

J. M. HASSELL.  
LOGGING CAR.

APPLICATION FILED OCT. 1, 1912.

Patented Aug. 26, 1913.

2 SHEETS—SHEET 1.

1,071,412.

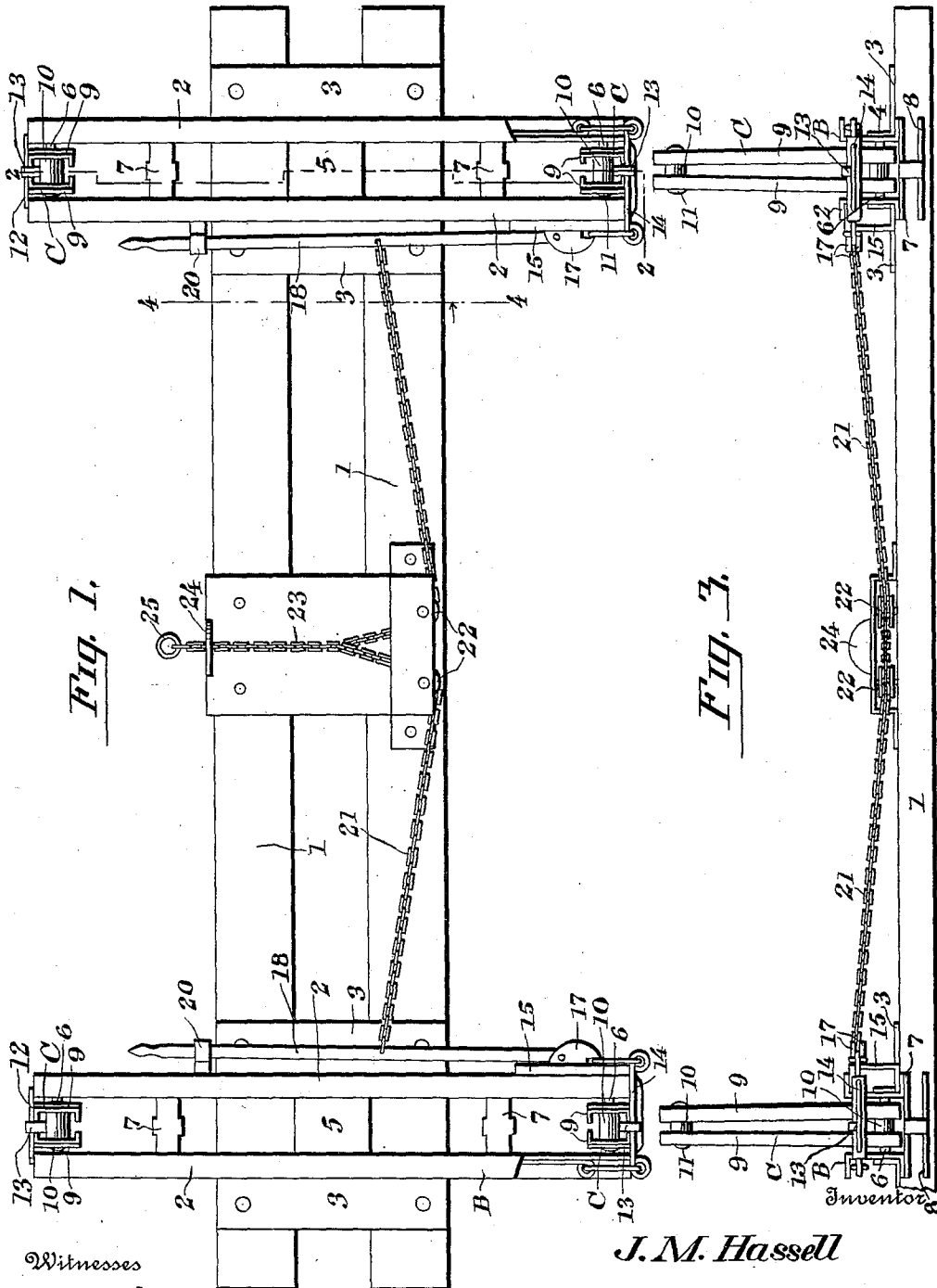


Fig. 1.

Fig. 3.

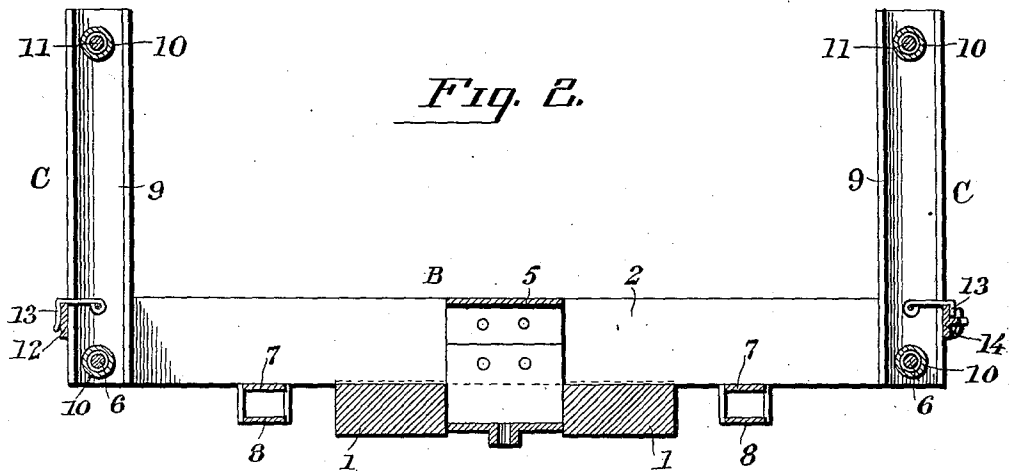
Witnesses

*M. F. Danforth*  
*Wm. J. Pappas*

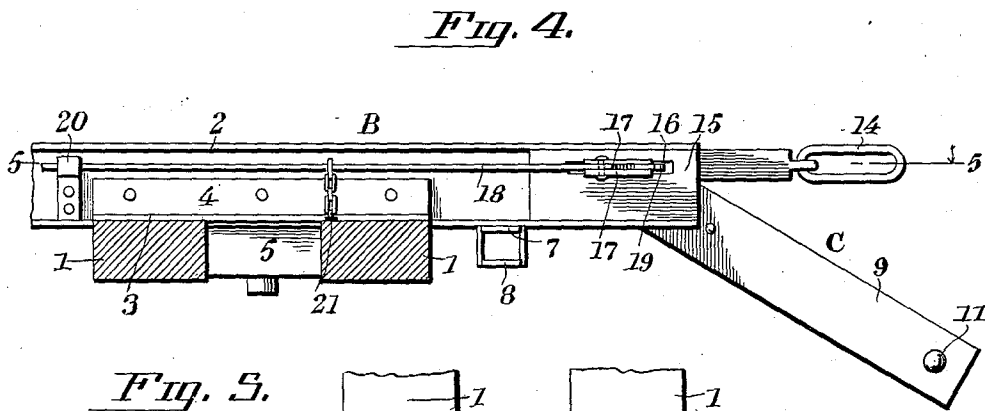
J. M. Hassell

By *Victor J. Evans*  
Attorney

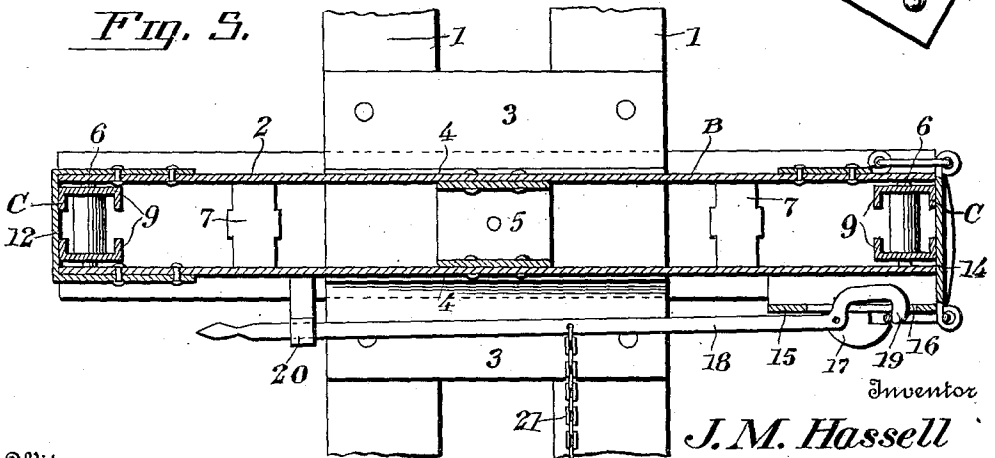
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*Fig. 2.*



*Fig. 4.*



*Fig. 5.*

Inventor

J. M. Hassell

Witnesses

*M. F. Hammett*  
*Wm. P. Bagger*

By *Victor J. Evans*  
 Attorney

# UNITED STATES PATENT OFFICE.

JERRY M. HASSELL, OF WARSAW, NORTH CAROLINA.

## LOGGING-CAR.

1,071,412.

Specification of Letters Patent.

Patented Aug. 26, 1913.

Application filed October 1, 1912. Serial No. 723,438.

*To all whom it may concern:*

Be it known that I, JERRY M. HASSELL, a citizen of the United States, residing at Warsaw, in the county of Duplin and State of North Carolina, have invented new and useful Improvements in Logging-Cars, of which the following is a specification.

This invention relates to logging cars, and it has for its object to produce a logging car of simple and improved construction which may be easily loaded and unloaded.

A further object of the invention is to produce a logging car having pivoted side stakes which may be sustained in an upright position while the car is being loaded and transported and which may be let down to an inclined position when the car is to be unloaded, said stakes being adapted to serve as skids over which the logs may roll.

A further object of the invention is to produce simple and improved mechanism whereby the stakes at one side of the car may be simultaneously actuated to release the same from an upright position.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes alterations and modifications within the scope of the claims may be resorted to when desired.

In the drawings, Figure 1 is a top plan view of a logging car equipped with the invention. Fig. 2 is a transverse sectional view taken on the line 2—2 in Fig. 1. Fig. 3 is a side elevation. Fig. 4 is a transverse sectional view taken on the line 4—4 in Fig. 1, showing the stake lowered for unloading. Fig. 5 is a horizontal sectional view taken on the line 5—5 in Fig. 4.

Corresponding parts in the several figures are denoted by like characters of reference.

The stringers 1, 1 of the car body support the bolsters B, each of which is composed of a pair of channel bars 2, 2 set on edge, as shown, the said channel bars

being sustained in position by means of angle plates 3 which are bolted on the stringers and provided with upstanding flanges 4 that are riveted or otherwise secured on the webs of the channel bars 2. The latter are spaced apart intermediate their ends by the center block 5 which may consist of a U-shaped plate. Each bolster is provided at the ends thereof with stakes C which are mounted pivotally on bolts 6 adjacent to the ends of the bolsters. These stakes when not in use may be folded between the channel bars of the bolsters, in which position they may rest on the cross bars 7 which constitute supports for the chafing irons, which latter are indicated at 8. Each of the stakes is composed of two parallel bars 9 spaced apart by spacing blocks or sleeves 10 and connected together by bolts 6 and 11, the former of which is the pivotal bolt on which the stake swings. The bolts 6 and 11 may pass through the spacing blocks or sleeves, as shown.

At one side of the car the stakes C, when raised to an upright position may be obstructed by cross bars 12 at the ends of the bolsters, and the stakes may be provided with retaining hooks 13 adapted to engage the cross bars 12 for the purpose of sustaining the stakes in an upright position. At the other side of the car the stakes may be suspended in an upright position by means of flexible members, such as chains 14, each chain having a terminal link connected with one of the channel bars constituting the side bars of the bolster, the other side bar, being the inner side bar of each bolster, that is to say, the side bar facing in the direction of the center of the car, is provided with a housing 15 having a slot 16 adjacent to which a pair of hook-shaped flanges 17 are provided, said flanges serving to support a lever 18 having a terminal hook 19 which may cooperate with the hook-shaped flanges 17 to engage the terminal link at the free end of the chain 14, thereby maintaining said chain in obstructing position. The hook 13 connected with the stake may be placed in engagement with a link of the chain 14 for the purpose of preventing the stake from tilting in an inward direction toward the middle of the bolster. For the purpose of securing the operating lever 18 in position to retain the chain 14 in obstructing position, a suitable catch 20 is provided.

The levers 18 associated with the housings

15 on the opposed faces of the bolsters B, B are connected by flexible elements, such as chains 21, guided over suitably arranged guide members, such as pulleys 22, with a pull chain 23 which is guided through an aperture in an upstanding lug 24, said pull chain being provided with a stop member, such as a ring 25 which constitutes also a handle whereby it may be manipulated. By pulling the ring 25 it will be seen that the levers 18 having been previously disengaged from the catches 20, may be simultaneously manipulated so as to release the obstructing chains 14, thereby permitting the stakes obstructed by said chains to swing in an outward direction.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of this invention will be readily understood by those skilled in the art to which it appertains. It will be seen that when the car is being transported without a load, the stakes may be folded down between the channel bars of the bolsters, being thus supported in an out-of-the-way position. When the loading apparatus is reached, the stakes are swung to an upright position where they are secured against swinging in an outward direction by the cross bars 7 at one end of the bolsters and by the chains 14 at the opposite ends, the hooks 13 being employed to prevent the stakes from tilting in an inward direction. The obstructing chains 14 are secured by means of the levers 18, the free ends of which are placed in engagement with the catches 19. The car may now be loaded in the usual manner. When the car is to be unloaded, the levers 18 are disengaged from the catches 20, after which by pulling the chain 23, the hooked ends of the levers will be simultaneously disengaged from the links at the free ends of the chains 14, permitting said chains to drop out of the way of the stakes obstructed thereby, which latter will now swing in an outward direction. The stakes when thus swung in an outward direction may serve as skids over which the logs loaded on the car may be rolled, as will be readily understood.

It will be seen that by this invention, wooden stakes are entirely dispensed with. Such wooden stakes being usually loose, are easily lost and misplaced, and they are also frequently broken, making it necessary to supply their place with new ones. By the present invention, the bolsters and stakes are constructed of channel steel in an extremely durable manner, and the parts are permanently connected together, absolutely avoiding loss of any of the parts, and the device being, therefore, always in condition for immediate use.

Having thus described the invention, what is claimed as new, is:—

1. In a logging car, a pair of stringers, a bolster comprising a pair of channel bars supported on said stringers, a spacing member interposed midway between the ends of the channel bars, and angle plates secured on the stringers and having upstanding flanges engaging and secured on the webs of the channel plates.

2. In a logging car, a bolster comprising a pair of channel bars suitably supported and spaced apart, stakes supported pivotally between the channel bars adjacent to the ends thereof, obstructing means to prevent the channel bars swinging from an upright position in an outward direction, and hooks pivotally associated with the stakes to engage the obstructing means, thereby preventing the stakes from swinging in an inward direction.

3. In a logging car, a bolster comprising members suitably supported and spaced apart, a stake pivoted between said members at one end thereof, means connected with the members to obstruct the stake swinging from an upright position in an outward direction, and means connected with the stake and adapted to engage the obstructing means to prevent the stake swinging from an upright position in an inward direction.

4. In a logging car, a bolster comprising two members suitably supported and spaced apart, a stake comprising two members suitably connected and spaced apart, a pivot member connecting the stake with the bolster at one end thereof, a flexible obstructing member connected at one end with one of the bolster members and having a link at its free end, engaging means for said link including a pair of suitably supported hook-shaped flanges, and a hook-shaped lever pivoted therebetween, and means for securing the lever in engaging position.

5. In a logging car, a bolster comprising two members suitably supported and spaced apart, a stake pivoted between the members at one end thereof, obstructing means to prevent the stake swinging from an upright position in an outward direction, means for securing and releasing the obstructing means, and means associated with the stake to engage the obstructing means and prevent the stake swinging in an inward direction.

In testimony whereof I affix my signature in presence of two witnesses.

JERRY M. HASSELL.

Witnesses:

R. R. HAZLETT,  
D. W. HOBBS.