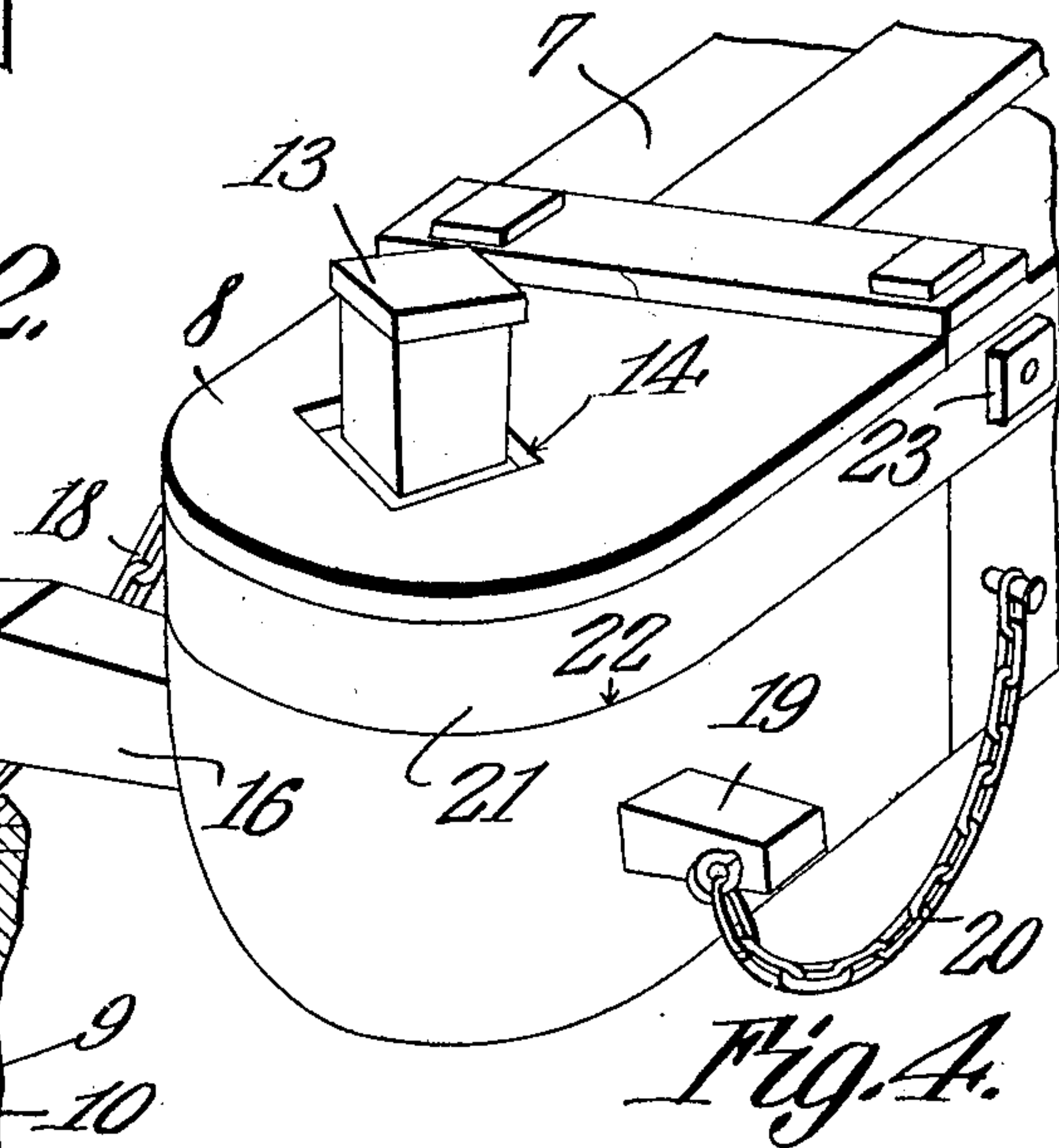
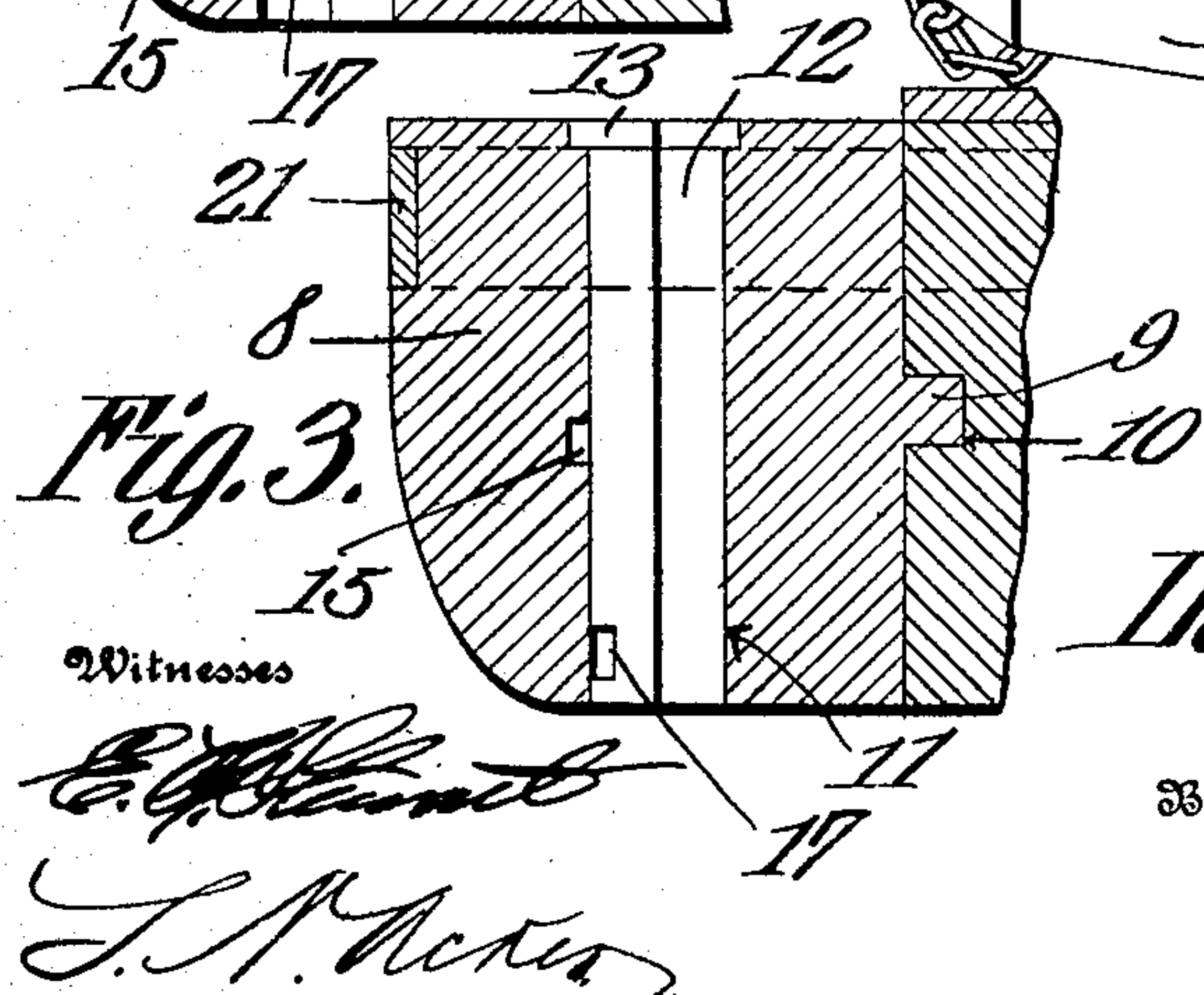
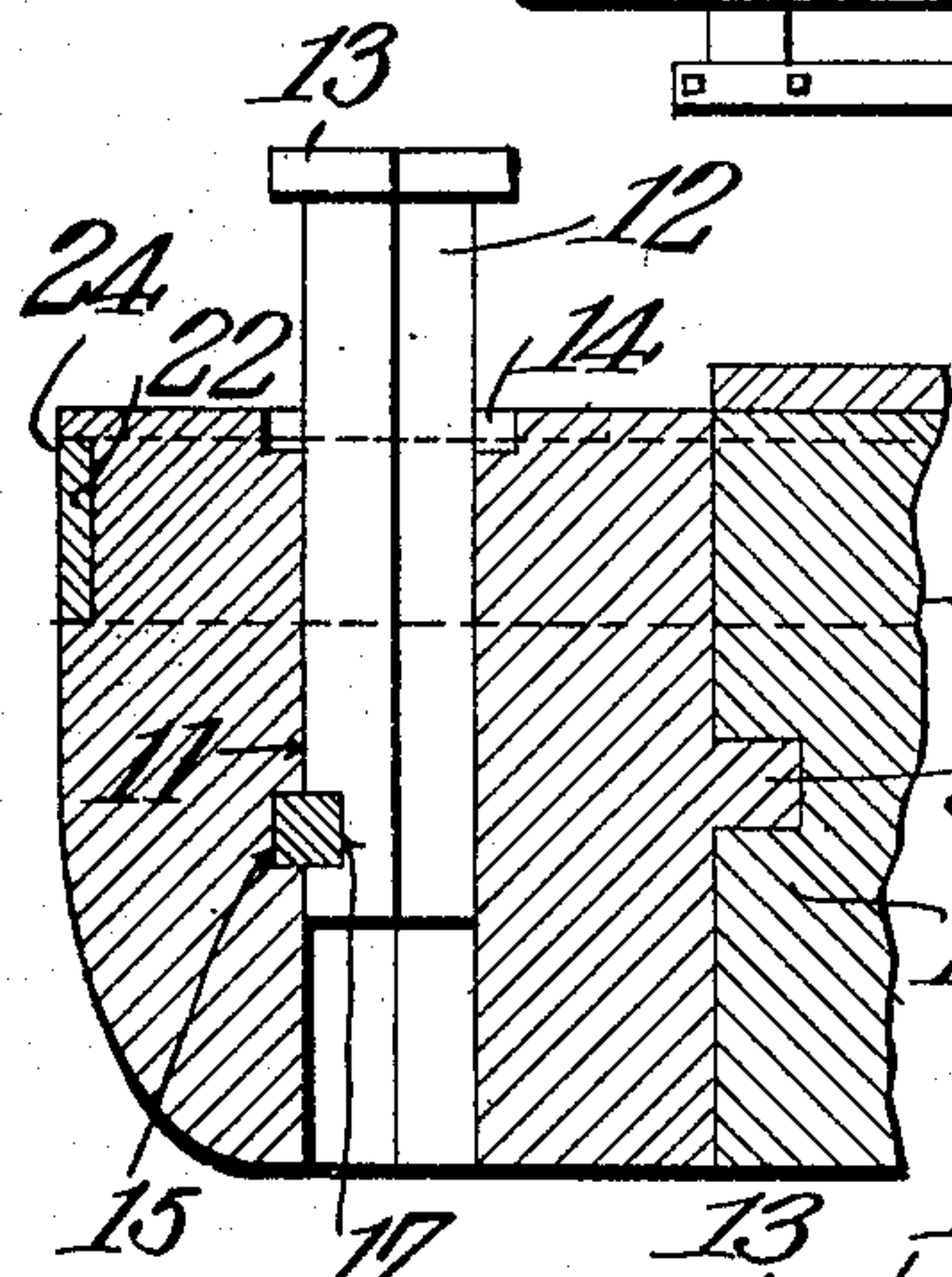
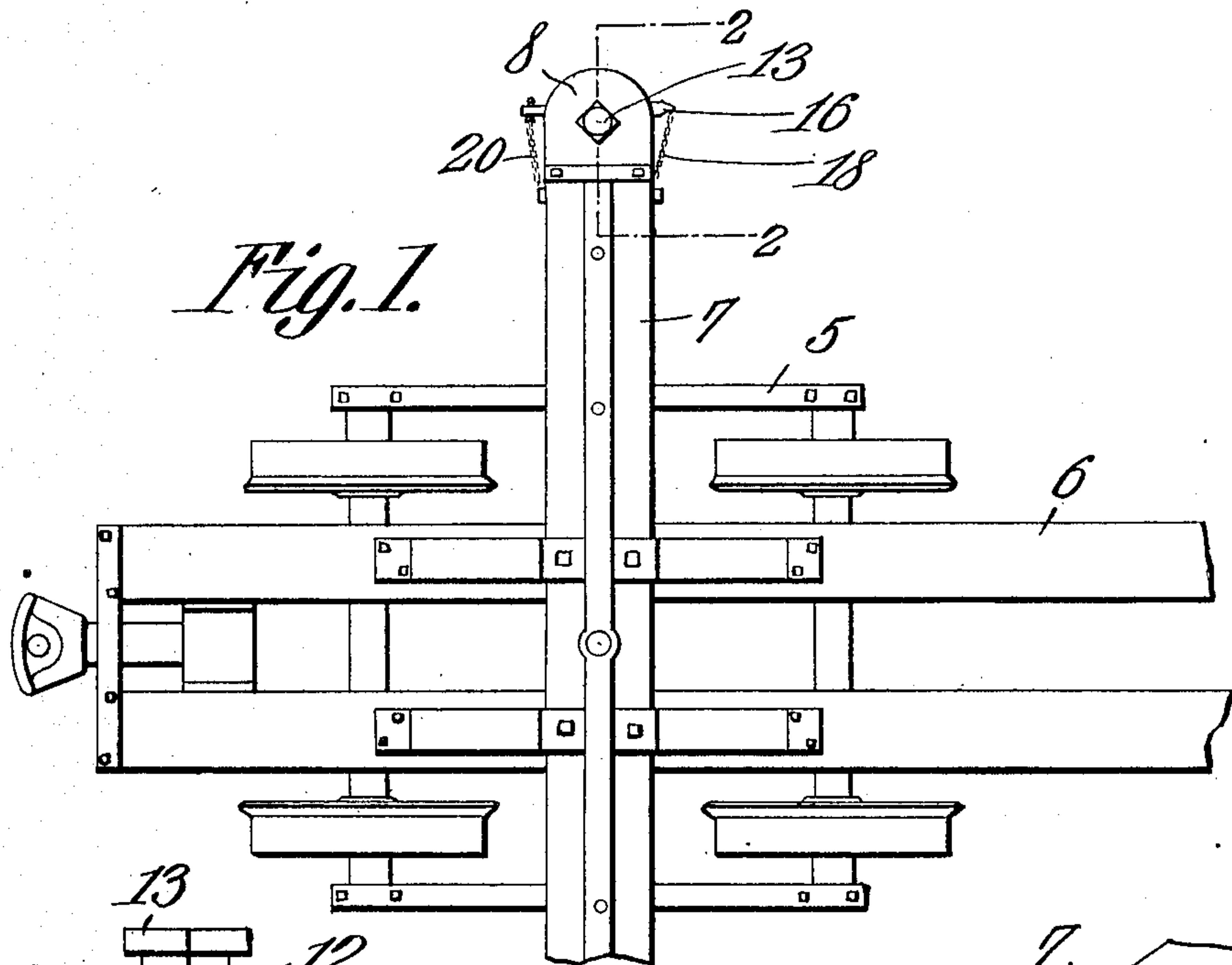


D. W. MARSH.
STAKE OR SPIKE FOR LOGGING CARS.
APPLICATION FILED JULY 6, 1908.

919,447.

Patented Apr. 27, 1909.



Witnesses

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UNITED STATES PATENT OFFICE.

DOUGLE W. MARSH, OF DE RIDDER, LOUISIANA.

STAKE OR SPIKE FOR LOGGING-CARS.

No. 919,447.

Specification of Letters Patent.

Patented April 27, 1909.

Application filed July 6, 1908. Serial No. 442,085.

To all whom it may concern:

Be it known that I, DOUGLE W. MARSH, a citizen of the United States, residing at De Ridder, in the parish of Calcasieu and State of Louisiana, have invented a new and useful Stake or Spike for Logging-Cars, of which the following is a specification.

This invention relates to stakes or spikes for logging cars and has for its object to provide a comparatively simple and inexpensive device of this character especially designed for attachment to the bolster of a logging car for holding logs, timber and the like on the bolster when loading the car.

A further object of the invention is to provide an attachment for logging cars including a casing having a vertically disposed recess formed therein for the reception of a stake or spike, the head of said spike being movable to operative position above the upper surface of the bolster when loading the car.

A further object is to provide means for locking the spike or stake in extended position, and means for supporting the casing on the end of the bolster.

A still further object of the invention is generally to improve this class of devices so as to increase their utility, durability and efficiency.

Further objects and advantages will appear in the following description, it being understood that various changes in form, proportions and minor details of construction may be resorted to within the scope of the appended claims.

In the accompanying drawings forming a part of this specification: Figure 1 is a top plan view of one end of a logging car provided with an attachment constructed in accordance with my invention. Fig. 2 is a vertical sectional view taken on the line 2—2 of Fig. 1 showing the stake or spike in elevated or operative position. Fig. 3 is a similar view showing the stake or spike in lowered or inoperative position. Fig. 4 is a detail perspective view of one end of the bolster with the casing and spike in position thereon.

Similar numerals of reference indicate corresponding parts in all of the figures of the drawings.

The improved device forming the subject matter of the present invention is principally designed for attachment to logging cars and similar vehicles and by way of illustration is shown in connection with a

logging car of the ordinary construction in which 5 designates the forward truck, 6 the longitudinal sills and 7 the forward transverse bolster.

The attachment comprises a casing or housing 8 having its outer or exposed end curved, as shown, and its inner end provided with a laterally extending lug 9 adapted to engage a correspondingly shaped recess 10 formed in the adjacent end of the bolster, thereby to center the casing on said bolster. The casing or housing 8 is provided with a vertically disposed recess 11 preferably angular in cross section, as shown, and in which is mounted for vertical movement a correspondingly shaped stake or spike 12. The upper end of the stake or spike 12 is provided with an enlarged head 13 adapted to enter a countersunk portion 14 in the housing when the stake is in lowered or inoperative position so as not to form an obstruction to the passage of the logs or timber when unloading the car.

The casing or housing is pierced by a transverse recess 15 in which is seated a wedge shaped locking key 16, which latter enters a notch or recess 17 formed in the lower portion of the stake 12 and serves to lock said stake in elevated or operative position when loading the car. Secured to the inclined end of the key 16 is one end of a chain or other flexible medium 18, the opposite end of which is secured in any suitable manner to the bolster so as to prevent the key from becoming lost when the same is removed from the casing. The opposite or reduced end of the key 16 is provided with a transverse recess for the reception of a cotter pin 19 to which is secured a cable or chain 20, the latter being also preferably secured to the bolster, as shown.

The casing or housing is rigidly secured to the outer end of the bolster by a strap 21 preferably formed of sheet metal and having its intermediate portion seated in a groove 22 formed in the curved end and side walls of the casing, the opposite ends of the strap being bolted or otherwise rigidly secured to the bolster, as indicated at 23. Attention is here called to the fact that the shoulders formed by the groove 22 serve to center the strap on the casing or housing and also serve to prevent accidental displacement of the same.

In using the device the stake or spike is

elevated until the opening 15 registers with the notch 17 after which the locking key 16 is inserted in the opening 15 and the cotter pin 19 introduced into the opening in the reduced end of said locking key, thus supporting the spike or stake in position to be engaged by the logs as the latter are loaded on the car.

In unloading the car the cotter pin 19 is removed and the locking key 16 withdrawn from the opening 15 thus permitting the stake or spike to drop by gravity to inoperative position and in which position the head 13 will enter the recess 14 so that said head will lie flush with the upper surface of the bolster and not offer any obstruction to the passage of the logs during the unloading operation.

From the foregoing description it is thought that the construction and operation of the device will be readily understood by those skilled in the art and further description thereof is deemed unnecessary.

Having thus described the invention what is claimed is:—

1. In a logging car, the combination with a bolster, of a casing secured to one end of the bolster and provided with a vertically disposed recess, a stake slidably mounted in said recess and movable to inoperative position with the upper end of the stake flush with the top of the bolster, and means for locking the stake in elevated position.

2. In a logging car, the combination with a bolster, of a casing secured to one end of the bolster and provided with a vertically disposed recess, the upper surface of the casing at said recess being counter-sunk, a stake slidably mounted in the recess and provided with an enlarged head adapted to enter the counter-sunk portion of the casing when the stake is in lowered position, and means for locking the stake in elevated position.

3. In a logging car, the combination with a bolster having a socket formed in one end thereof, of a casing secured to the bolster and provided with a lug adapted to enter the socket in said bolster, said casing being pierced by a vertically disposed recess, a stake slidably mounted in said recess and provided with an enlarged head movable to a position flush with the upper surface of the bolster when the stake is in lowered position, and means for locking the stake in elevated position.

4. In a logging car, the combination with a bolster, of a casing secured to one end of the bolster and provided with a vertically disposed recess, the exterior walls of the casing being formed with an annular groove defining oppositely disposed shoulders, a strap seated in the groove between said shoulders and having its opposite ends secured to the bolster, a stake mounted for vertical movement within the recess of the casing, and a locking key extending transversely through the casing and engaging the stake for locking the latter in elevated position.

5. In a logging car, the combination with a bolster, of a casing secured to one end of the bolster and provided with a vertically disposed recess, there being a transverse recess formed in the casing and intersecting the vertical recess, a stake slidably mounted in the vertical recess and provided with a notch adapted to register with the transverse recess in the casing, and a wedge shaped key extending through the transverse recess and adapted to engage the notch in the stake for supporting the latter in elevated position.

6. In a logging car, the combination with a bolster having a socket formed therein, of a casing having its outer end curved or rounded and its inner end provided with a lug adapted to enter the socket in the bolster, the exterior walls of the casing being provided with a groove defining oppositely disposed shoulders, a strap seated in said groove and secured to the opposite sides of the bolster, said casing being pierced by a vertically disposed recess of angular cross-sectional formation and having its upper surface counter-sunk around said recess, there being a transverse recess formed in the casing and intersecting the vertical recess, a spike of angular cross section slidably mounted in the vertical recess and provided with a notch adapted to register with the transverse recess, and a locking key extending through the transverse recess and engaging the walls of the notch for locking the stake in elevated position.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

DOUGLE W. MARSH.

Witnesses:

J. L. HAY,
MARTIN GRAY.