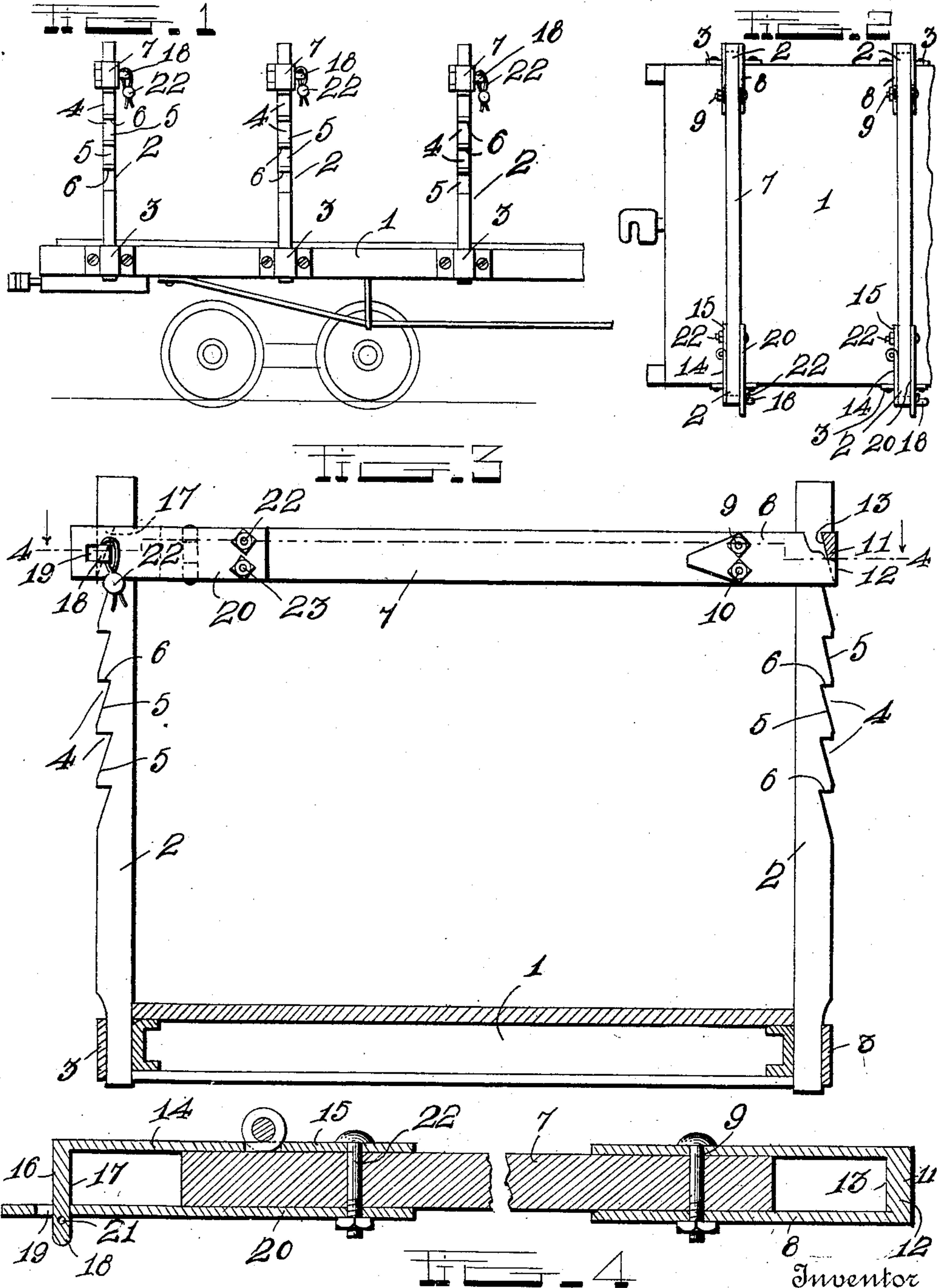


J. TALLOUSE.
STAKE BRACE FOR LUMBER CARS.
APPLICATION FILED MAR. 28, 1910.

969,671.

Patented Sept. 6, 1910.



Witnesses
C. P. Hardy
C. H. Griebner.

Inventor
John Tallouse
By *A. B. Wilson & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

JOHN TALLOUSE, OF OAKLAND, MAINE.

STAKE-BRACE FOR LUMBER-CARS.

969,671.

Specification of Letters Patent.

Patented Sept. 6, 1910.

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To all whom it may concern:

Be it known that I, JOHN TALLOUSE, a citizen of the United States, residing at Oakland, in the county of Kennebec and State of Maine, have invented certain new and useful Improvements in Stake-Braces for Lumber-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in stake braces for lumber cars, and has for its object to provide a brace of this kind adapted to securely hold the stakes from spreading sidewise or laterally due to the pressure of the lumber on the car.

With this and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a lumber car illustrating the application of the invention. Fig. 2 is a plan view. Fig. 3 is a transverse vertical section, and Fig. 4 is a transverse horizontal sectional view on the line 4-4 of Fig. 3, with the parts shown on an enlarged scale.

Referring to the drawings for a more particular description of the invention, which drawings are for illustrative purposes only and are therefore not drawn to scale: 1 indicates the lumber car, which is of the usual flat top type, 2 the stakes, and 3 the keepers at the sides of the car top which receives the lower ends of the stakes.

In carrying out the present invention, the outer side edges of the stakes 2 are serrated or notched as at 4, to provide the outwardly inclined edges 5 and the overhanging shoulders 6. The brace 7, which is in the form of a flat rectangular strip or piece, is arranged between the stakes, as shown. An approximately U-shaped keeper 8 is arranged with its ends detachably secured to opposite faces at one end of the brace 7 by the bolts and nuts 9 and 10, respectively, leaving a space between said end of the brace and a central portion of the keeper for the reception of the adjacent stake. A clamping plug 11 is arranged at the inner face of the central portion 12 of the keeper and is provided with a downwardly beveled

or inclined inner face 13, adapted to fit the notches of the car stakes. A hasp 14 is hinged to the bearing plate 15 arranged on one face and at the opposite end of the brace 7, and is provided with the right angularly disposed stake engaging portion 16 having a downwardly inclined inner face 17 to fit in the notches of the adjacent stake, said stake engaging portion of the hasp being provided with a tongue 18 adapted to pass through a corresponding aperture 19 in the outer projecting end of the flat locking plate 20. The tongue 18 is provided with an aperture 21, adapted to receive the wire of a seal 22, to guard against surreptitious tampering with the hasp. The bearing plate 15 for the hasp and the inner end of the locking plate 20 are secured to the brace 7 by the common fastening bolts 22 and the nuts 23.

In practice, the car is loaded with lumber with the stakes at the left hand side of the car removed. After the car has been loaded the fixed keeper is slipped down over a stake at the right hand side of the car, on top of the lumber, after which operation the hasp is swung into engagement with the stake at the opposite side of the car and the hasp secured in place by the seal which is engaged with the apertured end of the tongue of the hasp. It is to be understood that the clamping plug 11 and stake engaging portion 16 are adapted to closely fit the notches of the stakes with the upper ends thereof engaging the overhanging shoulders 6. Under these conditions it would be obvious that the brace is held against any vertical slipping movement, while the stakes are securely held against spreading or breaking by the pressure exerted thereagainst by the lumber.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

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

1. A stake brace of the character described, comprising a brace proper and a

closed keeper at one end of the brace having a clamping plug adapted to engage a stake, a pivoted hasp secured at the other end of the brace and having a clamping plug formed thereon to engage a stake at the opposite side of the car, a plate carried by the brace adjacent said hasp, and means for locking the outer end of the hasp in removable engagement with the plate.

2. In a stake brace of the character described, comprising the brace proper, a keeper at one end of the brace, a pivoted hasp at the other end of the brace, said hasp having an outer right-angularly bent portion to engage the outer edge of the stake, a locking tongue on the right-angularly disposed portion of the hasp, and an apertured locking plate to receive the tongue.

3. In combination with a pair of stakes having their outer edges notched to form longitudinally spaced outwardly inclined portions with overhanging shoulders over

said inclined portions, a brace comprising a body portion, a keeper at one end of the brace to receive the adjacent stake, a clamping plug having a downwardly inclined inner face to fit the notches of the stake, a pivoted hasp secured adjacent the opposite end of the brace, said hasp having a clamping plug having a downwardly inclined inner face and a flat upper shoulder to engage one of the notches of the adjacent stake, an apertured plate carried by the opposite face of said brace, and means adapted to engage the end of said hasp to detachably lock the hasp and plate in operative engagement.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN ^{his} X TALLOUSE.
mark

Witnesses:

P. A. SMITH,

GEORGE F. MURRELL.