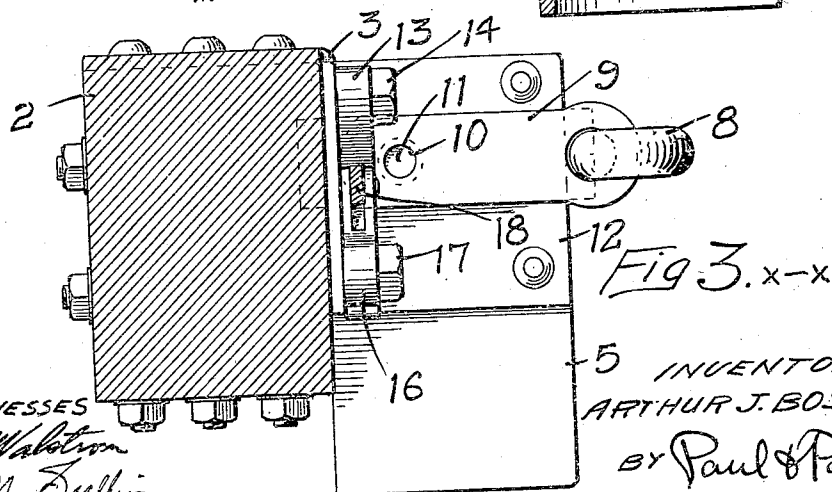
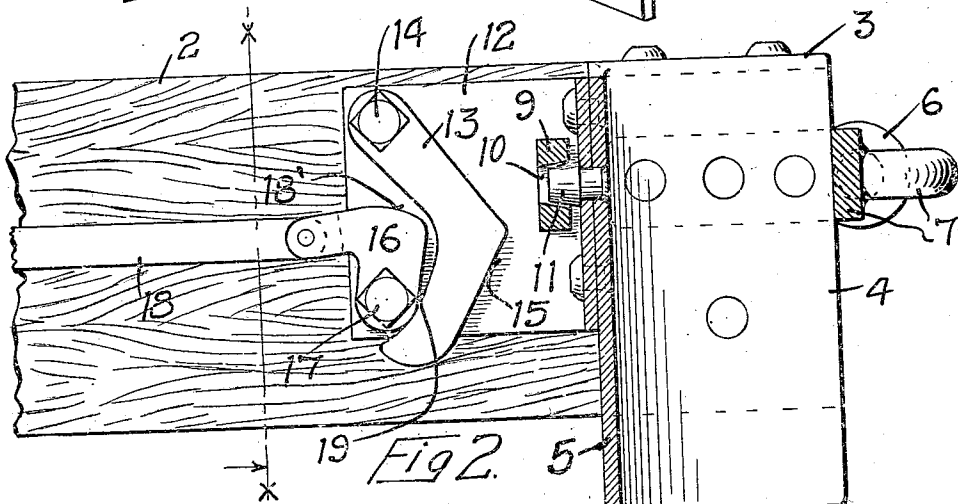
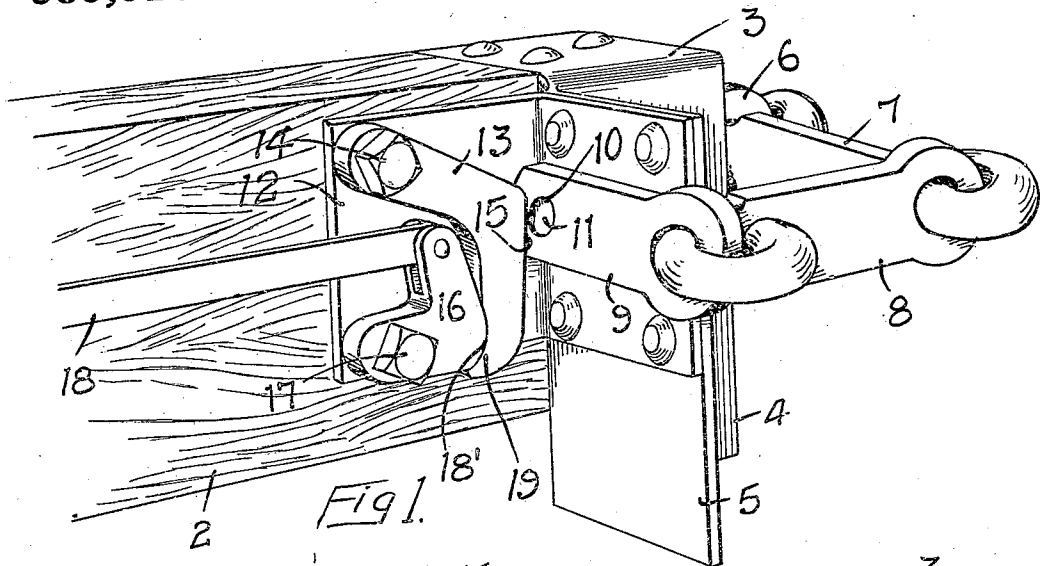


A. J. BOSTWICK.
STAKE HOLDER.
APPLICATION FILED SEPT. 23, 1909.

Patented May 31, 1910.

959,916.



WITNESSES
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UNITED STATES PATENT OFFICE.

ARTHUR J. BOSTWICK, OF EAU CLAIRE, WISCONSIN, ASSIGNOR OF ONE-HALF TO EAU CLAIRE MILL SUPPLY CO., OF EAU CLAIRE, WISCONSIN.

STAKE-HOLDER.

959,916.

Specification of Letters Patent.

Patented May 31, 1910.

Application filed September 23, 1909. Serial No. 519,259.

To all whom it may concern:

Be it known that I, ARTHUR J. BOSTWICK, of Eau Claire, Eau Claire county, Wisconsin, have invented certain new and useful
5 Improvements in Stake-Holders, of which the following is a specification.

My invention relates to stake holders for use on railway cars and logging sleighs and the object of the invention is to simplify and
10 improve the locking and releasing mechanism employed with the device shown and described in my pending application filed June 19, 1909, Serial No. 503,153.

My invention consists generally in various
15 constructions and combinations, all as hereinafter described and pointed out in the claims.

In the accompanying drawings forming a part of this specification, Figure 1 is a perspective view showing a portion of a car sill and the application of my invention there-
20 to, Fig. 2 is a side view, partially in section, showing the arrangement of the locking mechanism and the construction of the holder, Fig. 3 is a transverse sectional view
25 through the sill on the section line *x-x* of Fig. 2.

In the drawing, 2 represents the car sill, 3 a holder having two open sides and flanges
30 4 and 5, by means of which the holder is rigidly bolted to one side of the sill.

6 is an eye provided on the holder wherein a link 7 is pivoted and adapted to extend across one open side of the holder, closing it
35 against a premature discharge of the stake. The second link 8 is pivotally connected with the first one and extends across the other open side of the holder and is pivotally connected with a latch 9, that is adapted to bear
40 on the face of one flange on the holder and has a tapered socket 10 to receive a correspondingly tapered head 11 that is provided on the outer end of a rivet carried by the holder flange and by an angle strength-
45 ening plate 12 which is bolted to the sill and riveted to the flange 5 of the holder. The free end of the latch 9 extends into the angle formed by the plate 12 and a pawl 13 is pivoted at 14 on said plate and is angular
50 in form and has a flat surface 15 that is adapted to bear on the end of the latch 9 and hold it in locking engagement with the taper head 11.

The pawl 13 is arranged to drop by gravity out of contact with the locking latch and

for the purpose of holding it in its locking position I provide a block 16 pivoted at 17 and operated from the opposite side of the car by means of a bar 18 which is arranged parallel with and near the car sill. The
60 block 17 has a surface 18' that is adapted to engage the edge 19 on the pawl 13 and temporarily hold it in its elevated locking position as indicated in Fig. 1. The end of the
65 pawl 13 is preferably curved inwardly as indicated in Fig. 2 to form a curved side for the surface 18' and prevent the block from swinging too far and insuring its seating itself positively and accurately against the
70 end of the locking pawl until such time as it is desired to release the latch and drop the
75

bridle. This mechanism I have found to be of inexpensive construction, very positive and reliable in its action and easily applied to the
75 sill of a car or sleigh. I have found also that upon the disengagement of the block 16 from the locking pawl that the latter will drop away from the latch and the pressure
80 on the stake and load on the bridle will instantly disengage the latch and release the
85

I claim as my invention:

1. A stake holder open on two sides, a bridle pivoted at one side of said stake
85 holder and arranged to extend across said open sides, a locking latch having a socket therein, a head provided on said holder and adapted to enter said socket and means preventing the premature disengagement of
90 said latch and head.

2. The combination, with a car sill, of a stake holder composed of flanges arranged substantially at right angles to one another, one of said flanges being secured to said sill
95 and the other projecting therefrom substantially at right angles thereto, said flanges forming a box or holder with two open sides, a bridle arranged to extend across said open sides, a locking latch pivotally connected to
100 said bridle and arranged to bear on one side of one of said flanges, a pawl arranged to engage said latch and hold it in its locking position, and means engaging the end of said
105 pawl and preventing its premature disengagement from said latch.

3. The combination, with a car sill, of a stake holder composed of flanges arranged substantially at right angles to one another, one of said flanges being secured to the side
110

of said sill and the other flange projecting outwardly therefrom, said flanges forming a box open on two sides, a pivoted bridle arranged to extend across the open sides of
5 said box, a latch pivotally connected with said bridle and arranged to bear on said outwardly extending flange, an angular pawl pivoted on said sill and arranged to engage the end of said latch and hold it in its locking
10 ing position, and means operable from the opposite side of the car for holding said angular pawl in engagement with said latch.

4. The combination, with a car sill, of a stake holder composed of angularly arranged
15 plates, one of which is secured to said sill, the other plate projecting outwardly therefrom, said plates depending below the car sill and forming comparatively long bearing surfaces for the stake, a pivoted bridle
20 arranged to extend across the opening between said angle plates, a latch pivotally connected with said bridle and arranged to bear on one side of said outwardly extend-

ing flange and having a socket, a head mounted on said outwardly extending flange 25 and adapted to enter said socket, means for holding said latch in its locking position and means operable from the opposite side of the car for locking said holding means.

5. A stake holder composed of angularly 30 arranged plates adapted to be rigidly secured to a car sill, and having comparatively broad bearing surfaces and supporting the lower end of the stake against lateral movement, a pivoted bridle arranged to extend 35 across the angle formed by the junction of said plates with one another, a locking latch connected with said bridle and means for holding said locking latch in its locking position. 40

In witness whereof, I have hereunto set my hand this 20th day of Sept. 1909.

ARTHUR J. BOSTWICK.

Witnesses:

C. L. TOLLES,
ROBT. B. BRIGGS.