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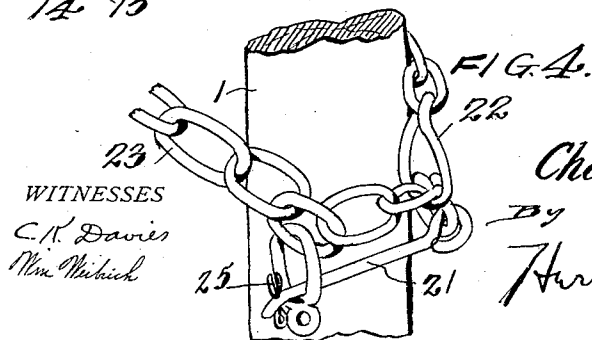
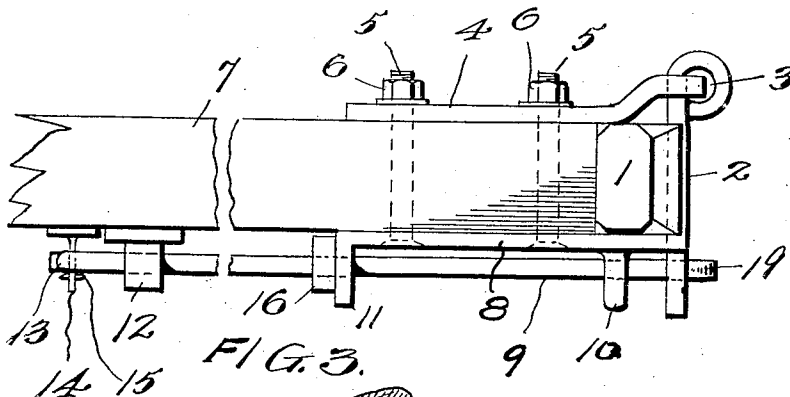
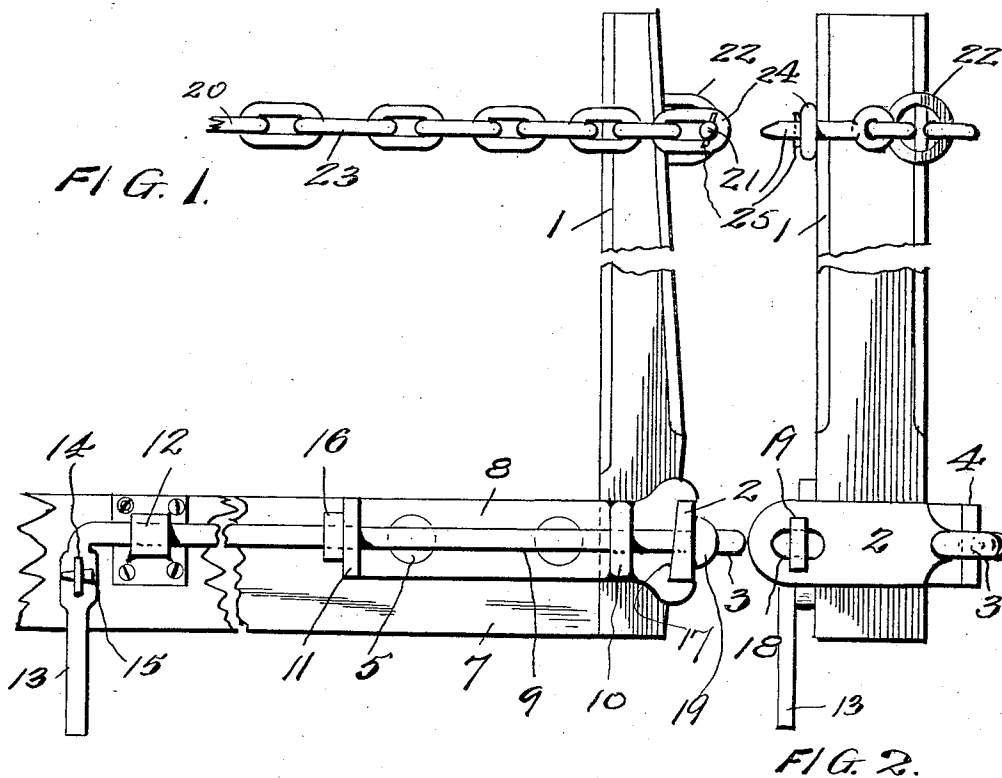
C. W. JONES.

RELEASABLE STAKE.

APPLICATION FILED MAY 8, 1912.

1,053,999.

Patented Feb. 25, 1913.



UNITED STATES PATENT OFFICE.

CHARLES W. JONES, OF SOUTH MILLS, NORTH CAROLINA.

RELEASABLE STAKE.

1,053,999.

Specification of Letters Patent.

Patented Feb. 25, 1913.

Application filed May 8, 1912. Serial No. 695,885.

To all whom it may concern:

Be it known that I, CHARLES W. JONES, a citizen of the United States, residing at South Mills, in the county of Camden and State of North Carolina, have invented certain new and useful Improvements in Releasable Stakes, of which the following is a specification.

My invention relates to improvements in releasable stakes, and is designed for use in connection with standard railroad cars, logging cars, or other vehicles upon which logs are to be carried.

The primary object of the invention is the provision of means for releasing logs from a car, when it is desired to unload the car, in such manner as to insure safety to the men unloading the car, and at the same time provide a stake holder which will effectively hold the stake locked in position to prevent the displacement of logs from the car.

The invention consists in certain novel combinations and arrangements of parts for unlocking the stake holder as will be hereinafter pointed out.

In the accompanying drawings I have illustrated one example of the physical embodiment of my invention constructed according to the best mode I have so far devised for the practical application of the principles.

Figure 1 is a view showing a portion of a car beam, a stake held thereto, and a locking means for holding said stake. Fig. 2 is a front view of Fig. 1, and Fig. 3 is a top view of Fig. 1. Fig. 4 is an enlarged detail view of the manner of securing the cross chain to the stake.

In the preferred embodiment of my invention I employ the usual or standard wooden stake 1, and a suitable number of these stakes are used at each side of the logging sled, car, wagon or other vehicle upon which the device is to be used. It will of course be understood that the stakes are to prevent displacement or rolling off of the logs from the car in an accidental manner, but each stake is provided with releasing means, by which the stakes may be freed from locked position, and the weight of the logs will then displace the stakes and roll from the car.

Each stake is held in locked position by means of a strap 2, which is hinged at 3 to the side plate 4, the latter being secured by bolts 5 and nuts 6 to the beam 7 of the car.

The socket in which the bottom end of the stake is held is formed by the strap 2, side plate 4 and the second side plate 8 secured on the beam 7 at the side opposite the plate 4 and held by the bolts 5.

The locking mechanism includes a rocker bar 9, that is journaled in the integral bearing lugs 10 and 11 of the side plate 8. A third bearing lug 12 is attached to the beam 7, and beyond this last lug the end of the rocker bar is bent downwardly to form a crank or handle 13. At 14 a perforated lug projects through a slot in the handle, and a cotter 15 secures the rocker bar against turning. On the rocker bar a collar or sleeve 16 is fixed adjacent the turned out end or lug 11, and this contact between sleeve and lug prevents lateral motion of the rod 9 to the right.

It will be observed in Fig. 1 that the side plate 8 is enlarged at one end and cut out or slotted as at 17 to form a seat for the end of the strap 2, and the strap is slotted as at 18 to permit passage of the head 19 on the rocker bar 9.

In securing the stake in its socket, the stake may be inserted in the socket from the top, the socket being formed by placing the strap 2 in position with its end in the recess or slot 17. Before the strap is located in position, the head 19 is turned to horizontal position by lifting up on the handle 13, and in this position the head will pass through the slot 18. After the strap is in position, the handle is turned down, the bar is rocked, and the head 19 is turned to vertical position across the slot 18, as seen in Fig. 2, thus locking the stake in its socket.

In connection with the stake holder I usually employ a chain 20, which is secured in position on one stake by means of the pin 21. This pin 21 is located at the end of a branch chain, and a long link 22 is secured at the end of another branch, and these branch chains are connected to the cross chains 20 by means of the ring 23. The two branch chains are passed around the stake 1, the pin 21 is passed through the link 22, and is then threaded through an eye 24 secured in the same branch chain of which the pin forms a part. A cotter 25 prevents displacement of the pin 21. This chain extends from one stake to the opposite stake and supplements the locking device in holding the stakes in place.

Having thus fully described my inven-

tion, what I claim as new and desire to secure by Letters Patent is:—

The combination with a car beam having perforated side plates projecting beyond the
5 beam end and a slotted strap hinged to one of said plates forming a stake socket, of a rock bar formed with a locking head projected through the slotted strap, and a fixed

collar on the bar engaging a portion of a plate. 10

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

CHARLES W. JONES.

Witnesses:

W. I. HALSTEAD,

M. C. JONES.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."