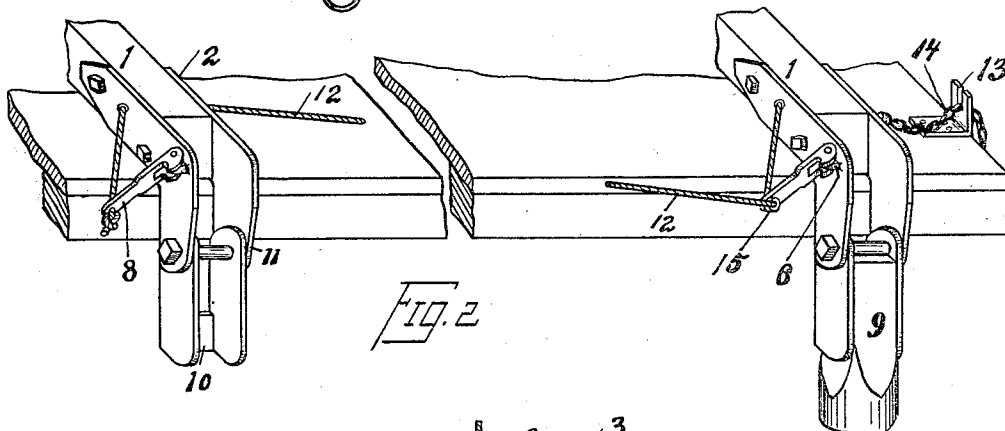
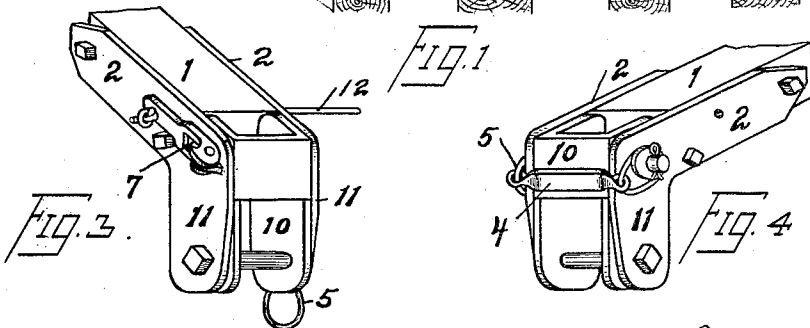
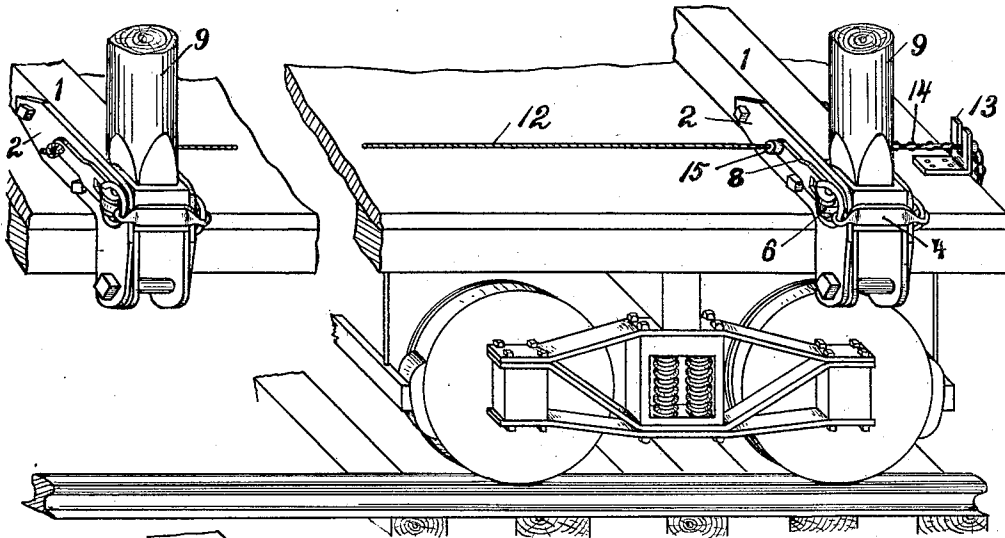


O. F. REEVES.
CAR STAKE FASTENER.
APPLICATION FILED APR. 5, 1912.

1,047,291.

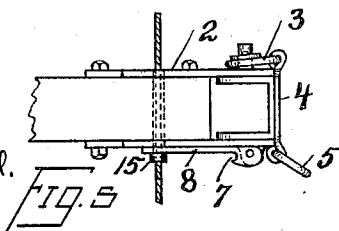
Patented Dec. 17, 1912.



WITNESSES:

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CAR-STAKE FASTENER.

1,047,291.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed April 5, 1912. Serial No. 688,756.

To all whom it may concern:

Be it known that I, OSCAR F. REEVES, a citizen of the United States, residing at Saginaw, in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in Car-Stake Fasteners; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is a car stake holder and relates particularly to holders for car stakes used on flat cars for transporting logs.

The objects of the invention are to provide a simple, strong and durable car stake holder having means for simultaneously releasing all of the car stakes along one side of the car platform, to allow the stakes to drop outwardly, thereby releasing the logs.

A further object is to provide a releasing mechanism that is simple in construction, not liable to get out of order, and capable of being operated from the end of the car so that the person releasing the load need not be exposed to danger from the falling logs.

With these and certain other objects in view which will appear later in the specification, my invention consists in the devices described and claimed and the equivalents thereof.

In the drawings, Figure 1 is a perspective view broken away in part, of a car to which my improvement is attached; Fig. 2 is a similar detail showing the car stakes released; Fig. 3 is a perspective detail of one form of the car stake holder with the locking link lowered; Fig. 4 is a similar view showing the locking link in its working position; Fig. 5 is a top plan view of the parts shown in Figs. 3 and 4.

In the drawings, 1 is a beam carried on the car platform and extending transversely across it. To each end of the beam is secured a car stake holder comprising a pair of side plates 2, the ends of which project beyond the ends of the beam 1, and beyond the ends of the car platform. A ring 3 is swiveled to one of the side plates and carries a link 4, to the opposite end of which is secured a loop 5. Secured to the other side plate is an outwardly projecting lug 6 upon which is pivotally mounted a hook 7 having a shank 8 which swings in a horizontal plane. Hook 7 is adapted to receive the loop 5 to hold link 4 in its locked position across

the ends of the side plates 2, thereby forming a pocket in which the car stake 9 is received. When shank 8 of the hook is swung to the position shown in Fig. 2, link 4 is released and the car stake drops by the pressure of the logs behind it.

In some cases I may use in addition to the link 4 a hinged socket member 10 pivoted at its lower ends between downward projections 11 on side plates 2, as shown in Figs. 2, 3 and 4. It is to be understood, however, that the socket member is not an essential feature of my present invention, which relates more particularly to the means by which link 4 is locked in position and released, and by which all of the stakes along one side of the car are released simultaneously. The locking and releasing device consists primarily in a flexible cord, cable, or chain 12, or equivalent, one end of which is secured to the shank 8 of the hook at the far end of the car, the cable extending lengthwise of the platform and preferably passing through holes in the beams 1 and side plates 2, to the other end of the car platform where a slotted lug 13 is mounted. To the end of cable 12 is secured a short length of chain 14, the links of which are engaged by the slotted lug 13 to hold the cable and shanks 8 in their locked position. Car stakes intermediate the ends of the car are similarly held in place by clips 15 secured to the cable 12 and engaging the shank 8 of the hook. It will be noticed that when loop 5 is in locked engagement with hook 7, the outward pressure of the logs against the stake 9 produces only a slight tendency of the shank 8 to swing outward and unlock, so that there is a comparatively light tension in the cable 12, practically obviating all liability of breaking the cable, no matter how much pressure is brought upon the car stakes. To release the cable the operator stands at the end of the car and with a bar or sledge drives the chain out of the slotted lug, whereupon the cable is drawn forward by the shanks 8, the links 4 are released, and the car stakes drop simultaneously.

By the means above described I have produced a simple, strong and inexpensive locking and releasing device that is not liable to get out of order, that is capable of being easily repaired, and contains in its construction no parts that are liable to be damaged by becoming bent or twisted.

Having described my invention, what I claim and desire to secure by Letters Patent, is:—

- 5 1. A plurality of transverse beams having openings therein and having projecting side plates at their ends, a link removably secured across the outer ends of said side plates, a loop carried by said link, a lug on the other of said side plates, a hook pivoted
10 to said lug and adapted to engage said loop, a rearwardly extending shank on said hook, a flexible cable secured to said shank and passing loosely through said openings, and means for releasably securing said cable.
- 15 2. The combination with a car having transverse beams thereon, said beams formed with openings, of a stake-holder comprising side plates secured to the ends of and pro-

jecting beyond each of said beams; a link pivotally secured to one of said side plates, 20 a hook hinged to the other of said side plates and adapted to engage the free end of said link, a shank on said hook adapted to swing in a horizontal plane; a flexible cable connecting the shanks of successive hooks and 25 passing through the openings of said beams, clips on said cable adapted to engage said shank, and means located near the end of the car adapted to releasably engage said cable, for the purposes set forth. 30

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

OSCAR F. REEVES.

Witnesses:

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