

R. F. ROBINSON.
STAKE SUPPORT AND BRACE.
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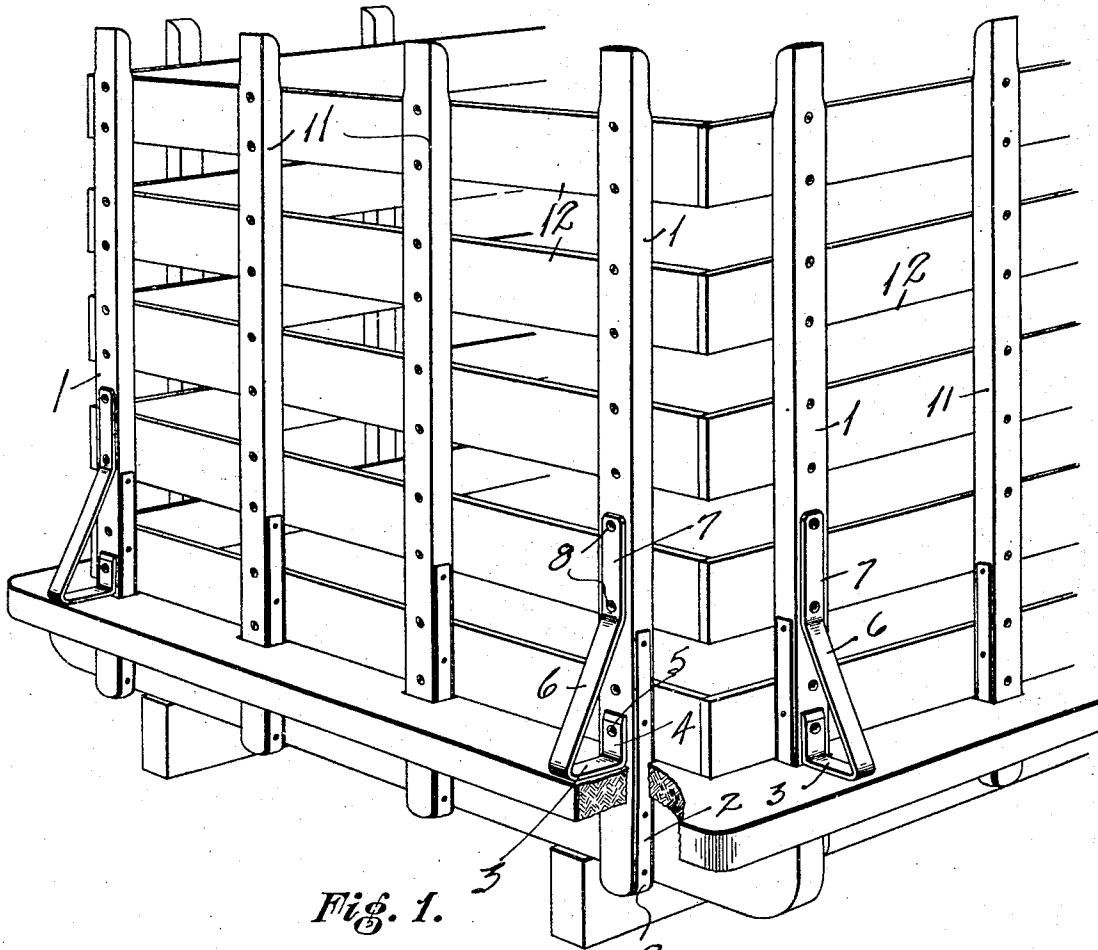


Fig. 1.

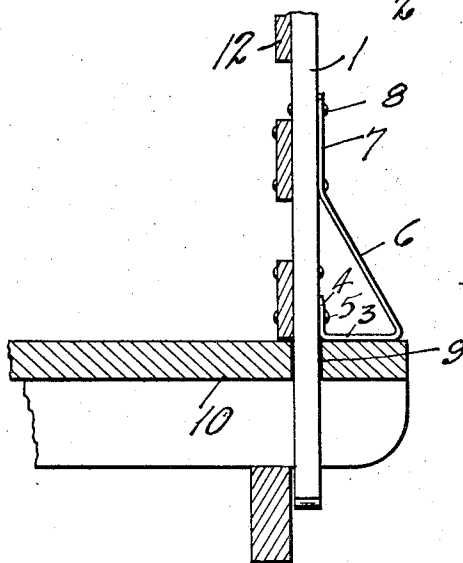


Fig. 2.

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To all whom it may concern:

Be it known that I, ROBERT F. ROBINSON, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Stake Supports and Braces, of which the following is a specification.

This invention relates to new and useful improvements in stake supports and braces for vehicle bodies.

It is customary to provide sockets and insert the stakes in these sockets, dependence being placed upon friction or a shoulder for holding the stake in position and usually the lower end of the stake is tapered so that it may be more readily wedged in the socket. The parts soon become worn so that the stakes are not upheld upright or project too far into the sockets and where the stakes are secured to cross pieces to form panels, these latter lean outward. In certain instances braces have been provided but these are either permanently secured to the platform or the sideboards and are not removed with the stakes.

The object of this invention is to provide a stake with a member which will be at once a brace for preventing outward tilting of the stake and a support for sustaining the stake on the platform so that it will retain its original elevation and not depend upon a wedging action or a shoulder for holding it in upright position and at the same time giving a freedom of engagement in its socket which will afford a ready placing and removal. Frequently stakes break at or adjacent the platform and the brace will obviate this difficulty.

In carrying out the invention I provide a brace and supporting member formed from a single metal bar bent to shape. The member has a laterally directed base with an upturned ear at its inner end and an upwardly inclined brace portion extending from its outer end and overhanging the length of the base. The brace portion terminates at its upper end in a strap or tongue portion vertically aligned with the ear. The ear and strap are fastened to the side of the stake so that when the stake is inserted in its socket in the platform the base will rest on the margin of the platform thus supporting the stake and bracing it against outward tilting as will be apparent. When the stake is removed the brace is

carried with it thus leaving the platform unobstructed.

The invention will be more readily understood from a reading of the following specification and by reference to the accompanying drawings, in which an example of the invention is illustrated, and wherein—

Figure 1 is a perspective view of a portion of a vehicle body formed of stakes and open panels said stakes being equipped with bracing and supporting members constructed in accordance with this invention, and

Fig. 2 is a sectional detail showing one of the members and its stake in side elevation.

In the drawings the numeral 1 designates an ordinary stake or standard having a U-shaped wear strap 2 secured around its lower portion. On the outer face of the strap is secured a supporting and brace member including a base 3 having an upturned ear 4. The base 3 is directed outwardly substantially at right angles to the stake and the ear is secured to a stake by a bolt 5. From the outer end of the base a brace 6 is inclined upwardly and inwardly so as to overhang said base.

The brace terminates at its upper end in a tongue or strap 7 vertically aligned with the ear 4 and is secured to the face of the stake by bolts 8 at each end of said strap. It is preferable to form the member of a single piece of metal bent to shape and provided with holes for the bolts 5 and 8, but it is within the province of the invention to cast or otherwise form said member. It will be observed that the base 3 has considerable projection from the stake.

The stake is inserted in a socket or opening 9 in the platform 10 forming part of a vehicle body. The platform has sufficient margin between the socket and its outer edge to form a ledge on which the base 3 rests. It will be seen that the socket may be large enough to freely receive the lower end of the stake as the base will form a support or stop for holding the stake against outward displacement. One particular advantage is that when the stake is removed the member is carried with it thus leaving the surface of the platform free and unobstructed. I have shown panels formed with the stakes 1 at each end thereof and intermediate stakes 11 disposed therebetween but from which the members are omitted. Slats 12 are bolted

to the stakes as shown. By observing Fig. 1 it will be seen that the end panel is positioned between the side panels so that the slats of the end panel engaging the slats of the side panels lend rigidity to the body thus formed. When the panel is removed the supporting and bracing members are removed therewith. It is obvious that without the bracing and supporting members the sockets and stakes would wear so that the panels would not be supported at the same elevation and there would be so much play that said panels and stakes would soon lean outward and deteriorate.

15 What I claim is:—

1. The combination with a vehicle platform having an approximately vertical socket opening formed therein and arranged near and spaced a substantial distance from the edge of the platform to provide a ledge, of an approximately straight stake having its lower end adapted for insertion within

the socket opening by a downward movement of the stake, and a combined abutment and brace carried by the stake and bodily movable therewith, said combined abutment and stake being spaced a substantial distance from the lower end of the stake and serving to limit its downward movement and to hold it against lateral displacement.

2. The combination with a stake having its lower end approximately straight and adapted for insertion by a downward movement into a socket opening of a vehicle platform, and a combined abutment and brace carried by the stake and bodily movable with relation thereto, said combined abutment and brace being spaced a substantial distance from the lower end of the stake and embodying a bar bent into a hollow substantially triangular form having a base to contact with the platform.

In testimony whereof I affix my signature.

ROBERT F. ROBINSON.