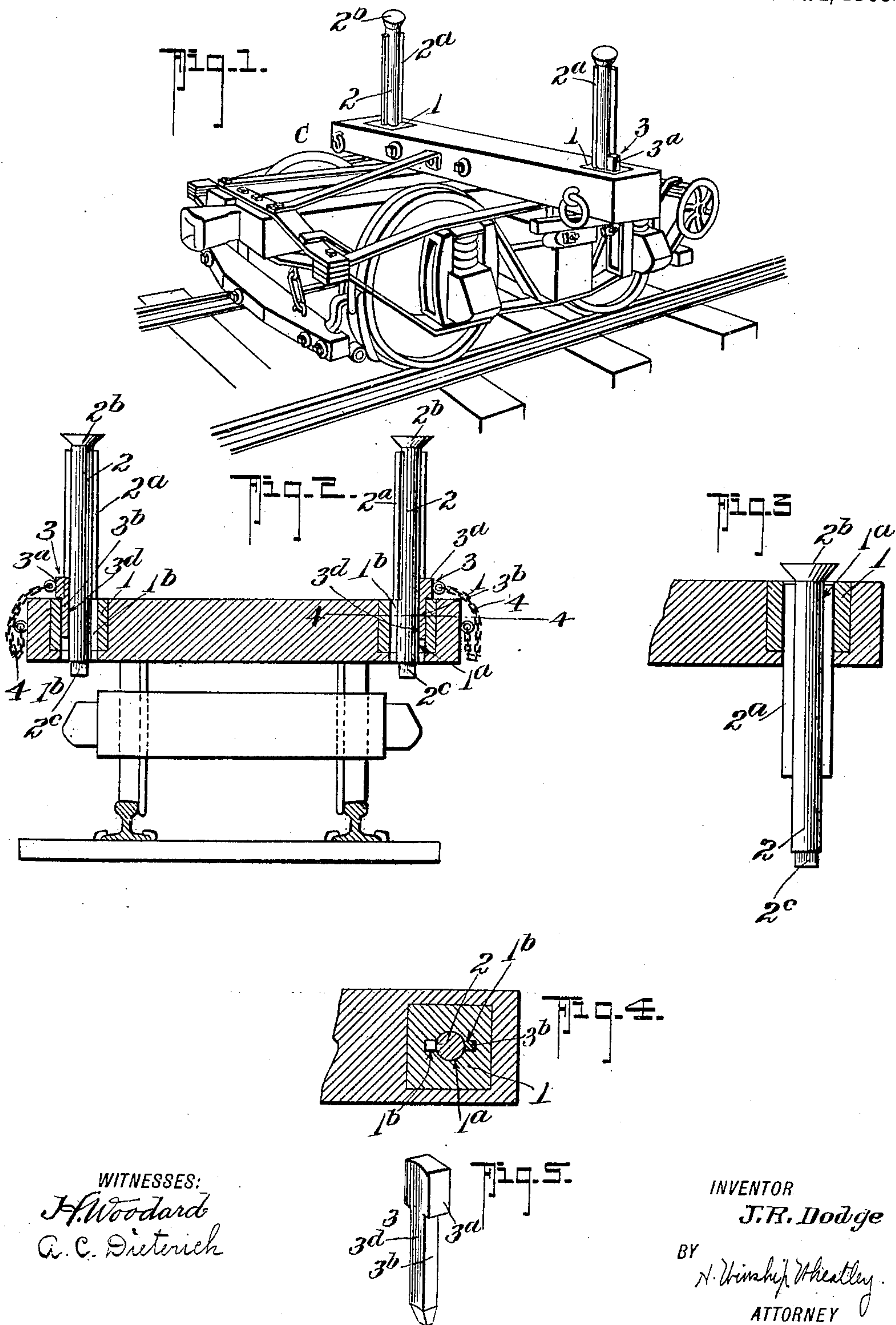


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 LOGGING CAR STAKE.  
 APPLICATION FILED JUNE 25, 1908.

904,943.

Patented Nov. 24, 1908.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

JOHN R. DODGE, OF ELMA, WASHINGTON.

## LOGGING-CAR STAKE.

No. 904,943.

Specification of Letters Patent.

Patented Nov. 24, 1908.

Application filed June 25, 1908. Serial No. 440,392.

*To all whom it may concern:*

Be it known that I, JOHN R. DODGE, residing at Elma, in the county of Chehalis and State of Washington, have invented certain  
5 new and useful Improvements in Logging-Car Stakes, of which the following is a specification.

My invention relates to certain new and useful improvements in logging car stakes, and it primarily seeks to provide a stake  
10 which can be readily raised or lowered to place it in its operative or inoperative position, and to provide means for holding the same in its raised or operative position.

15 Another object of this invention is to provide an improved construction of car stake which can be easily and cheaply manufactured, and which will readily and effectively serve its intended purposes, and which can  
20 be easily attached to the ordinary type of car.

Other objects of my invention will be readily apparent to those skilled in the art to which it appertains, and the invention  
25 also includes those novel details of construction, combination and arrangement of parts all of which will be first fully described and then be specifically pointed out in the appended claims, reference being had to the  
30 accompanying drawing, in which:

Figure 1, is a perspective view showing the application of my invention. Fig. 2, is a cross section of a car with my invention applied. Fig. 3, is a detail view showing  
35 the position of the parts when the stake is lowered. Fig. 4, is a horizontal section on the line 4—4 of Fig. 2. Fig. 5, is a detail perspective view of one of the locking pins.

Referring now to the accompanying drawings, in which like letters and numerals of reference indicate like parts in all of the figures, 1 represents the stake block which is adapted to be fitted into the ordinary car  
40 pocket of the car C and which is provided with a longitudinal vertically disposed circular aperture 1<sup>a</sup>, having grooves 1<sup>b</sup> at diametrically opposite points and running the full length of the aperture from end to end of the block to coöperate with the flange or  
50 wing 2<sup>a</sup> of the stake 2, the wings 2<sup>a</sup> serving to enter the grooves 1<sup>b</sup> at times.

The stake 2 has a head 2<sup>b</sup> and the wings or flanges 2<sup>a</sup> and at its lower end the stake 2 is provided with a squared portion 2<sup>c</sup> to receive a wrench or other tool by means of  
55 which the stake may be turned.

When the stake is in its raised position, the wings 2<sup>a</sup> are at right angles to the slot 1<sup>b</sup> or in any other position except in alinement with the slot 1<sup>b</sup>, and in order to prevent the  
60 stake working around with the wings 2<sup>a</sup> in alinement with the slot 1<sup>b</sup> when in its raised position, I provide a pin 3 that is adapted to fit in the slot 1<sup>b</sup> and the pin 3 is provided with a head portion 3<sup>a</sup> of greater cross sectional area than that of the slot 1<sup>b</sup>, and a  
65 shank portion 3<sup>b</sup> of the same cross sectional area as the slot 1<sup>a</sup>, the pin 3 having its stake engaging face 3<sup>d</sup> curved to coincide with the contour of the stake. 70

In the practical application of my invention, when it is desired to load logs on a car, the stake 2 is raised with the wings 2<sup>a</sup> out of the slot 1<sup>b</sup> and the pin 3 is inserted in the slot. 75

When it is desired to lower the stake, it is only necessary to remove the pin 3 and take a wrench or other suitable tool and fit it on the squared end 2<sup>c</sup> of the stake, give the stake a turn sufficient to bring the wings 2<sup>a</sup>  
80 into alinement with the groove 1<sup>b</sup>, when the stake will drop down into the position shown in Fig. 3.

In order that the pin 3 may not be lost it is secured to the block 1 by a chain 4, or  
85 in any other suitable manner, if desired.

From the foregoing description taken in connection with the accompanying drawings, it is thought the complete construction, operation and advantages of my invention  
90 will be readily understood by those skilled in the art to which the invention appertains, and I desire to say that numerous slight changes in the detail construction, design and arrangement of parts may be readily  
95 made without departing from the spirit of the invention, or the scope of the appended claims.

What I claim is:

1. In a car stake, the combination with 100 the stake block having a longitudinal aperture, of a stake passing therethrough, means carried by the stake to maintain it in its elevated position, and means carried by the block to permit the stake to drop to its  
105 lower position said stake being rotatable in said aperture when the stake is in its elevated position.

2. The combination with the car block having a longitudinal aperture and a groove 110 merging therewith, of a stake passing through said aperture and rotatable therein



when in one position, said stake having a wing to enter said groove when in another position.

3. In a logging car stake, the combination  
5 with the car carried block having a longitudinal aperture and a longitudinal groove merging therewith, of a stake passing through said aperture and having a wing to cooperate with said groove, means for filling  
10 said groove when the stake is in one position to prevent the wing entering the groove, substantially as shown and described.

4. In a logging car stake, the combination  
15 with the block having a longitudinal aperture and a pair of diametrically opposite grooves merging with said aperture, of a stake passing through said block and having wings to cooperate with said grooves, said stake extending beyond said wings, whereby  
20 when the stake is in its elevated position the wings will be out of the groove, and means for filling one of said grooves to prevent the wings entering the grooves when the stake is in the elevated position.

25 5. In a logging car stake, the combination with the block having a longitudinal aperture and a pair of diametrically opposite grooves merging with said aperture, of a stake passing through said block and having  
30 wings to cooperate with said grooves, said stake extending beyond said wings, whereby when the stake is in its elevated position the wings will be out of the groove, means for filling one of said grooves to prevent their  
35 wings entering the grooves when the stake is in the elevated position, said stake having

a wrench receiving portion and means by which it may be turned.

6. In a logging car stake, the combination  
40 with the block having a longitudinal aperture and a pair of diametrically opposite grooves merging with said aperture, of a stake passing through said block and having wings to cooperate with said grooves, said stake extending beyond said wings, whereby  
45 when the stake is in its elevated position the wings will be out of the groove, means for filling one of said grooves to prevent their wings entering the grooves when the stake is in the elevated position, said stake having  
50 a head of greater diameter than the aperture in the block.

7. In a logging car stake, the combination  
55 with the block having a longitudinal aperture and a pair of diametrically opposite grooves merging with said aperture, of a stake passing through said block and having wings to cooperate with said grooves, said stake extending beyond said wings, whereby  
60 when the stake is in its elevated position the wings will be out of the groove, means for filling one of said grooves to prevent their wings entering the grooves when the stake is in the elevated position, said stake having  
65 a wrench receiving portion and means by which it may be turned, said stake having a head of greater diameter than the aperture in the block.

JOHN R. DODGE.

Witnesses:

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J. F. NICHOLSON.