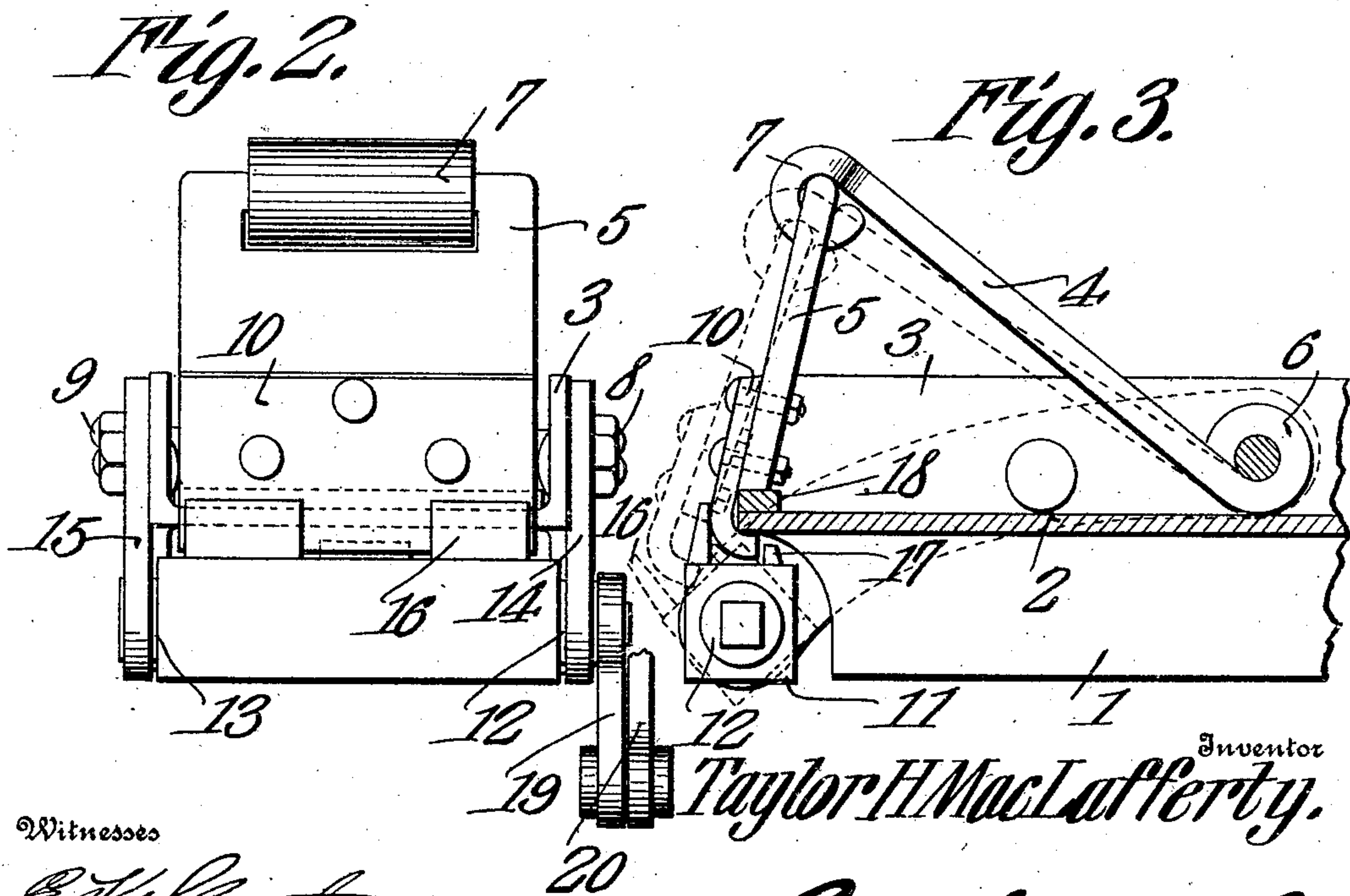
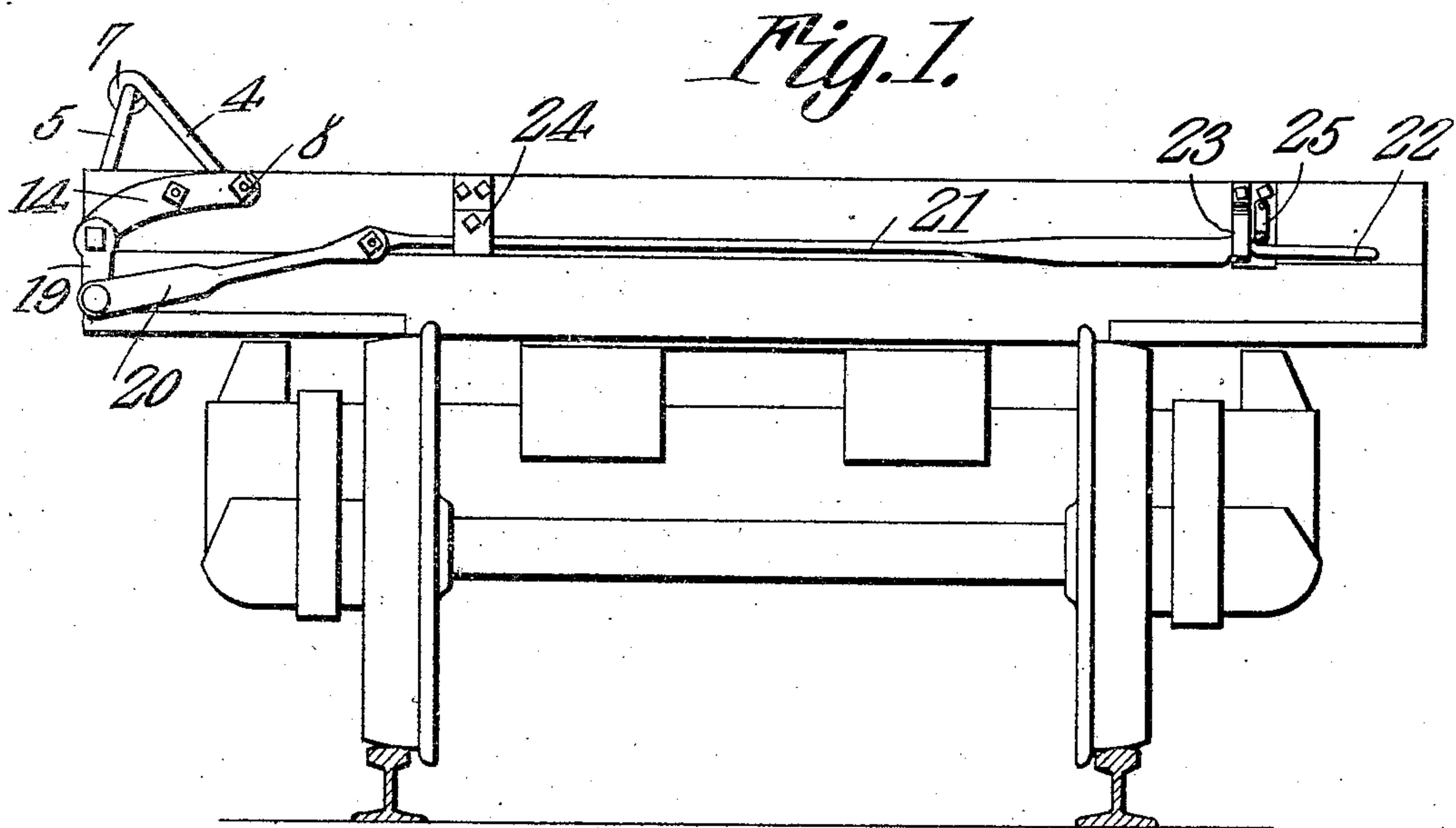


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CAR STAKE.
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944,739.

Patented Dec. 28, 1909.



Witnesses

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CAR-STAKE.

944,739.

Specification of Letters Patent.

Patented Dec. 28, 1909.

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To all whom it may concern:

Be it known that I, TAYLOR HOYT MAC-LAFFERTY, a citizen of the United States, residing at Tenino, in the county of Thurston and State of Washington, have invented a new and useful Car-Stake, of which the following is a specification.

The invention relates to devices employed for retaining logs on railway cars or trucks and has for its object to provide a device of this character that will facilitate the unloading of said trucks without endangering the lives of the attendants.

Another object is to provide a device that will securely hold the logs in place while in transit to their destination and that will retain its position when once adjusted.

Still another object is to provide a device which will automatically lock when in operative position and cannot be released until the locking member is manipulated.

With these objects in view, my invention embraces the structure illustrated in the accompanying drawing wherein:—

Figure 1 is a side elevation of the assembled device. Fig. 2 is a front elevation of the locking member in applied position. Fig. 3 is a side elevation of the device in two positions.

In a more detailed description in which like characters of reference designate similar parts in the views shown, 1 represents an eye-beam carried transversely upon the trucks or car floor, the web 2 and flanges 3 of said beam comprising a bunk. Located within the channel of said bunk is the chock 4 having a supporting arm 5 of sufficient length to extend above the bunk flanges when the chock is in operative position and of such width as to provide a clearance space between the flanges and the chock whereby the chock may freely move within the channel. The chock 4 is bent over at its opposite ends to form eyes 6 and 7, and is pivotally connected to the flanges 3 of said bunk by a pin or bolt passing through the eye 6 and flanges 3, and terminating in screw threaded ends to receive the nuts 8 and 9. The free end of the chock 4 is reduced in width and the eye 7 formed thereon engages the arm 5 in an opening disposed near one end of same, thereby forming a hinge joint. This arm is of a rectangular formation and when in its upright or operative position serves as a prop or support for chock 4. The arm 5 has secured to its lower outer face by a

plurality of bolts or rivets, a curved plate 10 which hooks into the web of said channel and tends to prevent the device from collapsing toward the center of the bunk in case a log should roll against it. At the end of the channel and pivotally secured to the flanges 3 thereof is the locking member 11. The locking member consists essentially of a rectangular block preferably made of metal and is provided with the bearings 12 and 13 in axial alinement with its longitudinal diameter and seated in the brackets 14 and 15, the block being further provided at one end with a square neck the purpose of which will hereinafter be explained. The upper face of said locking device is provided with a plurality of projections 16 which engage the outside face of the arm 5 at its lower end when said arm is in its operative position, thereby locking same in place, as shown in Figs. 2 and 3. The locking member is further provided with a lug 17 which engages the inner face of the hook formed on arm 5 and forces the arm off the web when the locking device is released, thereby causing the chock to collapse instantly as will be understood on reference to Fig. 3. For strengthening the web, a plate 18 is provided, substantially equal in length to the distance between the flanges 3. This plate 18 is suitably secured to the web by bolts or rivets and has one edge flush with the end of said web and extends inward a distance equal to the thickness of arm 5 and forms a support for the end of same to rest upon when in its working position.

Fitted over the squared neck of the locking device and suitably secured thereto, is a rocking link 19 to one end of which is pivotally secured the connecting rod 20. A lever 21 provided with a hand-hold 22 and secured to the lateral face of the flange by brackets 23 and 24, is pivotally connected to said connecting rod. This lever 21 is flattened at a point adjacent to the hand-hold, and a groove is cut into its under surface to allow the bottom of the bracket 23 to enter when the device is in operative position. A latch 25 is secured to the lateral face of the flange, adapted to drop by gravity and to engage the upper edge of the lever and hold the groove of the lever fast over the bottom of the bracket 23, thus making it impossible for the lever to operate until said latch is raised by the operator.

The operation of the invention is as fol-

lows:—The chock as above explained is maintained in its upright position by the supporting arm engaging the web of the channel and the projections on the locking member, as shown in Fig. 2. When the chock is to be released to allow the dumping of the restrained logs, the latch is released, the notch of the lever raised clear of the bottom of the bracket and the lever drawn home, thereby causing the end of the supporting arm, which is hooked under the web, to be forced off the end of the beam, when the chock will immediately collapse into the channel of the bunk, where it is incapable of offering any obstruction to the logs rolling or sliding from the bunk.

Having thus described my invention what I claim is:—

1. The combination with a car truck, of a device for holding logs thereon, comprising a beam, a chock pivoted at one end on said beam and adapted to collapse upon the same, an arm pivotally attached to the free end of said chock and forming a prop for same when in operative position, a means attached to said arm adapted to grasp the end of said beam, and prevent said arm from collapsing inwardly or laterally, a means

carried by said beam for releasing the arm and forcing it from its operative position, and a locking member adapted to automatically lock when the device is put in operative position.

2. The combination with a car truck, of a device for holding logs thereon, comprising a beam, a chock pivoted on said beam and adapted to collapse upon the same, an arm pivotally attached to said chock adapted to hold the same in an upright position and having a means for grasping the end of the beam, to prevent the arm from collapsing inwardly, a locking member provided with projections to impinge against the outer face and end of said arm, adapted to perform the dual function of holding the same in operative position or forcing it from said position, a lever for operating said member, and a latch to automatically lock said lever when the device is in operative position.

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

TAYLOR HOYT MACLAFFERTY.

Witnesses:

H. N. LIPSCOMB,
H. E. STONE.