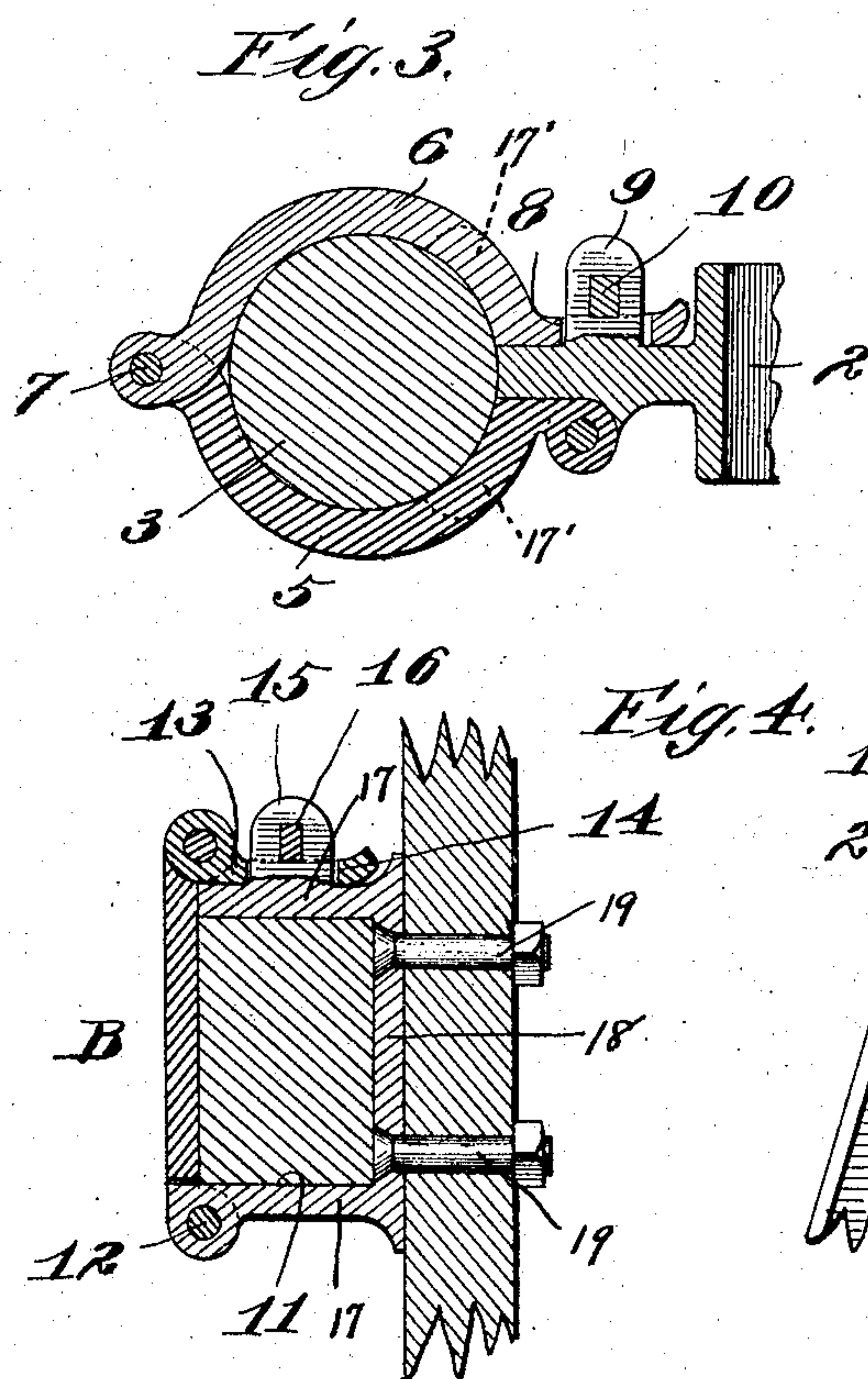
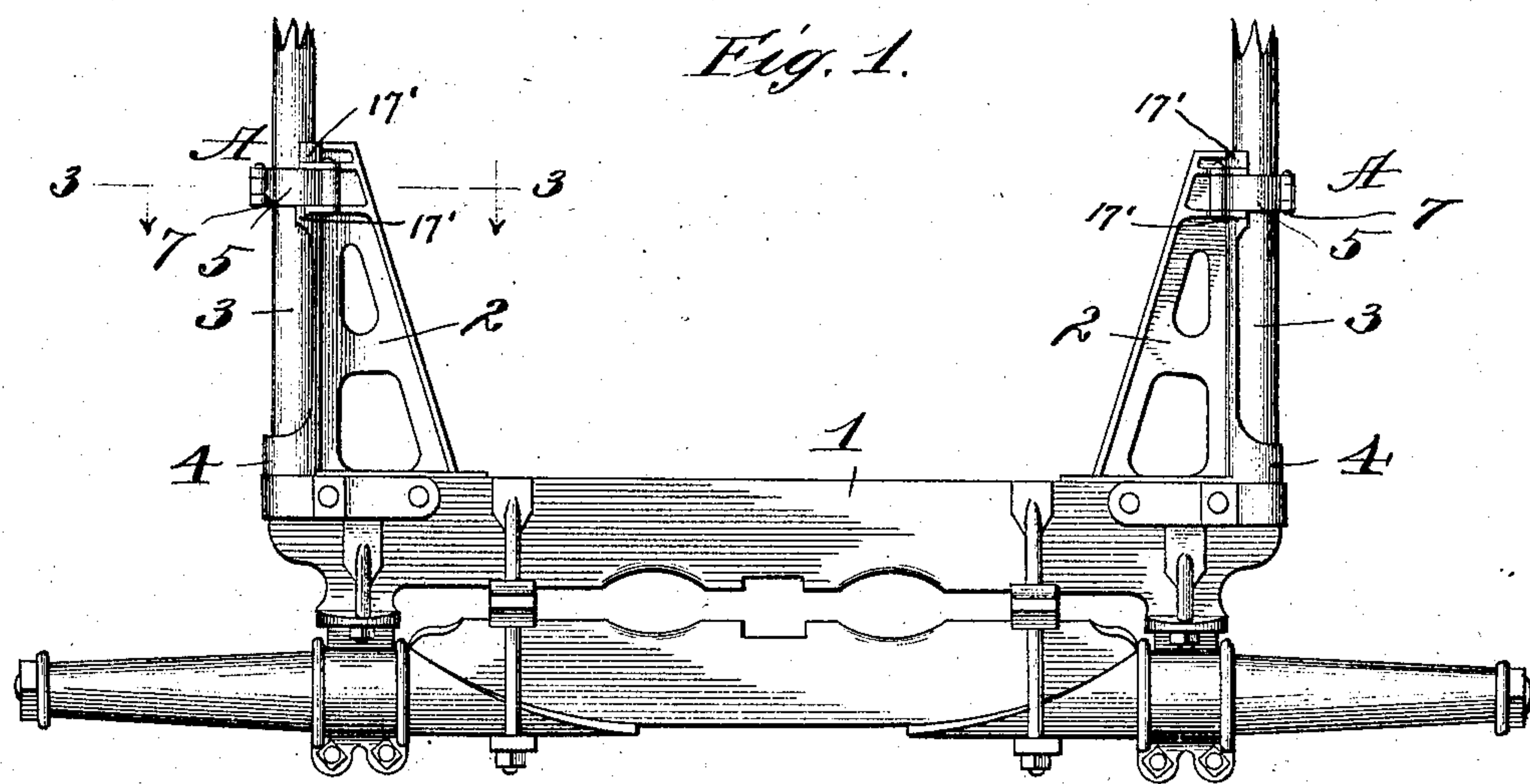


No. 791,183.

PATENTED MAY 30, 1905.

M. CONRAD.
STAKE SOCKET FOR WAGONS.
APPLICATION FILED OCT. 22, 1904.



Witnesses.

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UNITED STATES PATENT OFFICE.

MARTIN CONRAD, OF CHICAGO, ILLINOIS.

STAKE-SOCKET FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 791,183, dated May 30, 1905.

Application filed October 22, 1904. Serial No. 229,553.

To all whom it may concern:

Be it known that I, MARTIN CONRAD, a citizen of the United States, and a resident of Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Stake-Sockets for Wagons and the Like, of which the following is a specification.

This invention relates to stake-sockets for wagons and other vehicles, and relates particularly to stake-sockets for removable stakes of lumber-wagons, trucks, and the like.

As at present constructed the extension-stake sockets of lumber-wagons consist of solid-metal rings or loops permanently secured to the fixed stakes of the wagon, while the stake-sockets of platform-trucks consist of mortises adapted to receive tenons on the lower ends of the stakes, the sides of which are permanently closed. With sockets of this construction a strong lateral pressure exerted on the stakes, as when hauling a load of lumber or the like, causes said stakes to bind in their sockets and renders it very difficult to remove them when it is desired to unload the wagon or truck.

A primary object of the invention is to overcome the foregoing objectionable feature by providing a socket for removable wagon-stakes from which the stakes may be quickly and conveniently removed under all conditions of use.

To this end my invention consists of the various features, combinations of features, and details of construction hereinafter described and claimed.

In the accompanying drawings, in which a stake-socket of my invention is fully illustrated, Figure 1 is a side view of the axle and bolster of a wagon having stake-sockets of my invention. Fig. 2 is an enlarged view of the upper end of the fixed wagon-stake from the side opposite to that shown in Fig. 1. Fig. 3 is an enlarged sectional view on the line 3 3 of Fig. 1; and Fig. 4 is a view similar to Fig. 3, showing a stake-socket of my invention applied to a platform-truck.

Referring now to Figs. 1 to 3 of the drawings, in which a stake-socket of my invention is shown for supporting an extension-stake of a lumber-wagon, 1 designates the wagon-bol-

ster, and 2 a fixed stake permanently secured thereto, both of which may be of any usual or approved construction. As shown the fixed stake 2 is made of malleable iron.

The extension-stake (shown at 3) is supported in the following manner: Secured to the outer side of the fixed stake 2 is a socket 4, to which the lower end of the extension-stake 3 is loosely fitted. As shown, the socket 4 is formed integral with the fixed stake 2 at the lower end thereof. Hinged at one end to the fixed stake 2, preferably adjacent to its upper end, is a band or clasp (indicated as a whole by A) which is adapted to surround the extension-stake 3 and the free end of which is adapted to be detachably secured to the fixed stake 2 in any suitable manner. As shown, the band or clasp A consists of sections 5 and 6, hinged or articulated to each other at 7, and the free end of said clasp is adapted to be secured to the fixed stake 2 by means of a hole or opening 8 therein, which engages a lug or projection 9 on said fixed stake. In the preferable construction shown also said lug or projection 9 extends substantially at right angles to the direction of the stress on said loop or clasp A, due to the pressure of the load, so that there will be practically no resultant force tending to disengage the loop or clasp from the lug or projection 9. To prevent accidental disengagement of said band or clasp from said lug, however, a pin 10 is preferably inserted through a hole or opening in said lug or projection 9 outside of said band or clasp.

When it is desired to remove a stake 3, the end of the loop or clasp A is disengaged from the lug or projection 9 and the sections of said band or clasp are turned back, allowing the upper end of said stake to swing outwardly, so that it will be relieved from the pressure due to the load, after which the lower end thereof may be easily withdrawn from the socket 4.

To provide for conveniently disengaging the band or clasp A from the lug or projection 9, the extreme end of said band or clasp outside of said lug or projection 9 is preferably bent outwardly away from the side of the fixed stake 2, thus making provision for inserting a lever thereunder, if necessary.

The shape of the socket 4 and of the band or clasp A may be made to conform to the shape of the extension-stake 3 designed to be used therewith.

5 In Fig. 4 of the drawings I have shown my invention as embodied in a rectangular socket for supporting the removable stakes of a platform-truck. Said socket, which is indicated as a whole by B, is preferably made of mal-
10 leable iron and is provided with a recess 11, adapted to receive a tenon on the lower end of the stake. The outer side of said socket is hinged to the body portion thereof at 12 and is adapted to be secured in position to
15 close the outer side of said recess by means of a hasp 13, pivoted to the free end thereof, a hole 14 in which is adapted to engage a lug or projection 15 on the body portion of said socket.

20 As shown, the socket B is bolted to the edge of the truck-platform. As in the form of socket shown in Figs. 1 to 3 of the drawings, accidental disengagement of the hasp 13 from the lug or projection 15 is prevented by means
25 of a pin 16, inserted through a hole or opening in said lug outside of said hasp.

When it is desired to remove the stake, the hasp 13 is disengaged from the lug or projection 15 and the hinged outer side of the socket
30 B is swung outwardly, thus permitting the removal of said stake.

As shown, the securing-bolts 19 are passed through the inner wall 18 of the sockets, and the rigid side walls 17 17 serve to take the
35 forward and backward strains the stake is subjected to by the pitching and jolting of the wagon off the hinged outer wall of the socket. The counterpart of the side walls 17 is indicated in the other form of the device at
40 17' 17', where they are shown as projections on the permanent stake partly embracing the extension-stake at points just above and below the openable clasp, in which position the

rigid projections 17' will take the strain off the hinged parts of the clasp.

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I claim as my invention—

1. An extension-stake socket for wagons or the like comprising a permanent stake having a socket at its lower end and an openable
clasp at its upper end, whereby an extension-
50 stake may be detachably mounted in the permanent stake and removed by simply opening the clasp, substantially as set forth.

2. An extension-stake socket for wagons or the like comprising a permanent stake having an integral socket at its lower end and an
55 openable clasp at its upper end, whereby an extension-stake may be detachably mounted in the permanent stake and removed by simply opening the clasp, substantially as set
60 forth.

3. An extension-stake socket for wagons or the like comprising a permanent stake having a socket at its lower end and an openable
clasp at its upper end, whereby an extension-
65 stake may be detachably mounted in the permanent stake and removed by simply opening the clasp, and integral embracing-lugs on the permanent stake adjacent to the clasp, substantially as set forth.

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4. An extension-stake for wagons consisting of a permanent stake adapted to be attached to a bolster or other part of a wagon-
frame and provided at its lower end with an
75 integral socket and at its upper end with an openable clasp and integral lugs or wings adapted to engage the extension-stake when placed in the clasp.

In testimony that I claim the foregoing as my invention I affix my signature, in presence
80 of two subscribing witnesses, this 12th day of October, A. D. 1904.

MARTIN CONRAD.

Witnesses:

LILLIAN R. NOLL,
M. O'BRIEN.