O. M. AVERY.

Stake-Holder for Platform-Cars.

No. 196,415. Patented Oct. 23, 1877.

Fig. 1.

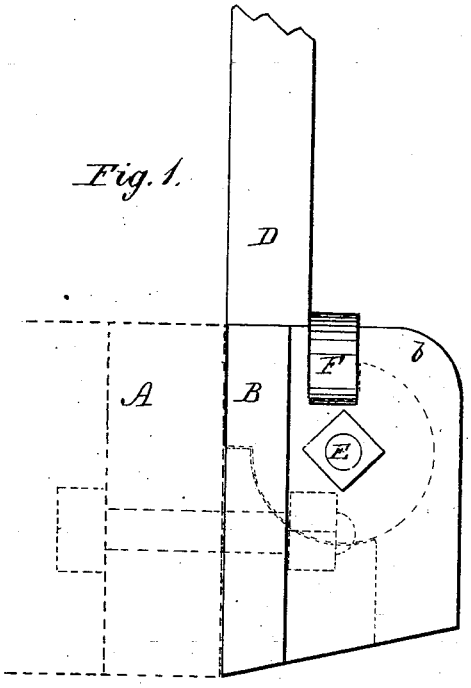


Fig. 2.

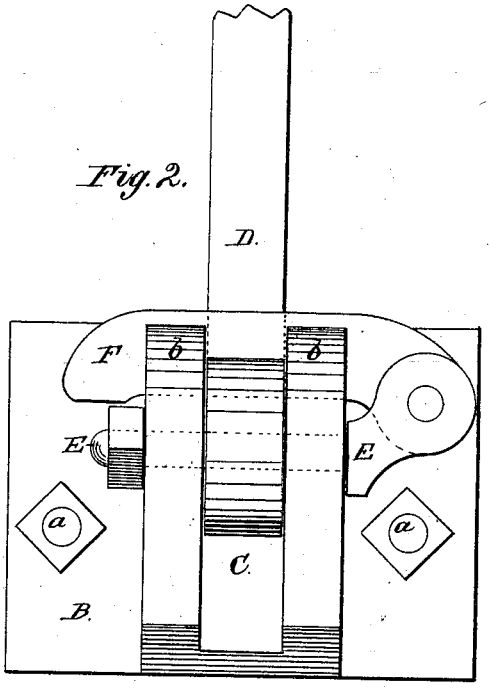


Fig. 4.

Fig. 3.

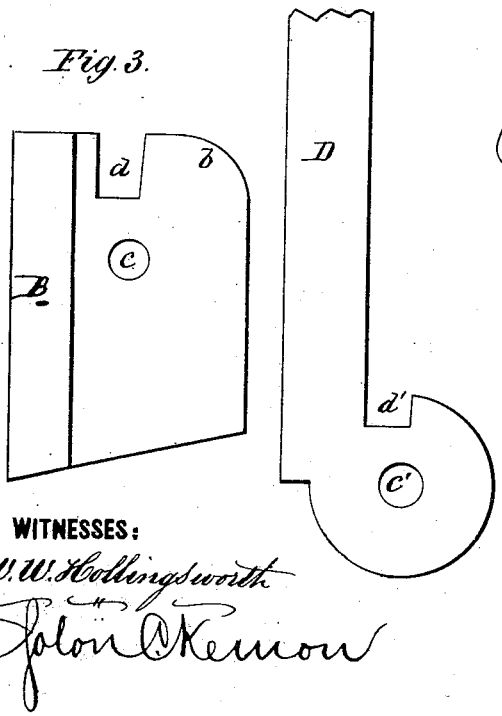
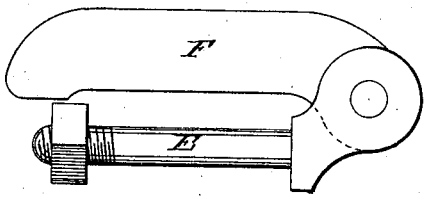


Fig. 5.



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OWEN MINER AVERY, OF PENSACOLA, FLORIDA.

IMPROVEMENT IN STAKE-HOLDERS FOR PLATFORM-CARS.

Specification forming part of Letters Patent No. **196,415**, dated October 23, 1877; application filed September 4, 1877.

To all whom it may concern:

Be it known that I, OWEN MINER AVERY, of Pensacola, in the county of Escambia and State of Florida, have invented a new and Improved Socket and Stanchion for Railway Platform-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is an end view of the socket and stanchion applied to a platform-car; Fig. 2, a side view of the same; Fig. 3, a detail end view of the socket and plate; Fig. 4, a detail of the stanchion; Fig. 5, a detail of the bolt and locking-latch.

This invention relates to an improved socket and stanchion for railway platform-cars.

The object of the invention is to obviate the difficulty usually encountered in removing the stanchions from the sockets when the car is to be unloaded.

As ordinarily constructed, the stanchions have to be lifted vertically from their sockets, and when the car is loaded with lumber or other similar freight the lateral pressure exerted by the same against the stanchion jams the same in the socket, so that they can be removed only with difficulty.

My invention consists in pivoting the stanchions in such a manner that they may be quickly turned laterally to a horizontal position, and then down, or entirely detached, if desired, and yet be locked in a rigid vertical position while upon the route.

In the drawing, A represents the side of a platform-car, and B a plate carrying the socket, which is attached to the side of the car by means of bolts *a a*. C is the socket, which consists of two lugs or ears, *b b*, provided with bolt-holes *c c* for the pivot-bolt, and recesses *d d* for the locking-latch. Said socket is made either of metal or wood, but preferably of metal, and in one and the same piece with the plate B.

D is the stanchion, whose upper end projects above the car, and whose lower end is made rounding, and pierced with a bolt-hole, *c'*, and provided with a recess or slot, *d'*, to receive the locking-latch.

E is the bolt, which passes through the bolt-holes *c c* in the lugs, and through the hole *c'* of the stanchion, allowing the latter to turn freely in a vertical plane tranversely to the car.

F is the locking-latch, which is pivoted to one end of the bolt E, and made to fit recesses *d d'* of the lugs *b* of the stanchion, so that when turned down into the same it locks the stanchion in a rigid vertical position.

By means of the above-described arrangement it will be seen that a slight tap upon the bottom of the latch will loosen the same and allow the stanchion to be turned down, so as to point downwardly, and be suspended out of the way, and leave the car easily accessible upon the side for the purpose of unloading. While the stanchion is thus conveniently turned out of the way it is always in its proper place, and not liable to be lost; and yet, if it be desired, it may readily be entirely detached by withdrawing the bolt.

Having thus described my invention, what I claim as new is—

1. The combination of the socket C, having slots *d*, the pivoted stanchion D, having slot *d'*, and the locking-latch F, as described, and for the purpose set forth.

2. The combination of the socket C, the pivoted stanchion D, and the locking-latch F, pivoted to the bolt E, and made detachable therewith, substantially as described, for the purpose set forth.

OWEN MINER AVERY.

Witnesses:

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