking-catch is also provided with a notch *f* on the opposite side of its center from the projections *d* and *e*.

E is a sustaining-pawl which is pivoted to the body A by a pin *g* and which engages with the notch *f* when the locking-catch is set.

G is an unlocking-arm which is also pivoted on the pin *g* and which is provided with a projection *g'*, which comes under the locking-pawl and affords a means for raising it.

H is a safety-catch which is pivoted to the upper part of the unlocking-arm above the sustaining-pawl by means of a pin *h*.

I is a pin secured to the body A and arranged over the front end portion of the safety-catch. A rod, chain, or cord *i* is connected to the rear end portion of the safety-catch and affords a means for operating it.

J is a pin which projects from the body A under the sustaining-pawl and which supports it in its lowered position, as shown in Fig. 1.

When the devices are set, as shown in Fig. 2, the car-stake can be released from the opposite side of the car from the side on which the load is to be discharged by pulling the rod or chain *i*. The projection on the unlocking-arm raises the sustaining-pawl out of engagement with the locking-catch and permits the stake to fall over outward. The pawl, together with the safety-catch and the pin I, prevents the locking-catch from being accidentally operated until the rod *i* is pulled. When the car is empty, the parts are turned to the positions shown in Fig. 1, in which they are out of the way and protected from injury.

What I claim is—

1. The combination, with a pivoted car-stake provided with a heel arranged at an angle to its main portion, of a locking-catch pivoted behind the said heel and holding the said stake in its raised position, a pawl pivoted behind the said locking-catch and holding it in engagement with the said heel, and a pivoted unlocking-arm provided with a projection for operating the said pawl.

2. The combination, with a pivoted car-stake provided with a heel arranged at an angle to its main portion, of a locking-catch pivoted behind the said heel and normally engaging with it at points above and below the level of its pivot and thereby holding the stake in its raised position, a pawl pivoted behind the said locking-catch and holding it in engagement with the said heel, and means for operating the said pawl.

3. The combination, with a pivoted car-stake, of a pivoted locking-catch, a pivoted pawl which sustains the locking-catch in engagement with the car-stake, a pivoted unlocking-arm for raising the said pawl, a safety-catch pivoted to the said arm over the said pawl, and a stationary stop arranged over one end portion of the said catch.

4. The combination, with a pivoted car-stake, of a pivoted locking-catch provided with two projections on one side of its pivot which are arranged at an angle to each other and which engage with the said car-stake, a pivoted pawl which engages with the locking-catch on the opposite side of its pivot from the said projections, and means for operating the said pawl.

5. The combination, with a pivoted car-stake, of a pivoted locking-catch, a pivoted pawl which sustains the locking-catch in engagement with the car-stake, a pivoted un-

locking-arm provided with a projection arranged under the said pawl, a safety-catch pivoted to the said arm over the said pawl, a stationary stop arranged over the front end  
5 portion of the said catch, and an operating device connected to the rear end portion of the said catch.

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

JOHN E. FLYNN.

Witnesses:

G. A. SCHRAMM,  
EDW. E. BALLOU.