

A. J. BOSTWICK.

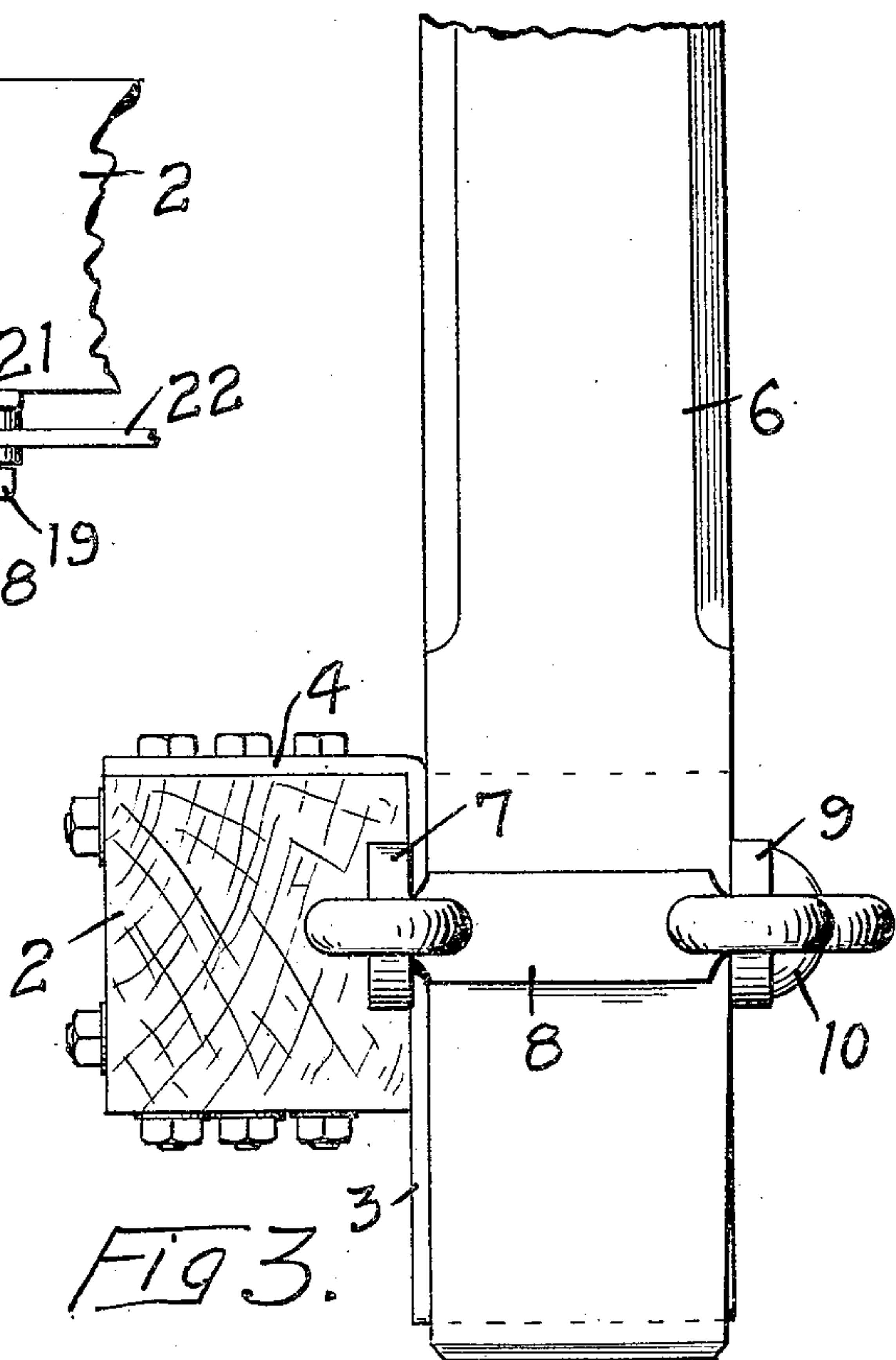
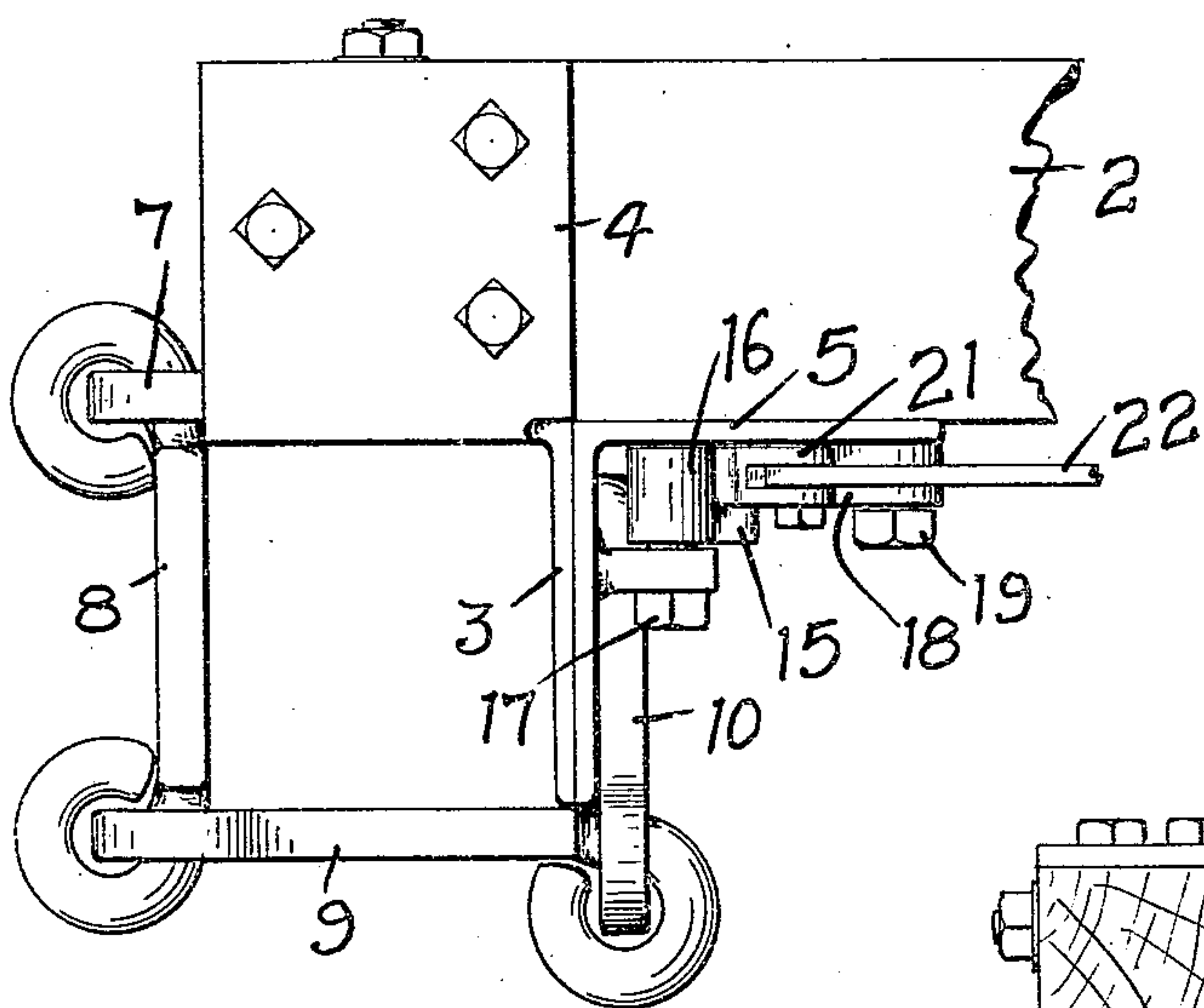
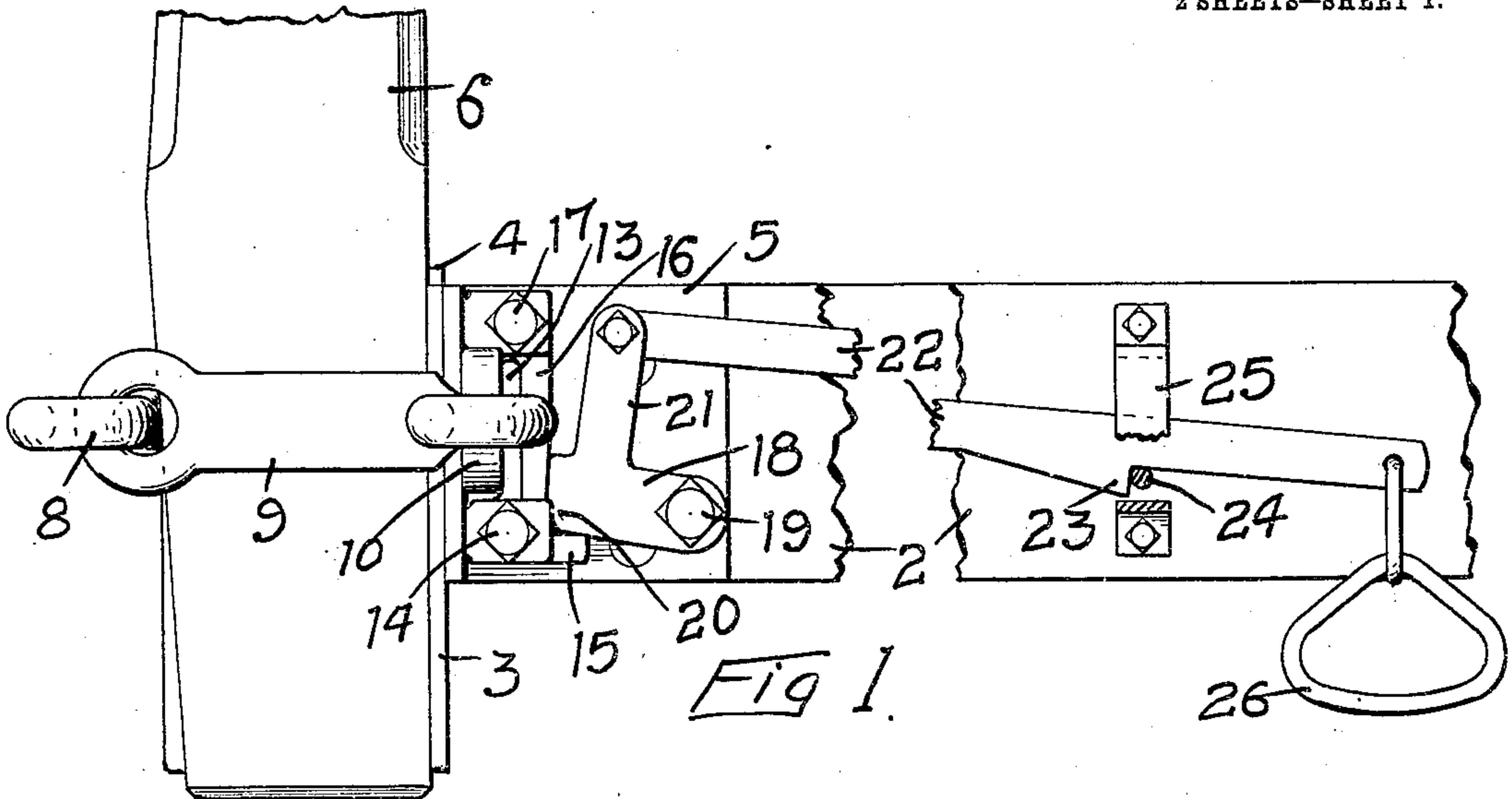
STAKE HOLDER.

APPLICATION FILED JUNE 19, 1909.

959,915.

Patented May 31, 1910.

2 SHEETS—SHEET 1.



WITNESSES
W. H. L. L. L.
J. B. B. B. B.

INVENTOR
ARTHUR J. BOSTWICK
BY *Paul & Paul*
ATTORNEYS

A. J. BOSTWICK.
STAKE HOLDER.
APPLICATION FILED JUNE 19, 1909.

959,915.

Patented May 31, 1910.

2 SHEETS—SHEET 2.

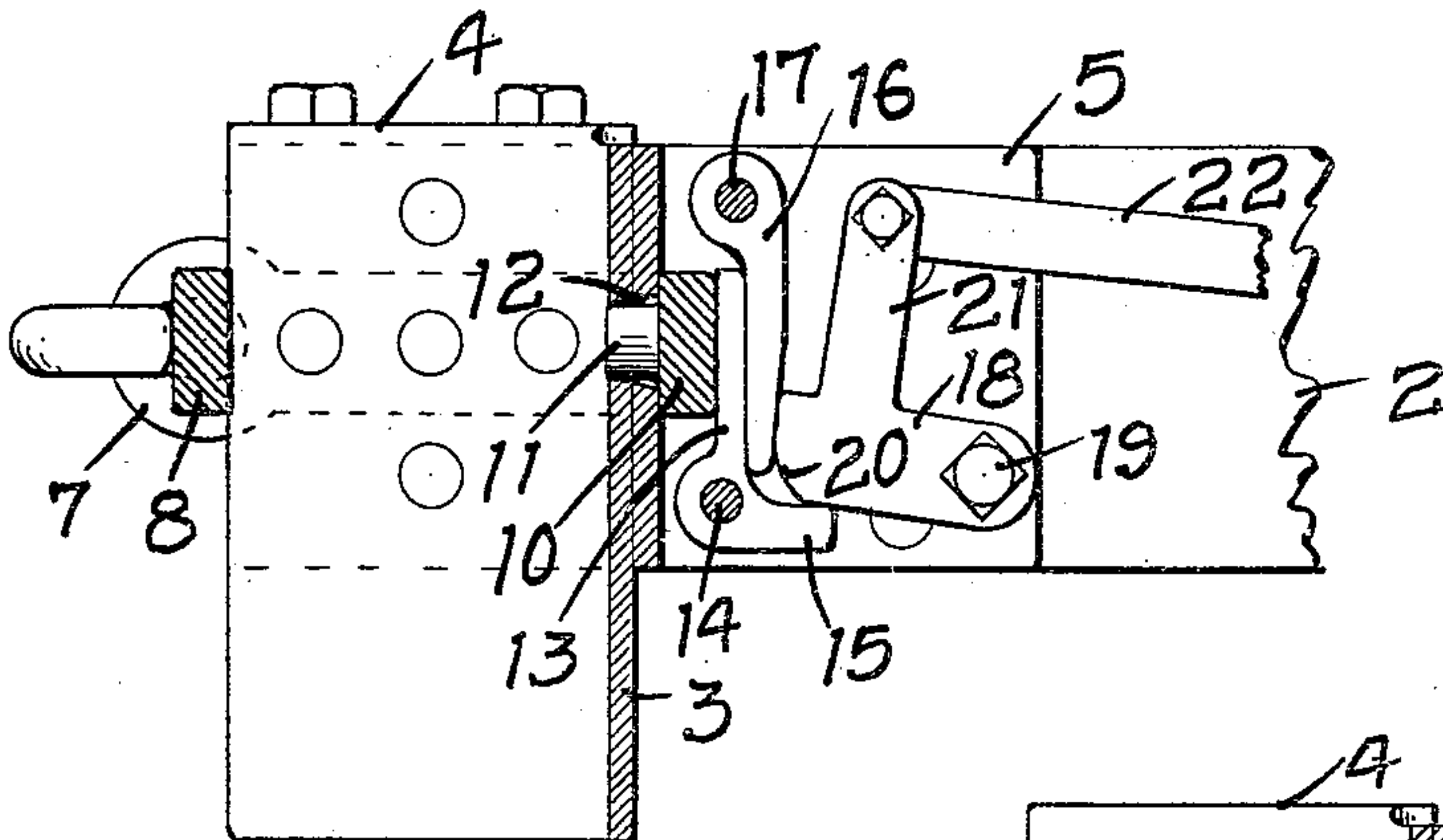


Fig 4.

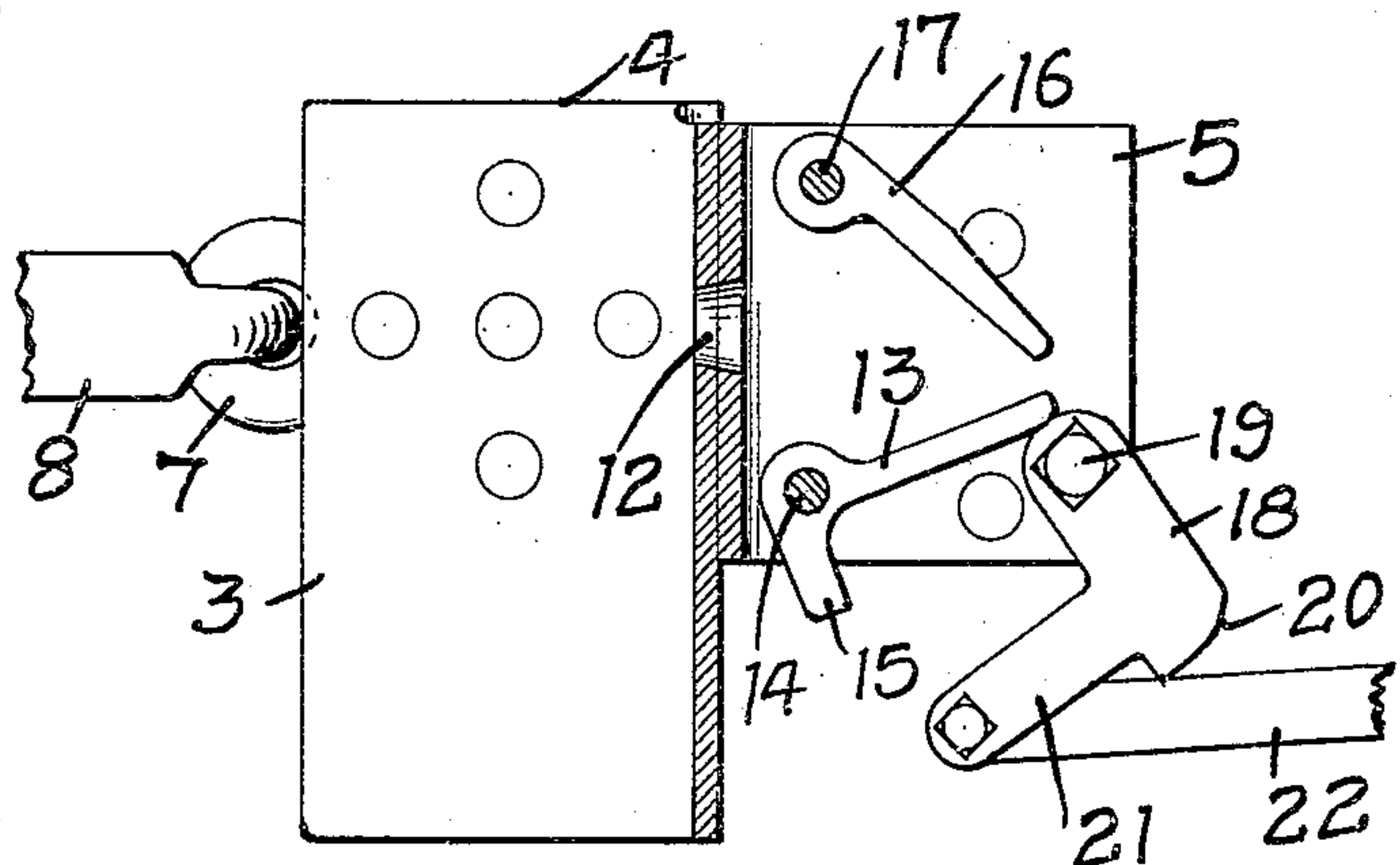


Fig 6.

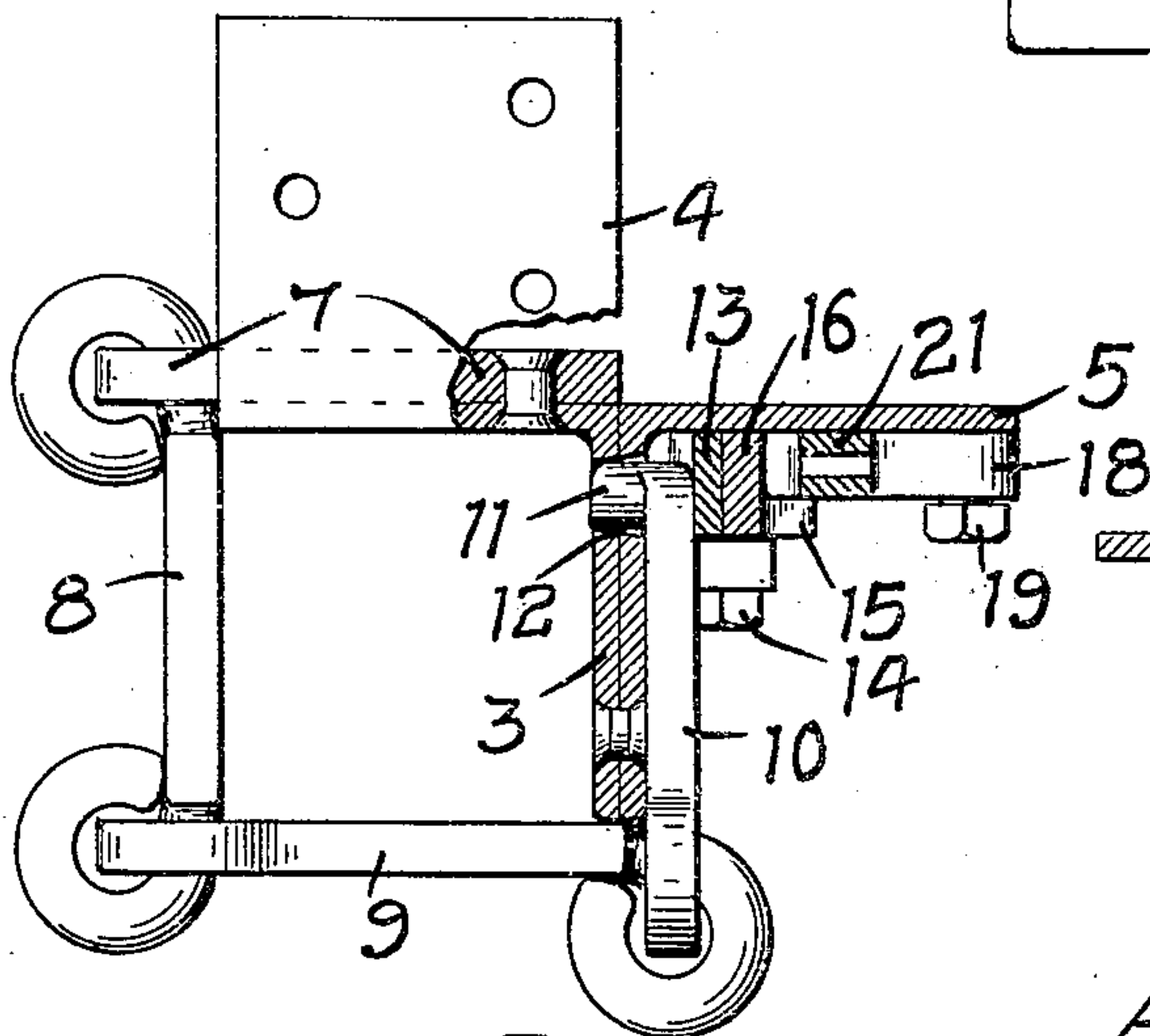


Fig 5.

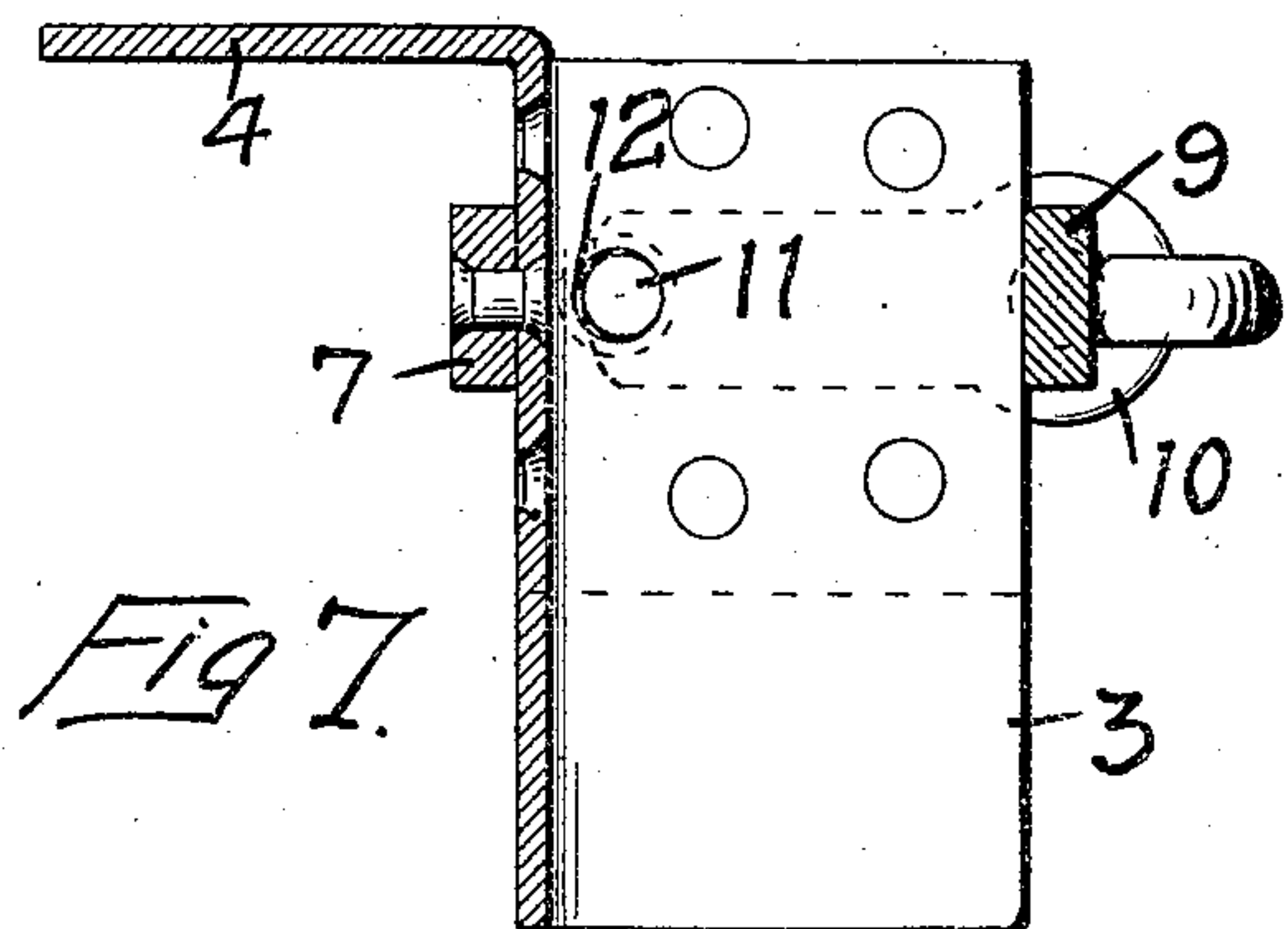


Fig 7.

WITNESSES
W. A. Walton
J. A. Byington

INVENTOR
ARTHUR J. BOSTWICK
BY *Paul & Paul*
ATTORNEYS

UNITED STATES PATENT OFFICE.

ARTHUR J. BOSTWICK, OF EAU CLAIRE, WISCONSIN, ASSIGNOR OF ONE-HALF TO EAU CLAIRE MILL SUPPLY CO., OF EAU CLAIRE, WISCONSIN.

STAKE-HOLDER.

959,915.

Specification of Letters Patent.

Patented May 31, 1910.

Application filed June 19, 1909. Serial No. 503,153.

To all whom it may concern:

Be it known that I, ARTHUR J. BOSTWICK, of Eau Claire, Eau Claire county, Wisconsin, have invented certain new and useful
5 Improvements in Stake-Holders, of which the following is a specification.

In the use of the stake holder of the ordinary type having an opening in one of its side walls only, it some times happens
10 that the stake will become wedged or jammed, so that it will not automatically drop out of the holder and release the load when the bridle has been detached.

The object of my present invention is to
15 provide a holder, from which the stake will be surely and positively discharged upon release of the locking bridle.

My invention consists generally in various constructions and combinations, all
20 as hereinafter described and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of a portion of a car sill, illustrating
25 the application of my invention thereto, Fig. 2 is a top view of the same, Fig. 3 is an end view, Fig. 4 is a detail sectional view, illustrating the mechanism for locking the bridle, Fig. 5 is a top view of the same, partially
30 in section, Fig. 6 is a detail, sectional view, illustrating the locking mechanism in its released position, Fig. 7 is a detail sectional view of the holder.

In the drawing, 2 represents the car sill
35 and 3 a holder having flanges 4 and 5 by means of which the holder is rigidly bolted to one side of the sill.

6 is a stake adapted to fit in the holder and
7 is an eye wherein a link 8 is pivoted, said
40 link extending across one open side of the holder and closing that side against the premature discharge of the stake. A second link 9 is pivotally connected with the first one and extends across the other open side
45 of the holder, and is pivotally connected with a latch 10, which has an inwardly turned end 11 adapted to fit into a socket 12 in the side wall of the holder. A pawl 13
50 is pivoted at 14 to the flange 5 and has an extension 15 at one end and is adapted to swing to a vertical position against the latch, and a second pawl 16 pivoted at 17 on the flange 5, is adapted to swing downwardly to a vertical position against the
55 pawl 13. A locking lever 18 is pivoted at 19

on the flange 5 and has a rounded end 20 that is adapted to engage the pawl 16 and press it against the pawl 13 and hold both of them in their locked position and in contact with the latch. This lever has an arm
60 21 thereon, connected with an operating rod 22, which extends across the car and has a shoulder 23 to engage a pin 24 in a guide 25, a handle 26 being provided for convenience in the operating bar.
65

In the operation of the device, the bridle will be carried around the two open sides of the holder and the latch locked in its socket by means of the pawls and the locking lever and it will not be possible for a
70 load of logs to roll off the car until such time as the operator releases the bar 22 and disengages the locking lever 18 from the pawls. When this has been done, the weight of the latch will allow it to drop
75 out of its socket in the holder, and the bridle will then fall away from the stake, which will drop out of the holder and permit the discharge of the logs. By providing the
80 box or holder with two open sides, I have eliminated entirely all danger of the stake jamming or wedging in the holder and retarding the discharge of the logs.

I claim as my invention—

1. A stake holder, comprising a box hav-
85 ing means for attachment to a sill, said box being open on two sides, a pivoted bridle having links arranged to extend across said open sides, a locking latch connected with
90 said links, and means for securing said latch against premature movement.

2. A stake holder comprising a box hav-
ing two open sides and means for securing it to a sill, the closed sides of said box forming long bearing surfaces for the stake, a
95 bridle arranged to extend across said open sides and a locking means for said bridle adapted to be operated from the opposite end of said sill, substantially as described.

3. A stake holder for logging cars com-
100 prising a box, having plates or walls on two sides and open on two sides, and means for securing said box to a car sill, the closed sides of said box forming long bearing surfaces for the stake, a pivoted bridle ar-
105 ranged to extend across the open sides of said holder, and means for locking said bridle against premature movement.

4. The combination, with a car sill, of a
110 stake holder secured thereto and having two

open sides, the closed sides of said holder depending below said sill and forming comparatively long bearing surfaces for the stake, and a bridle composed of links pivoted to a fixed point on one side of said holder, said links extending across the two open sides of said holder at right angles substantially to one another, a locking latch pivotally connected to one of said links, and means for temporarily holding said latch in its locking position.

5. The combination, with a car sill, of a stake holder secured thereto, a bridle extending across the open side of said holder, a locking latch pivotally connected with the links of said bridle and having an inwardly turned end fitting within a socket in said holder, and means for locking said latch in said socket.

6. The combination, with a stake holder, of links arranged to extend across the open side thereof, a latch pivotally connected with said links and fitting within a socket

in said holder, pawls pivoted above and below said latch and operating substantially at right angles thereto and adapted to engage the same, and means operable from the other side of the car for holding said pawls in their locking position.

7. The combination, with a sill, of a stake holder secured thereto and open on two sides, the closed sides of said holder depending below the sill and forming long bearing surfaces for the lower end of the stake, a bridle composed of links pivoted to a fixed point, said links extending across the open sides of said holder at right angles substantially to one another, and a locking latch pivotally connected to said links, substantially as described.

In witness whereof, I have hereunto set my hand this 12 day of June 1909.

ARTHUR J. BOSTWICK.

Witnesses:

C. L. TOLLES,

ROBT. B. BRIGGS.