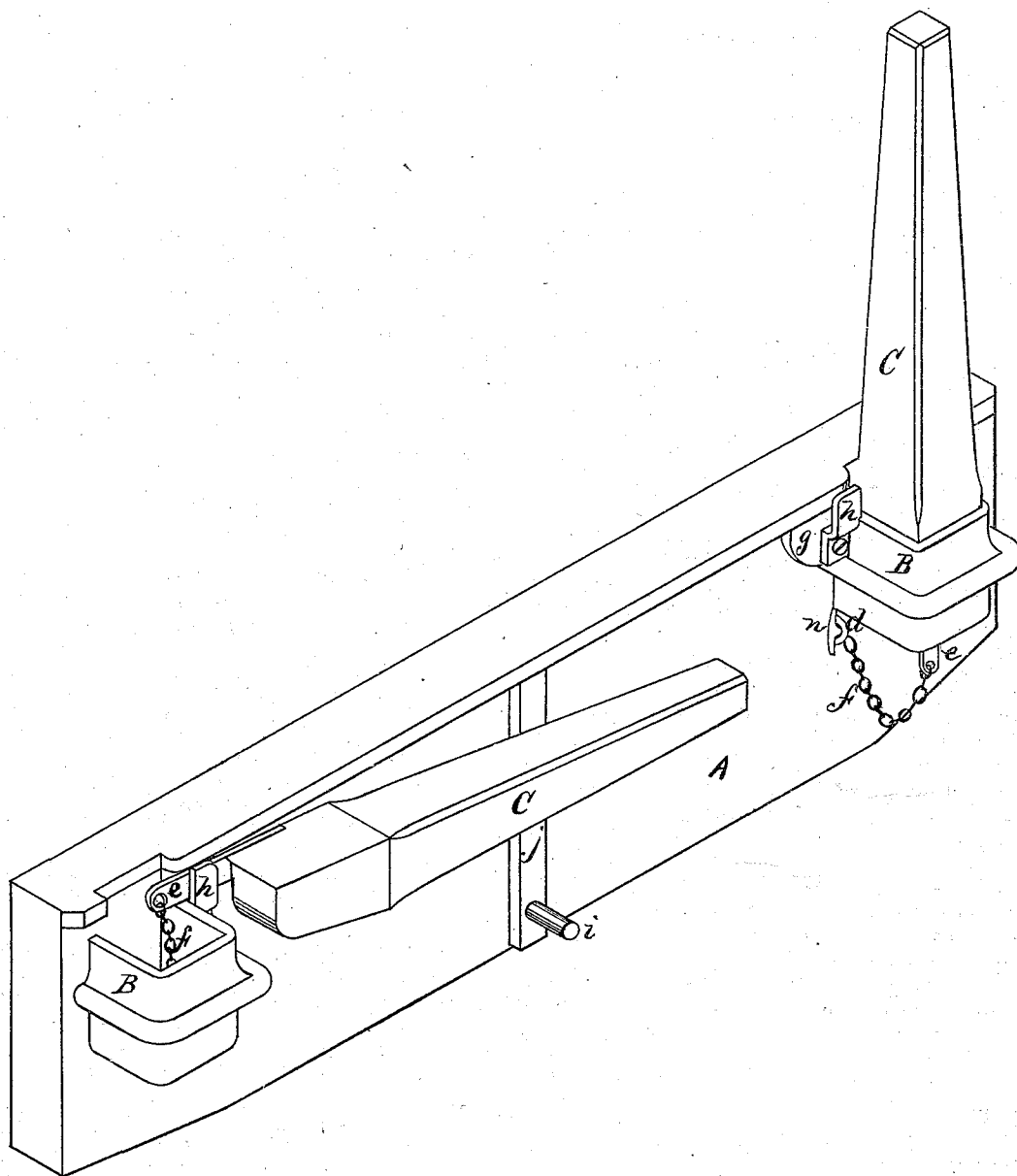


W. H. MASTERMAN & W. T. HOOPER.

Car-Stake Supporters.

No. 135,436.

Patented Feb. 4, 1873.



Witnesses

J. L. Boone
George Wuest Jr.

Inventors

William H. Masterman
William T. Hooper
per Henry O. Atty's

UNITED STATES PATENT OFFICE.

WILLIAM H. MASTERMAN AND WILLIAM T. HOOPER, OF STOCKTON, CAL.

IMPROVEMENT IN CAR-STAKE SUPPORTERS.

Specification forming part of Letters Patent No. 135,436, dated February 4, 1873.

To all whom it may concern:

Be it known that we, WM. MASTERMAN and WM. T. HOOPER, of Stockton, San Joaquin county, State of California, have invented an Improved Car-Stake Retainer and Supporter; and we do hereby declare the following description and accompanying drawing are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use our said invention and improvement without further invention or experiment.

Our invention relates, first, to an attachment for retaining the stakes or standards of flat-bottom or open cars in order to prevent their being thrown upon the ground and lost; secondly, to a device for supporting the standards in a horizontal position against the end or side of the car when they are not required in an upright position.

In order to more fully illustrate and explain our invention, reference is had to the accompanying drawing forming a part of this specification, in which—

A represents the side sill of a car, having the ordinary stake or standard pockets B at each end. C C are the standards, which are supported in the sockets in an upright position at each side of the car. These standards are usually entirely independent of the car, so that when removed from the sockets they are liable to be lost. In order to attach them to the car we drive a staple, *d*, in the car at some convenient point, usually just below the sockets B, and secure to the lower end of the standards a downward-projecting arm or plate, *e*. We then employ a short chain, F, to connect the arm and staple, as shown. The chain F is long enough to allow the standard to be withdrawn from the sockets and dropped down against the side of the car out of the way, the plate *e* resting against the upper edge of the socket. The end of the chain is secured in the staples by a cross-bar, *n*, which can be withdrawn so as to entirely free the standard

and chain from the car should it become necessary. Just outside of the socket we secure to the sill of the car a wooden strip, G, whose surface will be flush with the projecting floor upon the upper edge of the sill, and to this we secure a metal latch-plate, *h*, so that when the standard is lifted from the socket and dropped down against the side or end of the car the plate *e* will catch behind the latch-plate *h* and prevent the standard from swinging away from the side or end of the car. To prevent the chain from being broken by suddenly dropping the standard, so as to allow its weight to come upon the chain, we provide a rest for its outer end, which consists of a simple pin, *i*. A wooden strip, *j*, can be secured to the side or end of the car at or near the extremity of the standard when it is lowered, which will be flush with the overhanging edge, and the pin *i* can be secured in this strip, or, if the strip is not used, the pin will be secured in the side or end sill of the car. By this arrangement we provide a means for attaching the standards to the car, so that they cannot be lost, while at the same time they can be removed from the sockets and stowed against the side of the car out of the way.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The standard C, with its downward projecting plate *e*, when secured to the car-body by a chain, F, in combination with the latch-plate *h* and supporting-pin *i*, substantially as and for the purpose above described.

In witness whereof we hereunto set our hands and seals.

WILLIAM H. MASTERMAN. [L. S.]
WILLIAM T. HOOPER. [L. S.]

Witnesses:

GEO. WUEST, Jr.,
S. S. C. PARKER,
HERBERT E. HALL,