R. CLARKE.

Car-Stake Holder.

No. 79,315. Patented June 30, 1868.

Fig. 1.

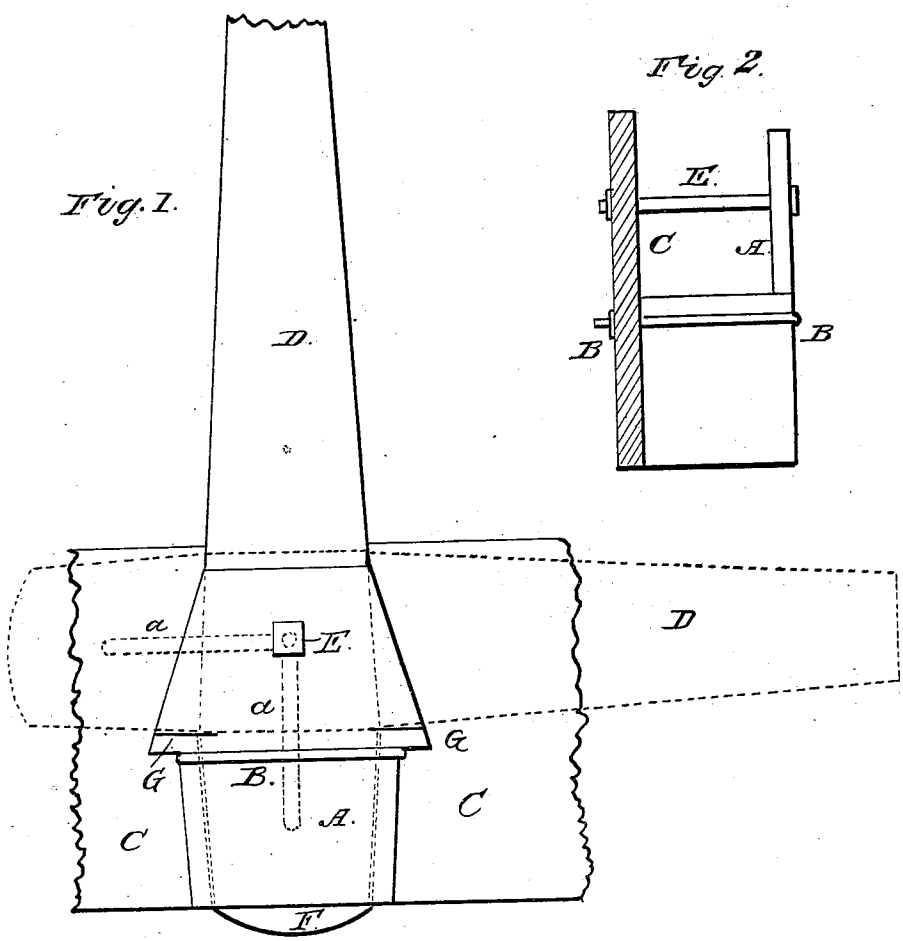


Fig. 2.

Witnesses

A. H. Yeatman.

Leopold Evers.

Inventor.

Robert Clarke.

per Alexander D'Arcy.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

United States Patent Office.

ROBERT CLARKE, OF MOUNT VERNON, OHIO.

Letters Patent No. 79,315, *dated June* 30, 1868.

IMPROVED CAR-STANDARD.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ROBERT CLARKE, of Mount Vernon, in the county of Knox, and in the State of Ohio, have invented certain new and useful Improvements in Car-Standards; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings, forming part of this specification,

Figure 1 is a front view of the box and standard, and

Figure 2 a side view of the box.

The nature of my invention consists in providing railroad-cars with stationary standards, to avoid the annoyance, so often experienced, of losing the same.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A represents an iron box, made in size, strength, and weight to suit, and placed at any point on the side of the car, to which it is secured by means of a stirrup, B, passing around and over the lower half of the box, and through the timber in fig. 1 represented by C. This box A supports the standard D, which is provided with opening *a*, by which the movements of the standard are guided.

The bolt E passes through the box A, the opening, *a*, in the standard D, and through the car-timber C, where it is secured by means of a nut, and in this way forms a support for the cheek of box A, as shown in fig. 2. F represents the projection of the standard below the iron box when the standard is in a vertical position.

When unloading the car, its utility is easily seen, as the standard will fall either toward the front or the rear of the car, and when in this horizontal position it is supported by the side-extensions G G on box A.

Should the standard become tight in the box from outward pressure, a blow with a sledge on end F will easily loosen it.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The box A, provided with the side-supports G G, and confined to the car by means of the stirrup B and the pin E, when used in combination with the standard D, which is provided with a slot, *a*, through which the pin E passes, as and for the purpose set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 6th day of April, 1868.

ROBT. CLARKE.

Witnesses:

HUGH OGLEAGE,

L. B. CURTIS.