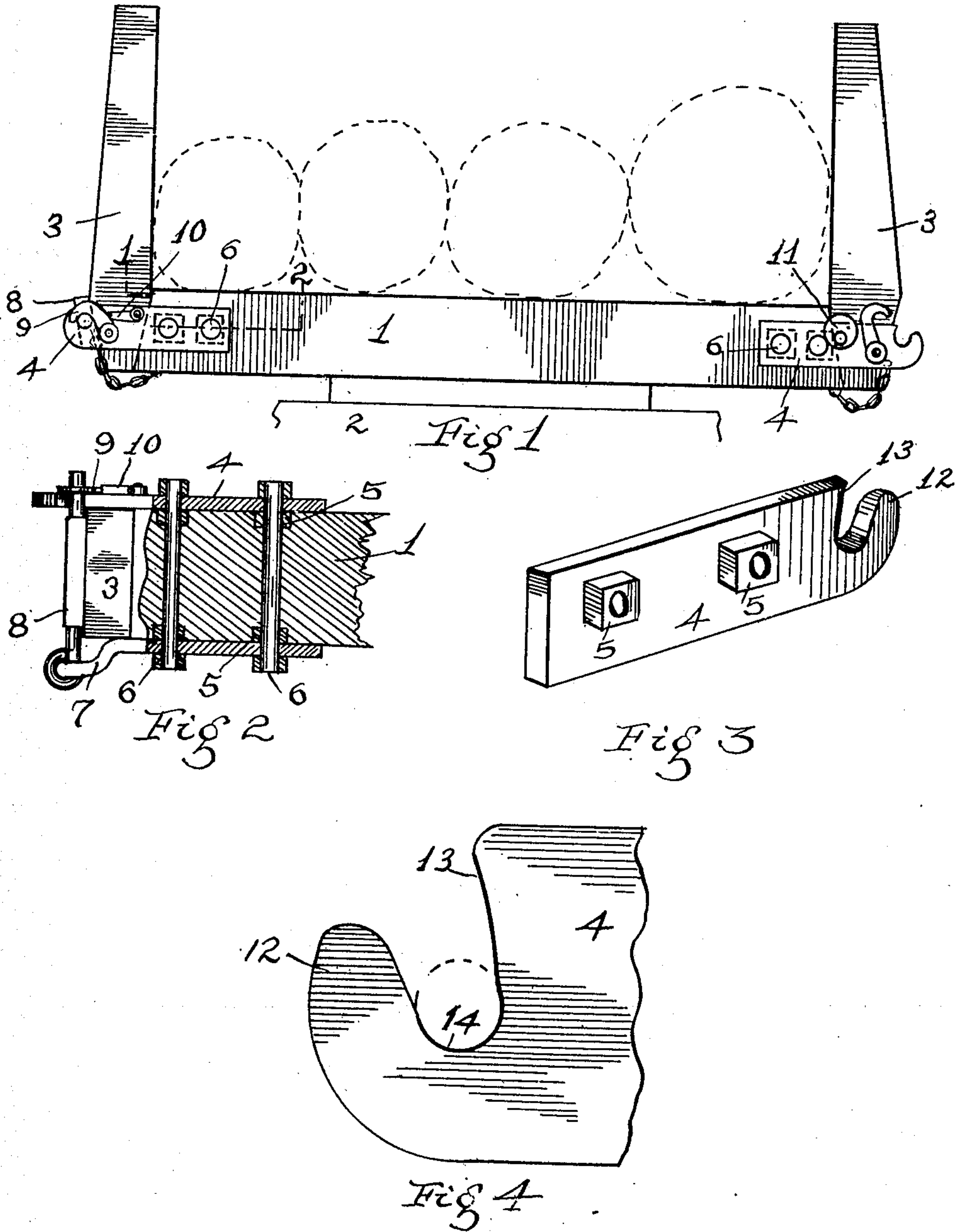


J. S. WHITWORTH.  
STAKE HOLDER.  
APPLICATION FILED OCT. 1, 1908.

916,239.

Patented Mar. 23, 1909.



Witnesses  
*Monie Lyman*  
*Mr. O. Harris*

*John S Whitworth* Inventor  
*By Walter B. Burrow*  
Attorney

# UNITED STATES PATENT OFFICE.

JOHN S. WHITWORTH, OF NORFOLK, VIRGINIA.

## STAKE-HOLDER.

No. 916,239.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed October 1, 1908. Serial No. 455,598.

*To all whom it may concern:*

Be it known that I, JOHN S. WHITWORTH, a citizen of the United States, residing at Norfolk, in the county of Norfolk and State of Virginia, have invented certain new and useful Improvements in Stake-Holders, of which the following is a specification.

My invention relates to stake holders for log carrying cars.

10 The object of the invention is to facilitate the removal of the stakes for unloading the cars, said invention being an improvement upon Letters Patent numbered 506,385 granted to me and dated October 10, 1893.

15 Further objects and advantages will be more fully described herein and specifically pointed out in the claims recourse being had to the accompanying drawing forming a part of this specification in which:—

20 Figure 1 is an end view of a flat car equipped with my improved stake holder. Fig. 2 is a part plan and sectional view, the section being taken on the line 1—2 in Fig. 1. Fig. 3 is a perspective view of one of the 25 notched plates, and Fig. 4 is a part elevation of the plate showing in detail the notch or hooked in portion upon a larger scale.

In the drawing like reference numerals indicate similar parts in all the views.

30 1 are the transverse bolsters of the car suitably mounted upon the trucks 2 as shown in Fig. 1.

3 are the stakes placed along the length of the car to confine the load.

35 4 are the plates laid against each side of the bolsters 1. Upon the inner side of the plates are square lugs 5 adapted to be inserted into orifices in the bolsters adapted to receive the lugs and through which the 40 bolts 6 pass. The object of the lugs is to prevent the strain from acting on the bolts which would bend them. Therefore the pull will be borne by the lugs and not by the bolts.

7 is an offset portion of plate 5 adapted 45 to receive the eye of the hasp 8 the latter being provided with a pin end so it may be held against the stake 3 by the latch hook 9. In order to keep the hook 9 in place upon the pin end of the hasp I use a pawl 10 50 adapted to keep the hook hard upon the pin of the hasp. I may use a cam 11 in place of the pawl if desired.

Referring to Fig. 4 12 is the hook portion of the plate 4 on a large scale, said hook being 55 lower than the body portion. 13 is a slightly inclined edge, 14 being the semi-circular seat for the hasp pin. The edges 12 and 13 are adapted to be tangent to the semi-circular notch or seat 14. 60

In my present invention I am enabled to increase the efficiency of the original device above referred to, and also to increase its durability.

Having described my invention what I 65 claim and desire to secure by Letters Patent is:—

1. In combination with a car bolster, a plate provided with perforated square lugs and having a hasp thereon, a notched plate for 70 receiving said hasp, a latch for holding the hasp, holding means for the latch, and bolts for securing said plates to the bolster.

2. In combination with a car bolster, a plate provided with lugs having bolt aper- 75 tures therethrough, a hasp thereon, a notched plate adapted to receive the hasp, a latch for securing the hasp, cam means for locking said hasp, and bolts for securing said plates to the bolster. 80

In testimony whereof I have hereunto affixed my signature in the presence of two witnesses.

JOHN S. WHITWORTH.

Witnesses:

WALTER B. BURROW,  
MONIE HYMAN.