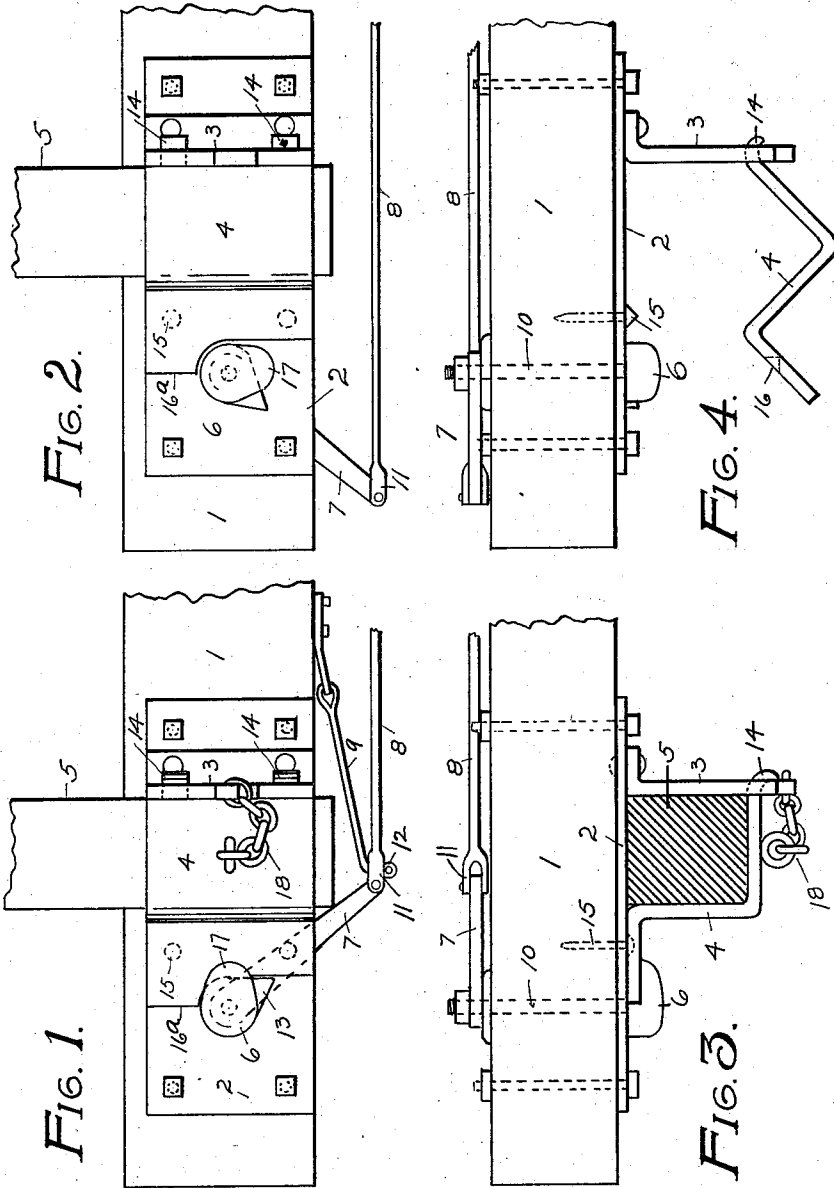


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CAR STAKE HOLDER.
APPLICATION FILED FEB. 3, 1911.

1,028,836.

Patented June 4, 1912.

2 SHEETS—SHEET 1.



WITNESSES
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INVENTOR
Charles E. Baldwin

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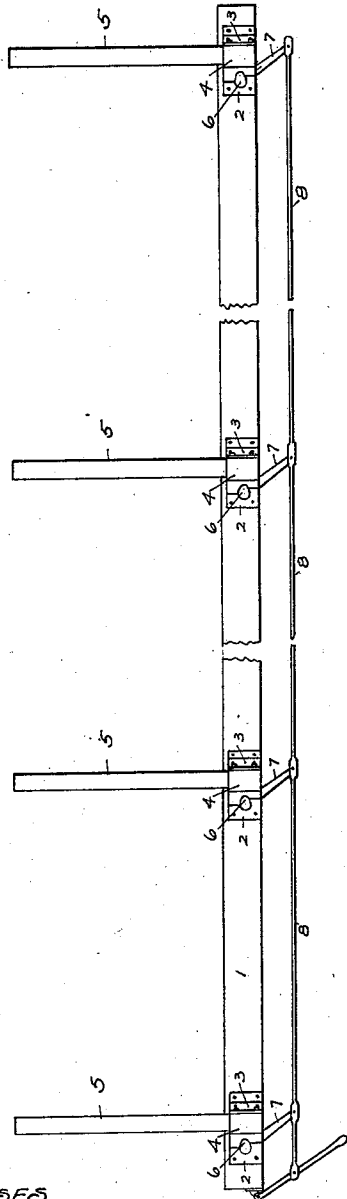


Fig. 5.

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CHARLES E. BALDWIN, OF GILLETT, WISCONSIN, ASSIGNOR OF ONE-FOURTH TO E. C. SMITH, OF GILLETT, WISCONSIN.

CAR-STAKE HOLDER.

1,028,836.

Specification of Letters Patent.

Patented June 4, 1912.

Application filed February 3, 1911. Serial No. 606,445.

To all whom it may concern:

Be it known that I, CHARLES E. BALDWIN, a citizen of the United States; residing at Gillett, in the county of Oconto, State of Wisconsin, have invented certain new and useful Improvements in Car-Stake Holders, of which the following is a specification.

The object of my invention is to provide a stake holder particularly adapted for use on railroad freight cars which will allow the ready and convenient discharge of the stake and load whenever desired, so that all or a portion of the stakes on one side of the car may be released at the same time without danger to the life or limb of the operator.

The invention consists generally in providing a stake holder, one part of which is rigidly fastened to a plate on the side of the car, the other portion of the holder, or box containing the stake, to be removed or released at the will of the operator without passing along the side of the car, but to be released through a lever placed at one end of the car.

Further the invention consists of various constructions and combinations hereafter described and particularly pointed out in the accompanying claims.

In the accompanying drawings forming part of this specification Figure 1 is a side elevation of one end of the car body with my improved stake holder applied thereto showing the stake in position, and the latch or trigger closed. Fig. 2 is a side view of the same device with the latch open, and in the position which will allow the car stake to fall out of place. Fig. 3 is a top view of the device with levers as shown in position indicated in Fig. 1. Fig. 4 is a top view with the removable portion of the box or holder swung partially outward. Fig. 5, Sheet 2, shows the connection between two or more of the holders and the operating lever at the end of the car.

Similar figures refer to similar parts in the several views.

In the drawing 1 represents a side timber or beam of a car with a plate 2 bolted thereto.

3 is an angle riveted to plate 2 with the longer leg at right angles to the side of the plate, and which forms the permanent or rigid side of the box or holder which holds the stake in position.

4 is a metal plate bent into a Z shape and

which forms the removable portion of the box or holder.

5 is the stake which is also shown in section in Fig. 3.

6 is a latch which is turned by means of a lever 7 placed on the inner side of the car beam 1, and connected to the latch by a shaft 10 passing through the beam.

8 is a rod passing along underneath the car body at the inner line of beam 1, and is connected to lever 7 by a fork arrangement 11.

9 is a lock bar with an L hook 12 which drops into the fork 11 and is held in place by a pin passing through the end of the hook under the fork.

13 is a projecting prong on the under side of latch 6 which bears against the edge of plate 4 when the stake holder is in closed position and locked. Plate 4 is provided with two prongs 14 which pass through holes near the outer edge of angle 3 and are bent at their outer extremities into the form of a hook which hold plate 4 and angle 3 securely together when the holder is in closed position.

15 are bolts or pins driven through the plate 2 and into car beam 1 and projecting from the surface of plate 2. Corresponding sockets 16 are hollowed out in the base portion of plate 4 to receive the heads of these bolts or pins. A lip 16^a of the base portion of plate 4 is extended over the top of the latch 6 which prevents the plate 4 from dropping down and plate 4 is also held up by the ends of bolts 15 engaging the sockets 16 formed in the base portion of plate 4. Latch 6 has a lip 17 which when the latch is turned in the position shown in Fig. 1 overlaps the base portion of plate 4 and holds it securely in place when the holder is closed. The holder is closed by inserting the prongs 14 in the holes of angle 3 swinging the plate so that the base rests against plate 2 and lever 7 is brought forward, or to the right as shown in the drawing, which brings the lip 17 into position where it will overlap base of plate 4. When the sockets are closed and the stakes are in position the hook 2 of lock bar 9 is dropped into the fork 11 of bar 8 and a pin is passed through underneath the fork. This locks all of the sockets which are connected to rod 8.

It will readily be seen that all of my stake holders may be connected together on one

side of the car, or it may be arranged so that one-half of the load may be discharged, or by connecting with rods in series any number of stakes in any number of cars may be released in one operation. When the release is desired lever 7 is pushed backward or toward the left as shown on the drawing bringing lip 17 out of engagement with base of plate 4 allowing plate 4 to swing outward as indicated in Fig. 4 which will release the stake. In Figs. 1 and 3 a holding chain 18 is shown. This may be used with the device or not at the option of the user, its purpose being to prevent the throwing away and loss of plate 4.

The device is simple and positive in its action, inexpensive to manufacture and easily applied to any car, wagon or sleigh body, and when locked will absolutely prevent the socket from self-releasing and thereby loosening the stake.

What I claim as my invention and desire to secure by Letters Patent is:—

1. A stake holder comprising a bed plate, an angle riveted thereto, holes near the outer extremity of the angle, said angle forming one permanent side of the stake socket, a removable Z-shaped bar forming two sides of the stake socket, prongs on one end of said Z-shaped bar engaging the holes in the angle bar, a latch for holding the free end of said Z-bar against the bed plate, means for turning the latch, substantially as described.

2. A stake holder comprising a bed plate, an angle bar attached thereto, said bed plate and angle bar forming two permanent sides of the stake socket, a Z-shaped removable bar forming two sides of the stake socket, projections on the face of the bed plate engaging corresponding sockets in one leg of

the Z-bar, a latch for holding the Z-bar to the base plate, means for attaching the Z-bar to the angle bar, means for turning the latch to release the Z-bar substantially as set forth.

3. In a stake holder, a base plate, a projecting lug, said base plate and lug forming the back and one side of the stake socket, a removable Z-bar forming one side and front of the stake socket, means for connecting the projecting lug and the front leg of the Z-bar, a latch for holding the Z-bar in place, means for turning the latch and means for locking the turning mechanism against accidental release.

4. In a stake holder, a bed plate, a projecting angle bar permanently attached to the bed plate, a Z-bar removably attached to the projecting angle bar, a latch to hold the Z-bar against the bed plate, means for actuating the latch, and means for engaging the actuating means and coacting therewith for holding the latch into engagement with the Z-bar.

5. In a stake holder, a beam, means secured to the beam for embracing two adjacent sides of a stake, a Z-shaped bar movably attached to the said means and adapted to embrace the other adjacent sides of the stake, a portion of the Z-bar lying parallel with the beam, and a latch on the beam for engaging the parallel portion and temporarily holding it in fixed relation to the beam.

In testimony whereof I have set my hand this 31st day of January, A. D. 1911.

CHARLES E. BALDWIN.

In the presence of—

MARTIN C. SORENSSEN,
W. J. YOUNG.