

C. T. & W. H. EAID & P. S. CROTTY.
CAR STAKE SOCKET.

APPLICATION FILED MAY 27, 1909.

952,003.

Patented Mar. 15, 1910.

2 SHEETS—SHEET 1.

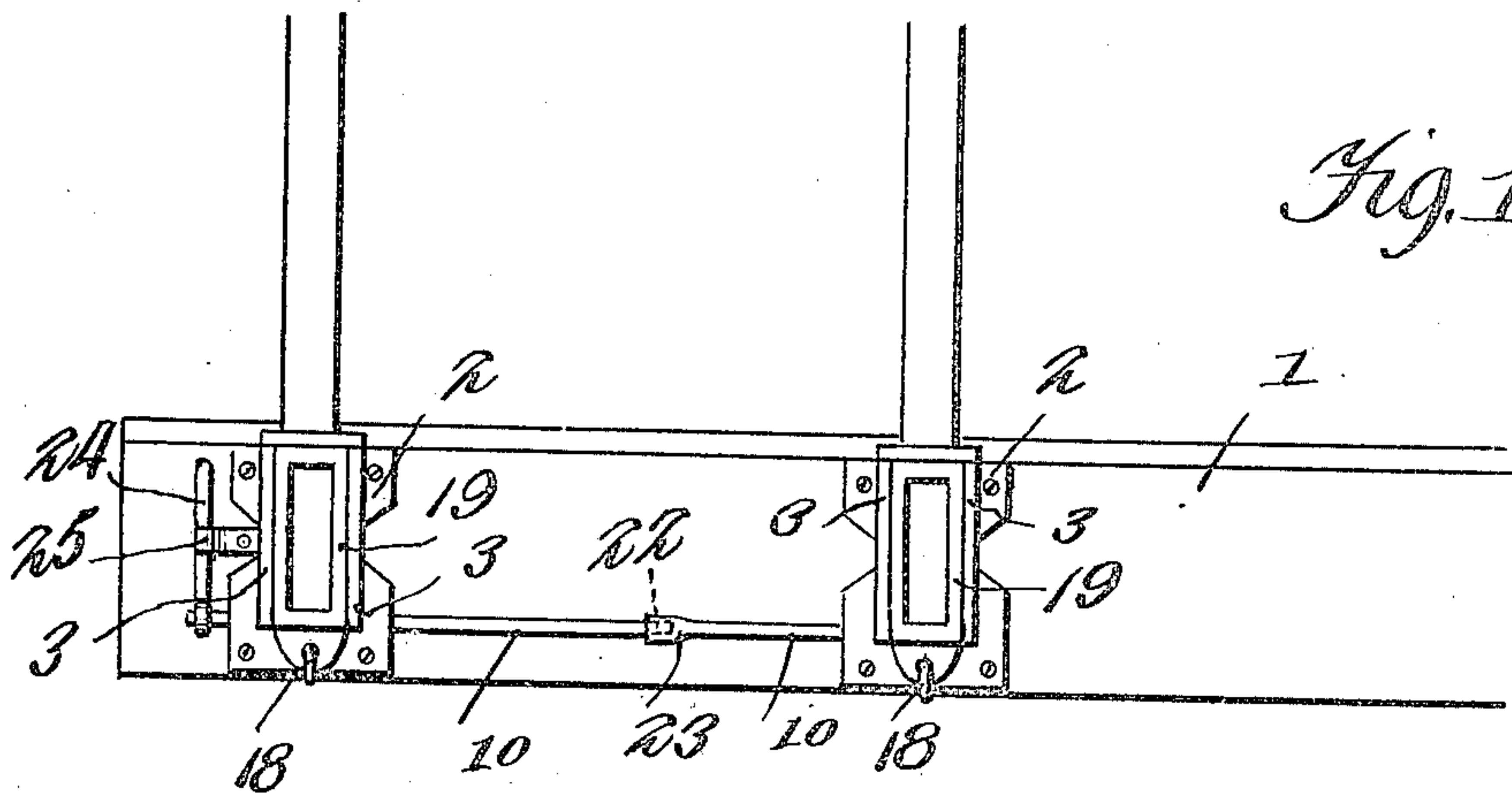


Fig. 1.

Fig. 2.

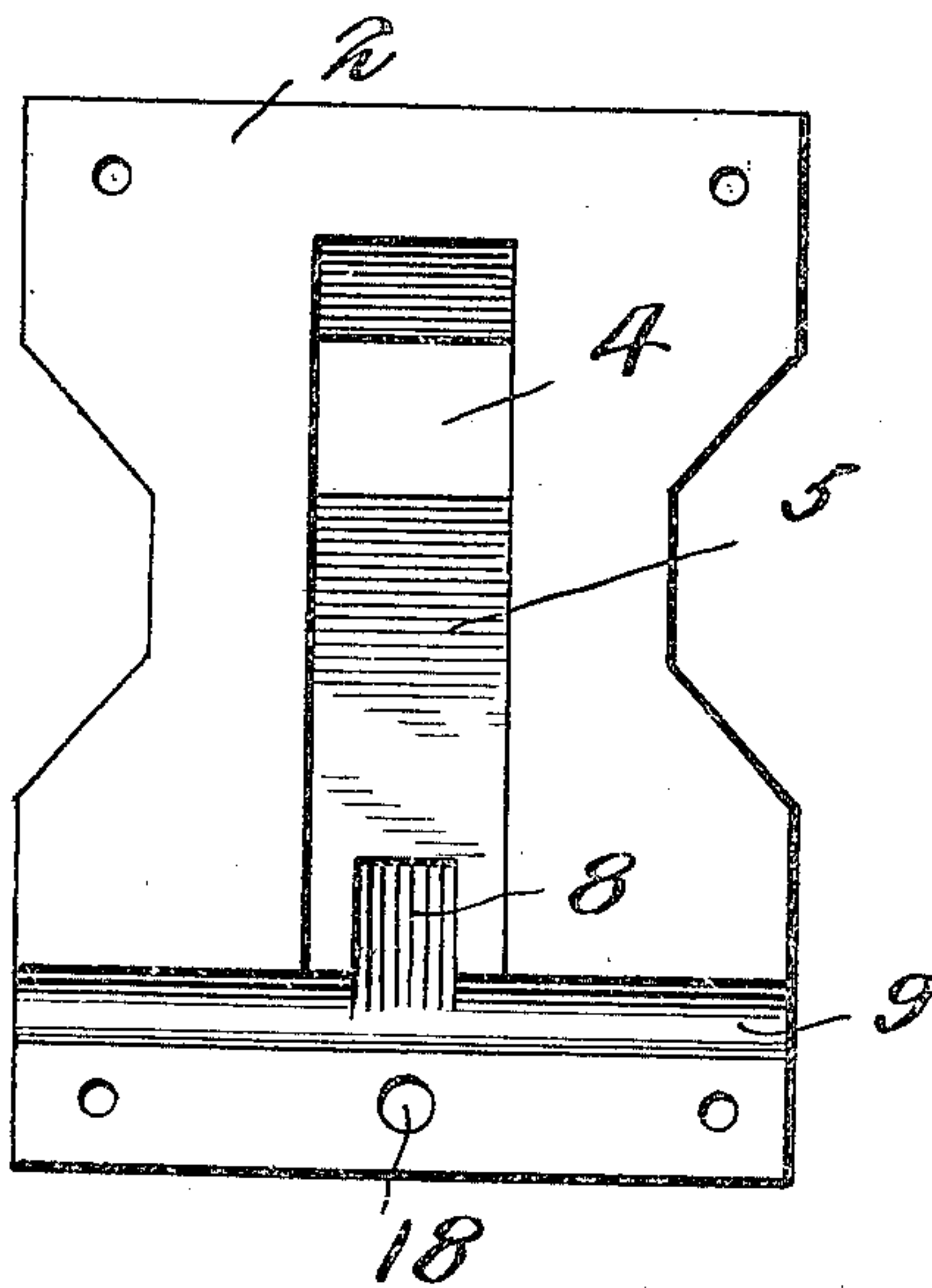
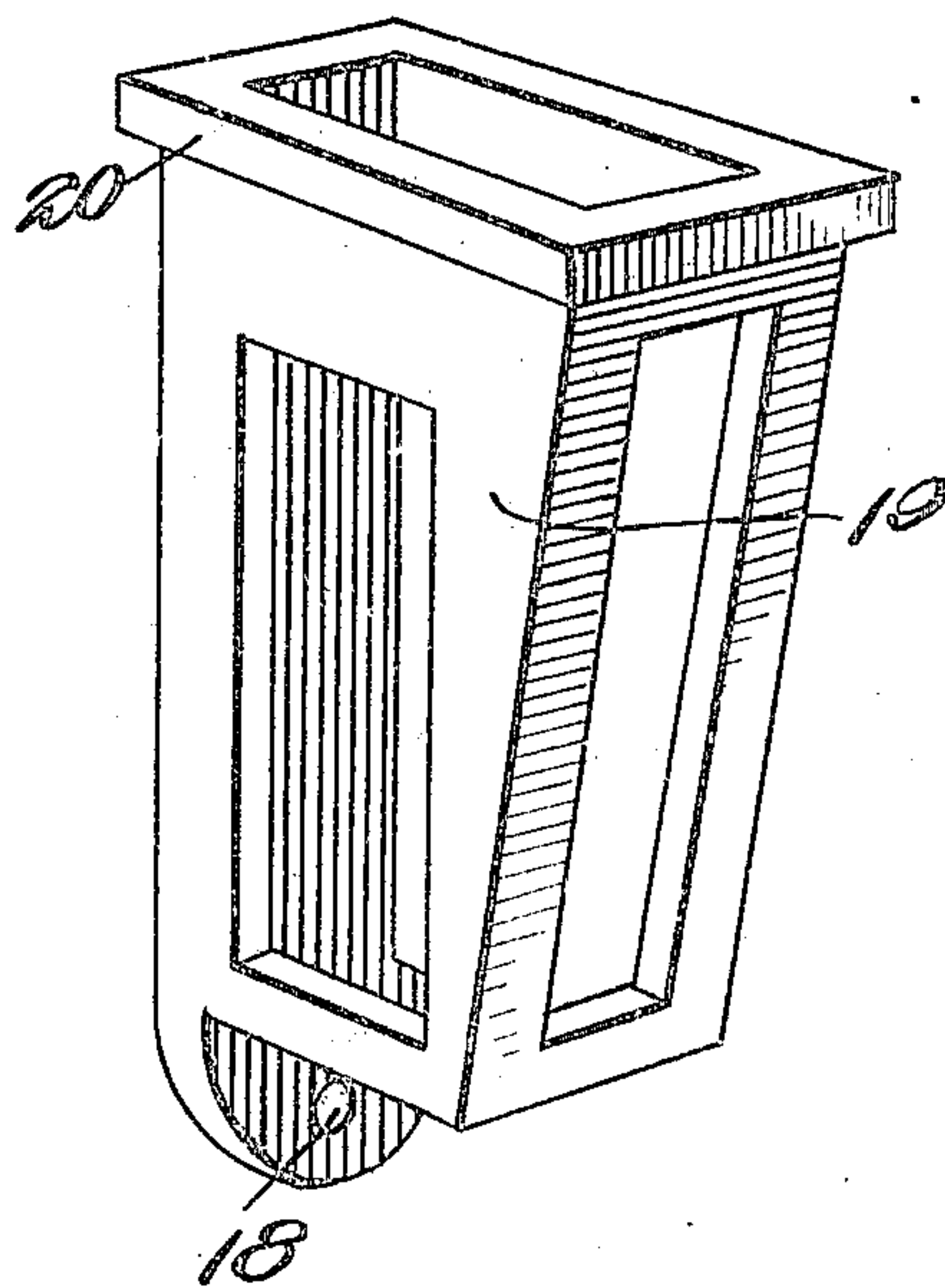


Fig. 3.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 4.

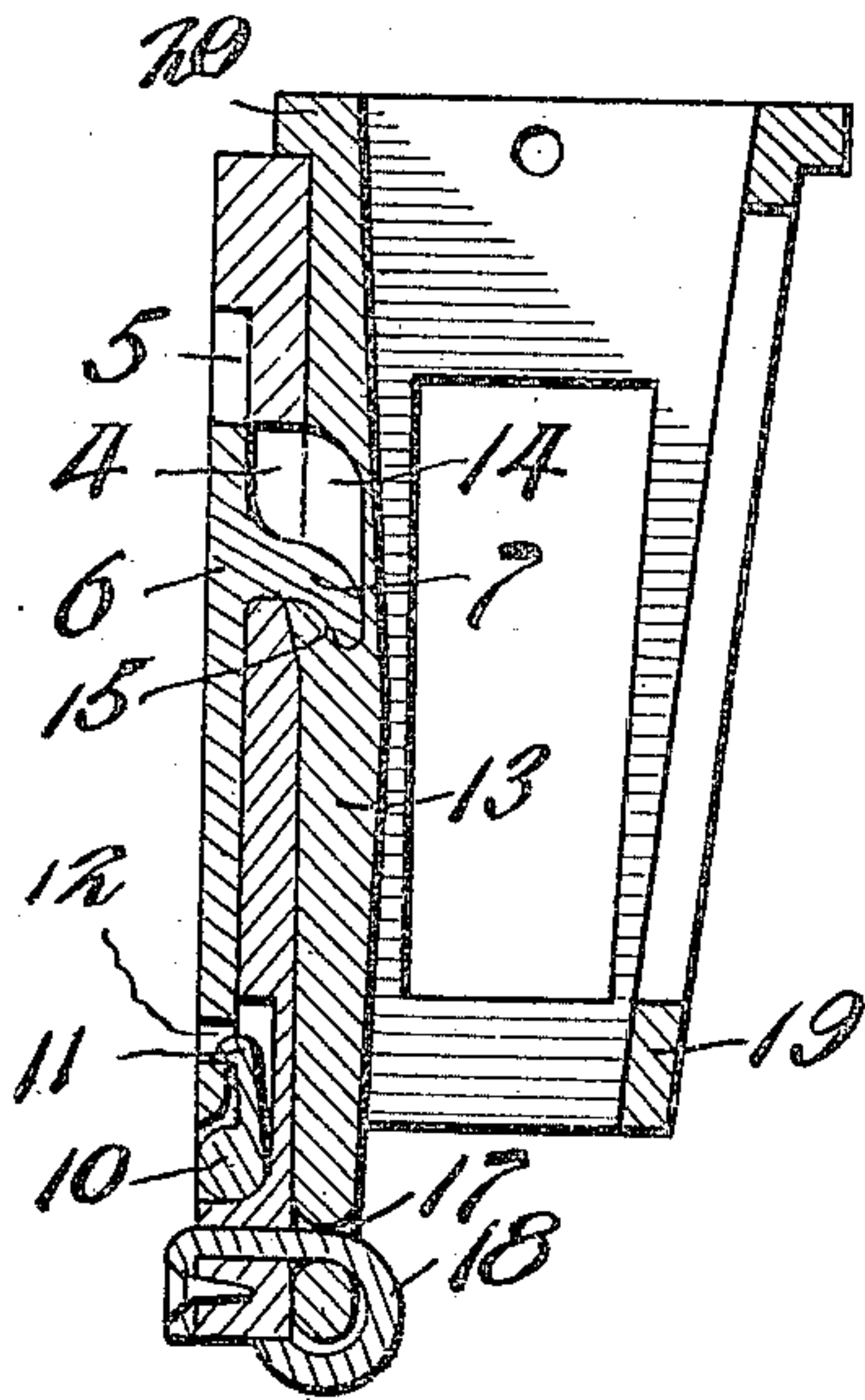


Fig. 5.

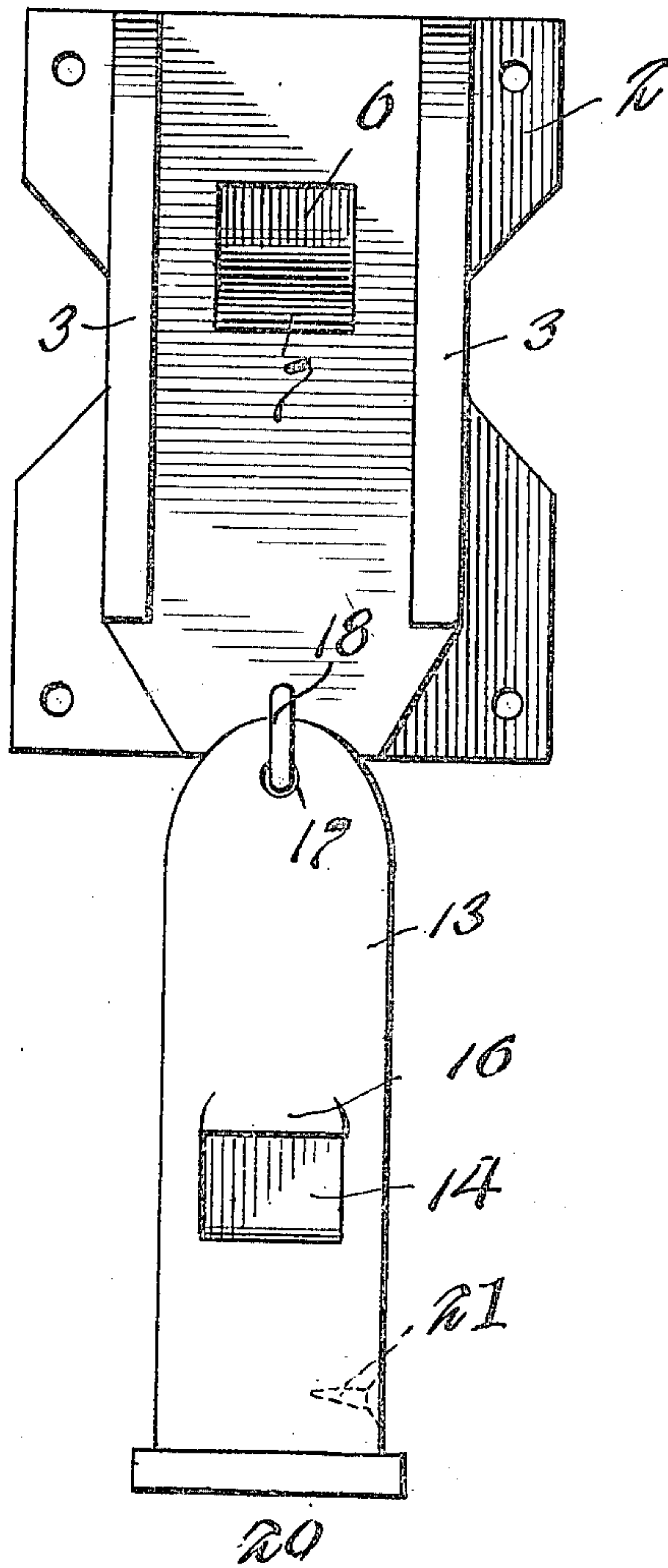


Fig. 6.

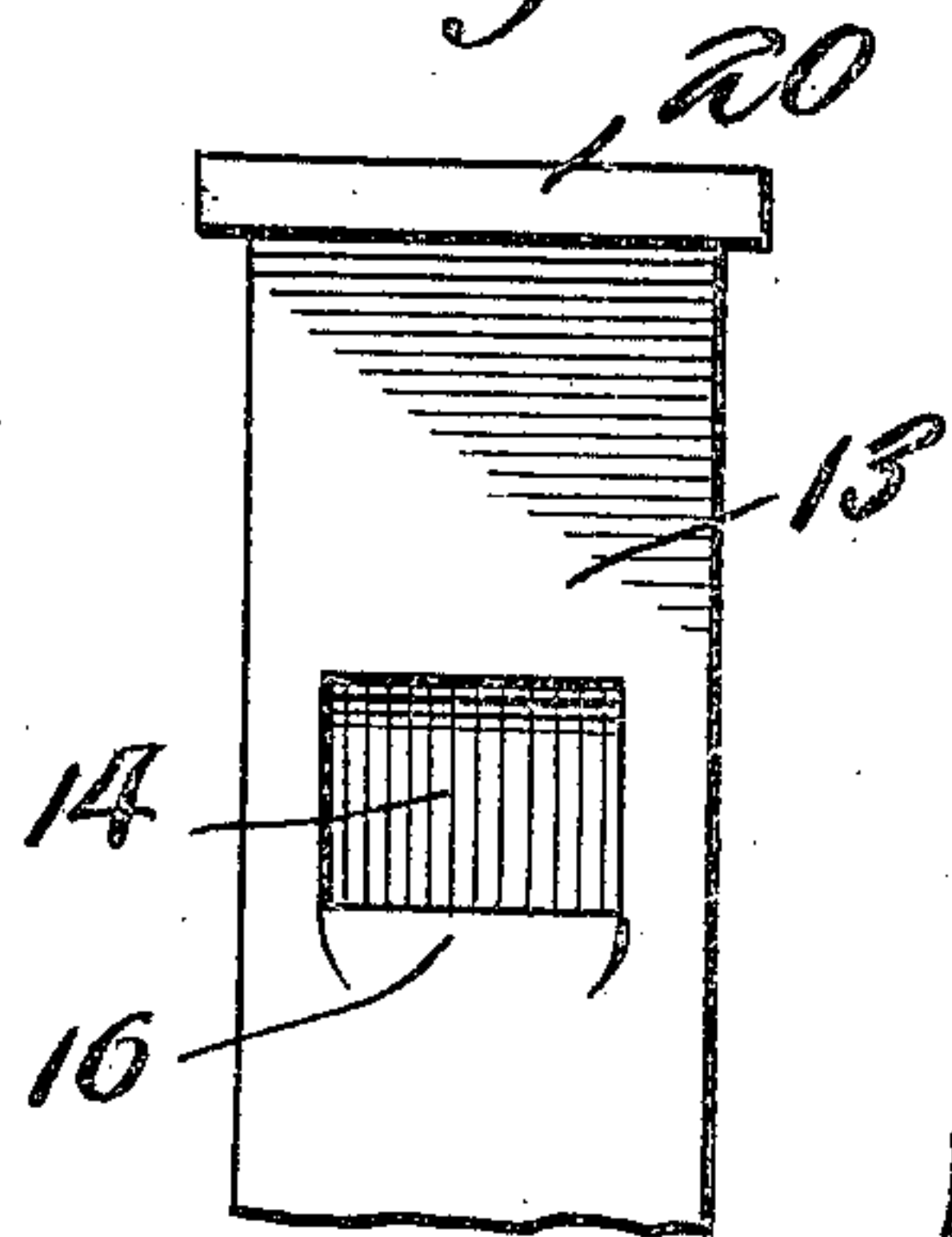
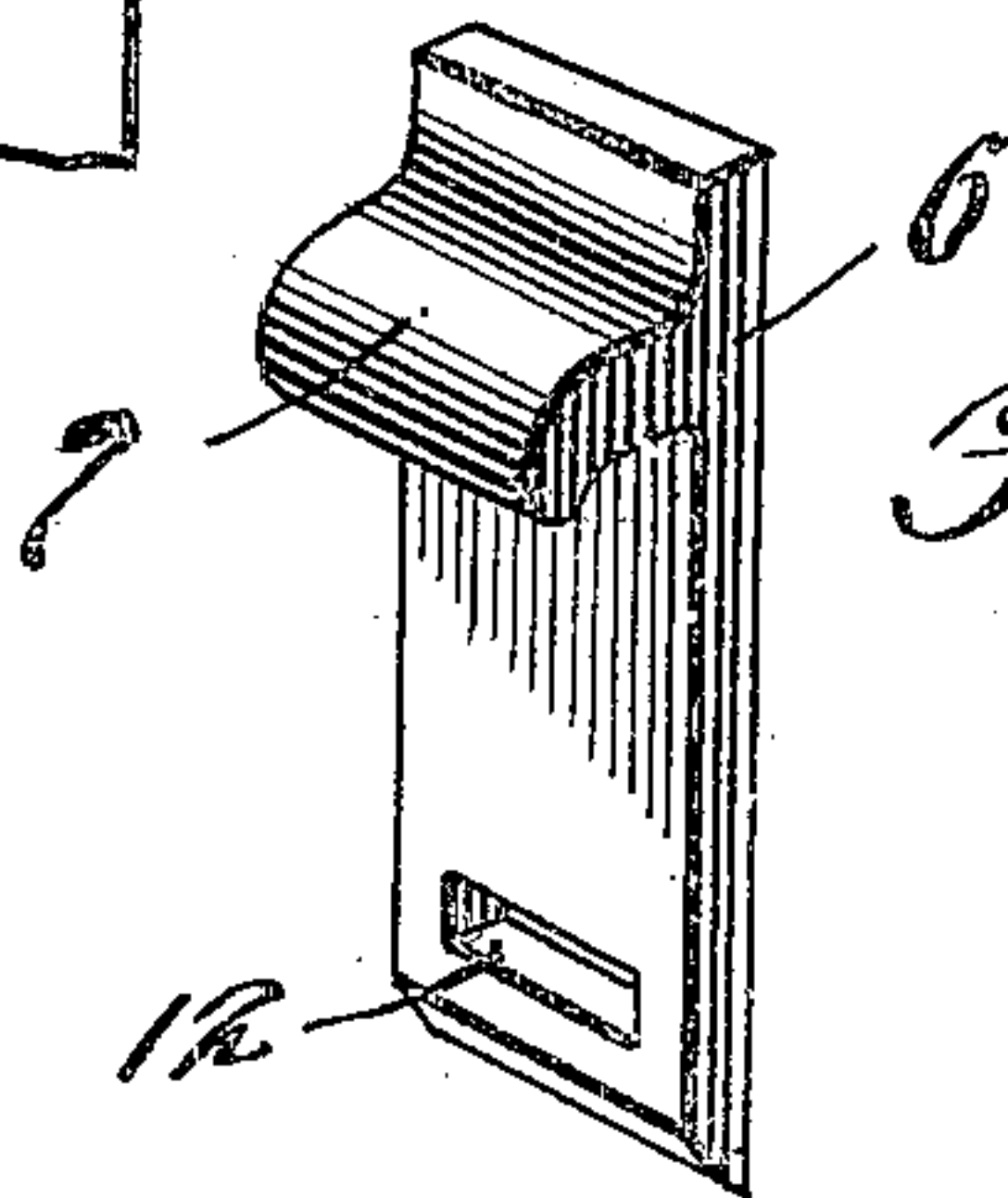


Fig. 7.



Witnesses

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UNITED STATES PATENT OFFICE.

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CAR-STAKE SOCKET.

952,003.

Specification of Letters Patent. Patented Mar. 15, 1910.

Application filed May 27, 1909. Serial No. 498,767.

To all whom it may concern:

Be it known that we, CLAYTON T. EAID, WILLIAM H. EAID, and PHILLIP S. CROTTY, citizens of the United States of America, residing at Olympia, in the county of Thurston and State of Washington, have invented new and useful Improvements in Car-Stake Sockets, of which the following is a specification.

This invention relates to car stake sockets, and one of the principal objects of the invention is to provide simple and reliable means for locking the stake socket in upright position and providing means whereby the same may be swung down to permit the unloading of the car.

Another object of the invention is to provide a series of stake sockets pivotally mounted upon the sides of the car, means for holding said sockets in upright positions and means whereby all the stakes upon the side of a car may be simultaneously swung down out of the way for loading or unloading the car.

These and other objects may be attained by means of the construction illustrated in the accompanying drawings, in which,—

Figure 1 is a side elevation of a portion of the side of a platform car, showing the arrangement of stake sockets in accordance with this invention. Fig. 2 is a rear elevation of the base plate for supporting the stake socket. Fig. 3 is a perspective view of the stake socket detached from the base plate. Fig. 4 is a vertical sectional view of the stake socket locked in upright position. Fig. 5 is a view in elevation, showing the stake socket unlocked and depending from the base. Fig. 6 is a detail view of a portion of the stake socket, and showing the recess upon the rear side thereof. Fig. 7 is a detail perspective view illustrating the sliding lock for holding the stake socket in position.

Referring to the drawings, the numeral 1 designates the side board of a platform car, and secured to said side board at suitable distances apart are the base plates 2 for connecting the stake sockets to the side board. The base plates are each provided with spaced lugs 3 projecting outward from said base plate, and between said lugs an aperture 4 is formed in said base plate. In line with the aperture 4 at the back of the base plate is a vertical groove or recess 5

in which is mounted to slide a lock member 6, said lock member having a downwardly projecting hook 7 which projects through the aperture 4 in the base plate. At the bottom of the groove or recess 5 is formed an opening 8, and communicating with said opening is a transverse groove or bearing 9 for the operating rod 10. The operating rod 10 is provided with a hook 11 which engages a recess 12 in the lock member, said hook being disposed in the opening or recess 8.

The stake socket comprises the back portion 13 provided with a socket or recess 14 having an undercut wall 15 at the bottom thereof and a projecting lip 16. At the lower end of the back portion of the socket is an aperture 17 through which one arm of a staple 18 extends, the other arm of the staple being connected to the base plate 2. The stake socket is provided with corner posts 19 and a flanged head 20. The opening from the top to the bottom of the stake socket is tapered so that a stake placed therein will not be liable to become detached. To hold the stake in place a screw 21 extends through the side of the socket into the stake. The operating rod 10 is provided with a squared end 22 to fit a socket 23 in the next section of the operating rod, and upon one end of the rod 10 is a lever 24, said lever adapted to be held in its uppermost position by means of a hook or button 25.

The operation of this invention may be briefly described as follows:—When the stake sockets are in their uppermost position the lock member engages the recess 14 with the hook in contact with the inclined wall 15. Whenever it is desired to permit all the stake sockets to swing upon the staples the lever is operated to turn the rod 10 to withdraw the hook 11 from the recess 12 and to thus release the sliding locking member to permit the stake sockets to drop in position out of the way during the loading and unloading operation of the car.

From the foregoing it will be obvious that the invention is of simple construction, can be readily attached to any car, will save time and labor, will operate quickly and will not be liable to get out of order or become injured in use.

Having thus described the invention, what is claimed as new, is:—

1. A car stake socket comprising a base

plate, a sliding locking member mounted in a recess at the back of the base plate and provided with a hook extending through the recess in said base plate, an operating rod
5 connected to said lock member, a lever for operating said rod, a stake socket pivoted upon the base plate and provided with a recess for engagement with the hook on the lock member.

10 2. A car stake socket comprising a base plate having outwardly projecting lugs, said base plate having an aperture through the same to accommodate a locking member, a recess in the back of the base plate in which

said locking member is mounted to slide, an 15 operating rod provided with a hook for engagement with the locking member, a lever for operating said rod, and a stake socket pivoted upon said base plate and provided with a recess to be engaged by said locking 20 member.

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