H. W. LEVERENTZ.

SOCKET FOR WAGON STAKES.

APPLICATION FILED FEB. 28, 1906.

929,315. Patented July 27, 1909.

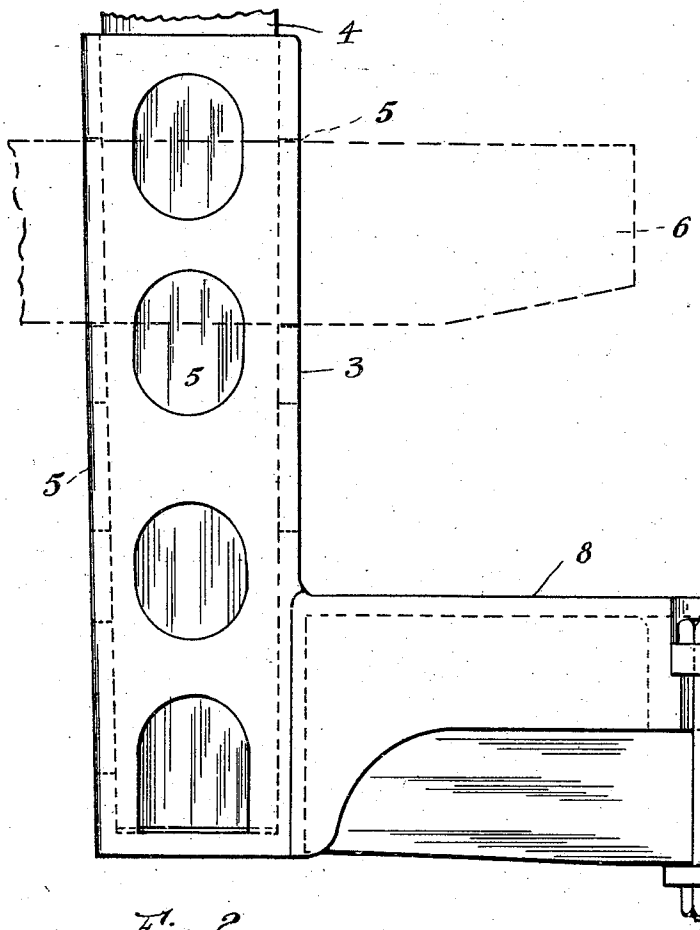
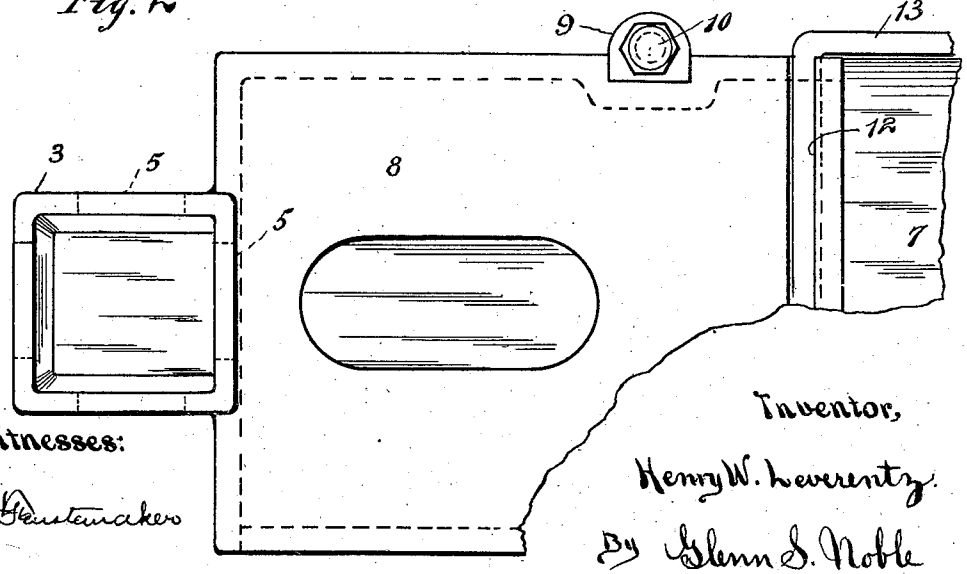


Fig. 1

Fig. 2



Witnesses:

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Att'y.

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UNITED STATES PATENT OFFICE.

HENRY W. LEVERENTZ, OF CHICAGO, ILLINOIS.

SOCKET FOR WAGON-STAKES.

No. 929,315. Specification of Letters Patent. Patented July 27, 1909.

Application filed February 28, 1906. Serial No. 303,570.

To all whom it may concern:

Be it known that I, HENRY W. LEVERENTZ, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sockets for Wagon-Stakes, of which the following is a full and complete specification.

This invention relates more particularly to devices used in connection with lumber wagons, or wagons on which long stakes are used for holding the load. Its objects are to provide a socket of this character, which will overcome certain objections to those in use at the present time, and which embodies novel features not found in such sockets as are commonly used.

It consists in the novel construction and arrangement of parts, which will be fully described hereinafter and which are shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a socket embodying this invention, and Fig. 2 is a top-plan view of the same.

As far as I am aware, most of the sockets heretofore used for wagon stakes have been circular or cylindrical in form and adapted to receive a round stake. When such a stake has been in use for some time, the weight of the load frequently bends the stake out until it is given a permanent curvature. On account of the socket being round, the stake will always swing out so that the curvature will be increased with continuous use.

In order to enable the stake to be turned so that the load will tend to straighten it, I prefer to use a square or rectangular socket 3, as shown in the drawings, and use in connection therewith a correspondingly shaped stake 4, which may, of course, be of any desired shape above the socket. The socket is preferably tapered somewhat, as shown in the drawings, in order to facilitate the insertion and withdrawal of the stakes and to assure a tight fit. The socket is preferably provided on the sides with offset openings 5, 5. These openings not only serve to lighten the socket, but also provide means whereby a bar may be inserted, first through one opening and then through another, to pry up the stake. The openings in the back or inner side of the socket are preferably in alinement with those in the outer side and serve the further purpose of permitting a bar or stake, as shown in dotted lines at 6, to be inserted through the socket to hold up a timber which has been lifted up a short distance; for instance, as with a lever, thereby giving the man unloading the wagon a chance to secure a new leverage or hold on the timber. It is obvious that stake sockets of other forms or cross-section could be used for the purpose indicated, and I do not wish to limit myself to the exact form shown in the drawings.

The socket preferably extends down to the bottom of the bolster 7, as shown in Fig. 1, and is securely held by means of an integrally formed saddle 8, which rests on the end of the bolster and has side flanges which engage with the sides of the bolster and also strengthen the socket attachment.

Lugs 9 are provided on the sides of the saddle for bolts 10, which extend down to engage with a cross-bar 11 underneath the bolster, thereby forming a rigid attachment for said saddle. In order to further secure the same and to prevent its being pressed off the end of the bolster or otherwise loosened by the load, I provide a groove or opening 12, which runs across the top of the saddle or plate, at its inner end, and is adapted to receive a tie-rod 13, or other device which extends across and engages with the opposite plate in a like manner.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. The combination of a socket for wagon-stakes, having holes in the inner and outer sides thereof in alinement with each other and in the same plane as the bolster, and a stake adapted to fit closely within said holes, whereby the end thereof may be used as a support for timbers or the like, substantially as described.

2. The combination with a holder for wagon-stakes, said holder having a cross-groove therein, of a tie-rod adapted to engage with said groove and to extend along the bolster and engage with a corresponding holder at the other end of said bolster.

HENRY W. LEVERENTZ.

Witnesses:

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