C. H. BRYAN.

Car-Truck Stake-Holder.

No. 48,899. Patented July 25, 1865.

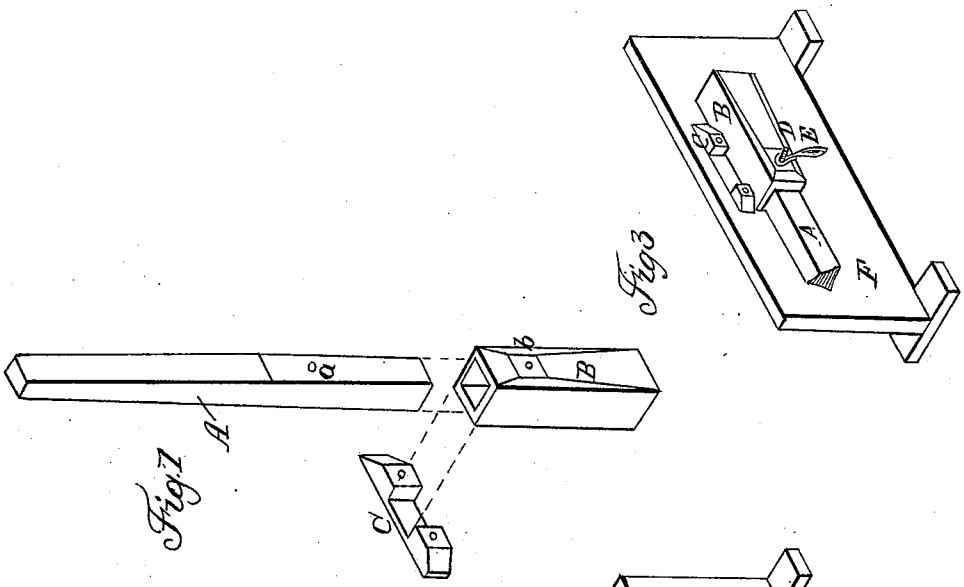


Fig 1

Fig 3

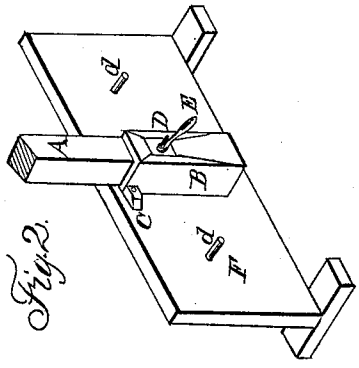
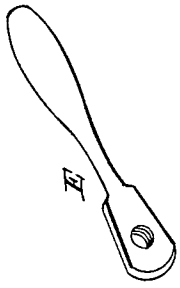


Fig 2.



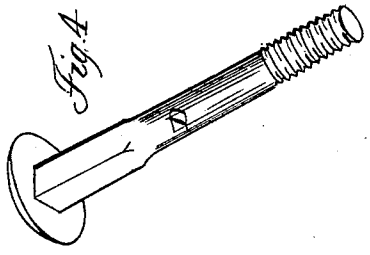


Fig 4

Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES H. BRYAN, OF RACINE, WISCONSIN.

IMPROVED CAR-PLATFORM-STAKE HOLDER.

Specification forming part of Letters Patent No. **48,899**, dated July 25, 1865.

To all whom it may concern:

Be it known that I, CHARLES H. BRYAN, of Racine, in the county of Racine and State of Wisconsin, have invented a new and useful Improvement in Car-Stakes for Platform Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and the letters and figures marked thereon, forming part of this specification.

The nature of my said invention consists in a novel mode of attaching the car-stake to the car, whereby the same can readily be turned down in a horizontal position, when it is desired to load or unload the cars, without raising the stake up out from its socket, and, as the lumber or other material with which the cars are loaded naturally presses against and binds the stakes, the raising up of the stake becomes exceedingly difficult and the obviating of its necessity exceedingly important. Moreover, the said outward pressure upon the stakes also prevents them from being turned down readily, as aforesaid, and my invention likewise obviates this difficulty.

To enable those skilled in the art to understand how to construct and make use of my invention, I will proceed to describe the same with particularity, making reference in so doing to the aforesaid drawings, in which—

Figure 1 represents an isometrical view of my invention, the several parts being detached from each other. Fig. 2 represents the manner in which the invention is applied upon the car, the stake being upright. Fig. 3 represents a similar view of my invention with the stake turned down; and Fig. 4 represents a detached view of the bolt D and adjusting-nut E, hereinafter described.

Similar letters of reference in the several figures denote the same parts of my invention.

A represents the car-stake, that part of the same which rests in the socket B being provided with a transverse perforation, *a*, through which, and also through the corresponding hole, *b*, in the said socket, the bolt D passes and fastens both the stake and its socket to the sill of the car, (marked F,) as shown. The said bolt is provided with a head upon the inner side of the sill, and upon the other end, projecting out through the socket, is cut a screw, as shown, upon which is arranged the nut E, provided with an arm, as shown, for convenience in turning the same. At the upper end of said socket B, when arranged vertically, and inclosing the same, there are fixed upon the car-sill the jaws C, which are fastened by the bolts or screws marked *c c*.

d d represent pins or brackets for supporting the stakes when arranged in a horizontal position.

Having described the nature and construction of my invention, I will now proceed to describe its operation.

When the stake is in a vertical position the upper end of the socket B lies between the jaws C, and the bolt passing through the socket and stake being arranged below said jaws, the stake is held firmly in a vertical position, and is also confined rigidly to the car by the adjustable nut E upon the screw-bolt D. When it is desired to turn down the said stakes the nut E is turned back from the socket far enough to give said stake a lateral movement sufficient to withdraw it from the said jaws, which also releases it from the pressure of the load against it, when it can readily be turned down upon either side in a horizontal position, and rests upon the support *d*, as shown. To replace or rearrange it in an upright position the stake is brought up and adjusted within the jaws C, and the nut E is turned down upon the socket B, and the stake thus held firmly in a vertical position, as before.

Instead of constructing the jaws C as shown in the drawings, it would be sufficient that there should be two pins, shoulders, or other suitable projections arranged so as to keep the stake from falling down.

Having now described the nature, construction, and operation of my invention, I will specify what I claim therein and desire to secure by Letters Patent:

1. The combination of the stake A, provided with the hole *a*, with the bolt D and nut E, arranged and operating substantially as and for the purposes specified.

2. In combination with the above, the employment of the jaws C, arranged and operating as shown and described.

3. The combination of the stake A, socket B, jaws C, bolt D, and nut E, arranged and operating substantially as and for the purposes specified and shown.

CHAS. H. BRYAN.

Witnesses:
W. E. MARRS,
L. L. COBURN.