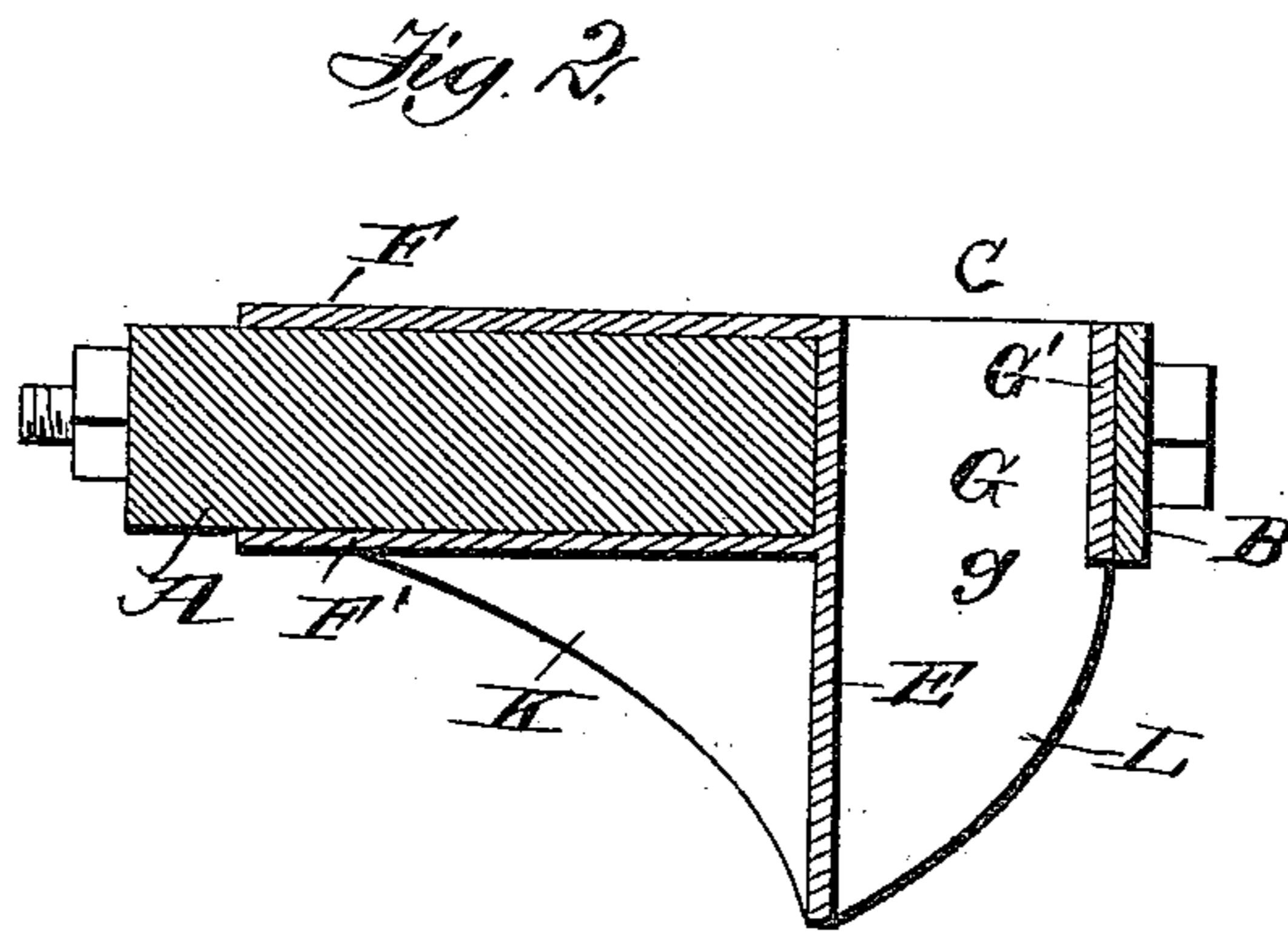
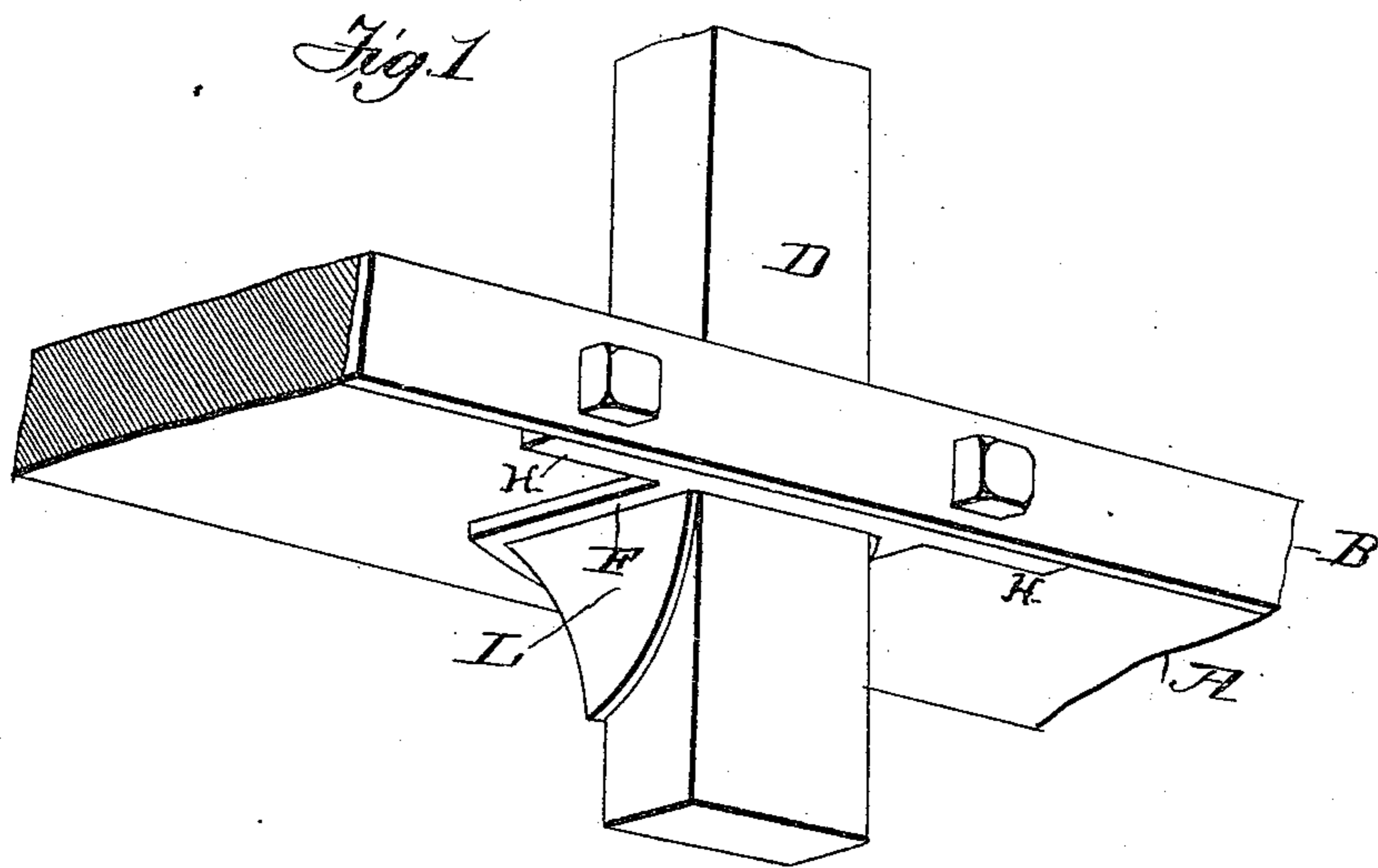


(No Model.)

M. D. LAWRENCE.
STAKE SOCKET FOR TRUCKS.

No. 440,169.

Patented Nov. 11, 1890.



Witnesses
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L. S. Bacon

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UNITED STATES PATENT OFFICE.

MORTIMER D. LAWRENCE, OF MARSHALLTOWN, IOWA.

STAKE-SOCKET FOR TRUCKS.

SPECIFICATION forming part of Letters Patent No. 440,169, dated November 11, 1890.

Application filed August 20, 1890. Serial No. 362,506. (No model.)

To all whom it may concern:

Be it known that I, MORTIMER D. LAWRENCE, a citizen of the United States, residing at Marshalltown, in the county of Marshall and State of Iowa, have invented certain new and useful Improvements in Stake Loops or Sockets, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to a new and useful improvement in stake loops or sockets; and it consists in the construction and arrangement of parts, more fully hereinafter described, and afterward definitely pointed out in the claims.

The object of my invention is to provide a socket or loop for stakes on drays or trucks, which will be readily applied in a manner dispensing with bolts or screws, and which will retain the stake in its perpendicular position, and, further, to be cheaply manufactured. I attain this object by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate corresponding parts in the several views, in which—

Figure 1 is a perspective view of a portion of the body of a truck or dray with a loop and stake in the loop. Fig. 2 is a longitudinal vertical section.

In the drawings, A represents the side rail of the floor of the truck or dray, B the metallic edging or binding-plate, and C represents a pocket or socket, in which the stake D is fitted. This pocket is composed of a single piece of metal, having its parts integral with each other.

E is a vertical back plate extending across the edge of the side bar and below the same a distance equal to the width of the same. Projecting rearwardly from the top of the portion E and beyond the side is a retaining-plate F. Parallel with this plate is a similar plate F', extending centrally from the portion E to the side and rear thereof. These two plates are arranged to exactly embrace the side bar back of the notch formed for the reception of the pocket.

G represents the pocket proper, formed with vertical walls g and a vertical front face-plate G', from which extends wings H, paral-

lel with the side rail or bar of the truck and beyond the flanges of the pocket.

To prevent the outward inclining of the top of the stake, I have, as above specified, extended the portion E below the bar or rail, against which the under projecting end of the stake rests when pressure is brought on its upper end.

To prevent the lower portion from bending or yielding to the pressure, I form braces or brackets K, extending from the lower face of the lower flange.

L represents side webs extending from the lower part of the edge of the portion E with an outward curve up to the base of the pocket, thus preventing the side movement of the stakes.

To secure my pocket in place, the flanges are forced above and below the side rail or bar, around which they tightly fit the outer plate of the pocket, coming parallel with the edge of the bar. The edging or metal strip B is then placed on the bar of the dray by suitable bolts, which preferably pass through the projections or wings H and through the side bars or rails.

It will thus be seen that I in a measure dispense with the use of bolts or screws for securing the inner portions of the pocket, and yet the pocket is securely held in position by the flanges. It will also be noted that the pressure of the stake is brought more directly against the bottom of the rail, and is also practically held in a perpendicular position.

I am aware that many minor changes in the construction and arrangement of the parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. The combination, with the side rail of a truck having a bifurcation in its side, of a pocket composed of a vertical rear plate extending from the top of the rail down to a point below the same, parallel flanges projecting from the plate above and below the side rail, the face-plate and side walls, forming the pocket and braces, and webs extend-

ing from the lower portion of the back plate up to the flanges, substantially as described.

2. A stake-pocket consisting of parallel flanges extending in the rear and beyond the
5 sides of the pocket proper, a back plate extending below the flanges, braces extending from the rear flanges to the bottom of said back plate, and side webs extending from the

bottom of the back plate to the front of the pocket, substantially as described. 10

In testimony whereof I affix my signature in presence of two witnesses.

MORTIMER D. LAWRENCE.

Witnesses:

L. S. KILBORN,

O. B. BARROWS.