

(No Model.)

C. T. SCHOEN.
STAKE POCKET FOR CARS.

No. 403,559.

Patented May 21, 1889.

Fig. 1.

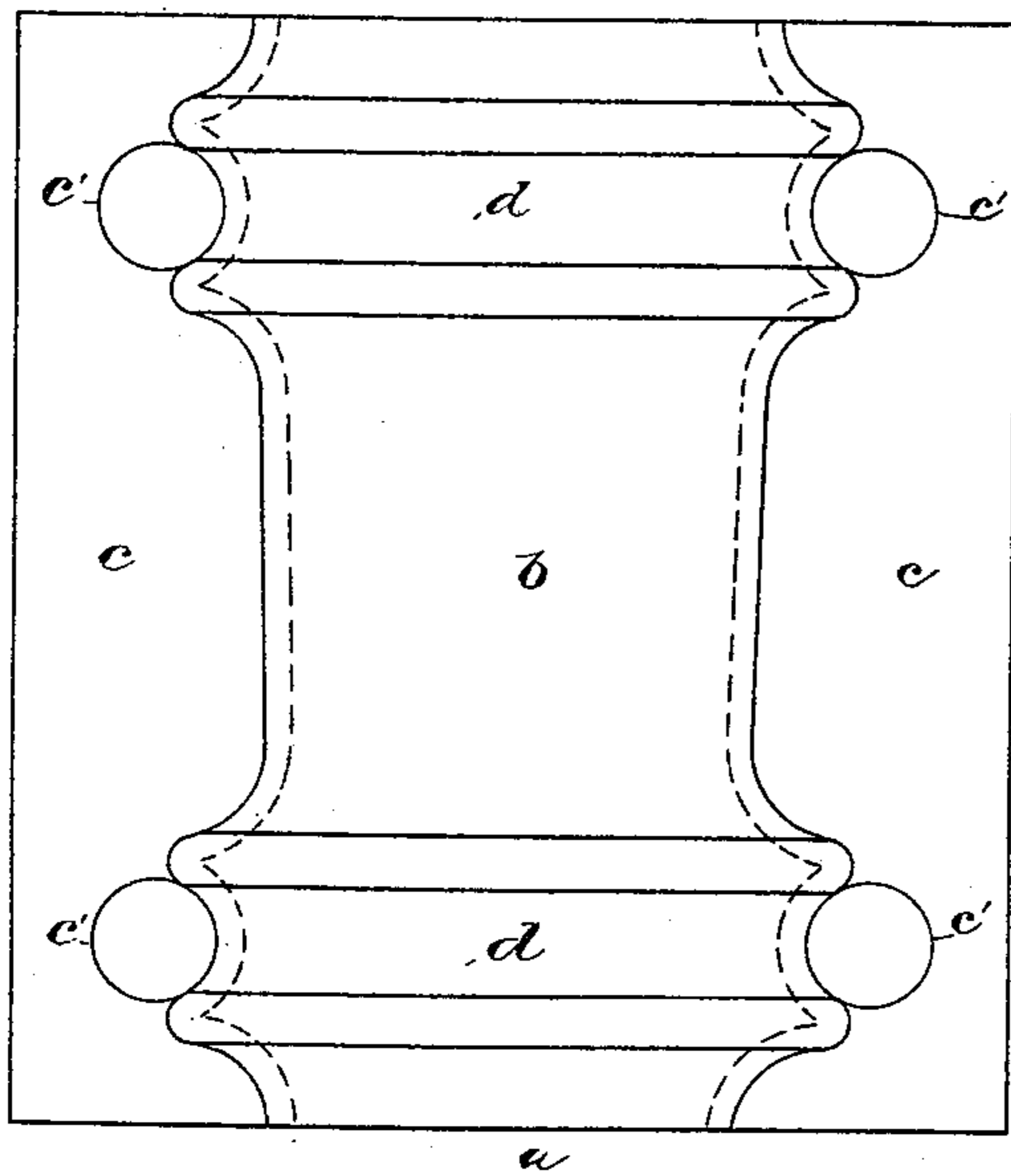


Fig. 2.

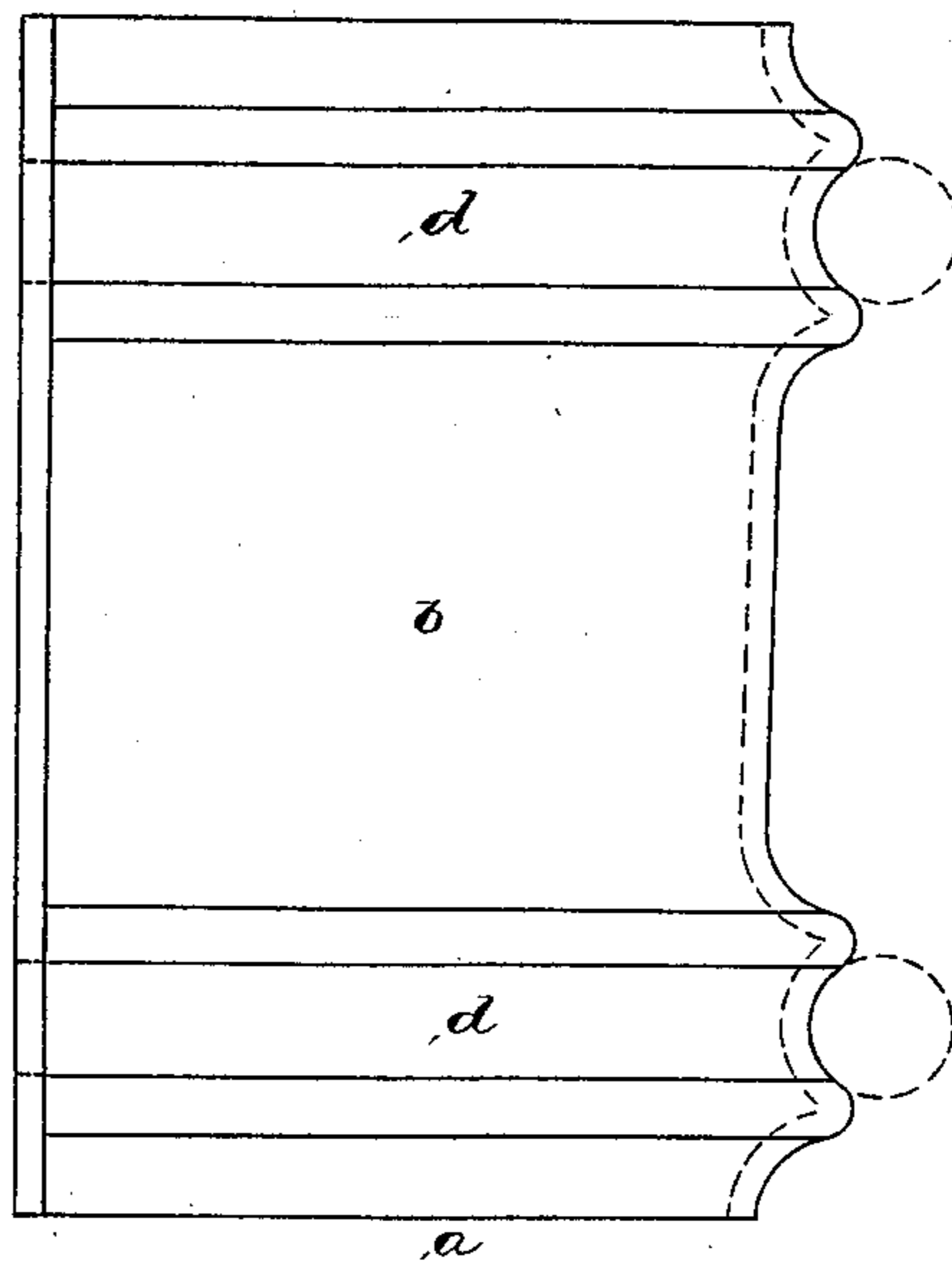


Fig. 3.

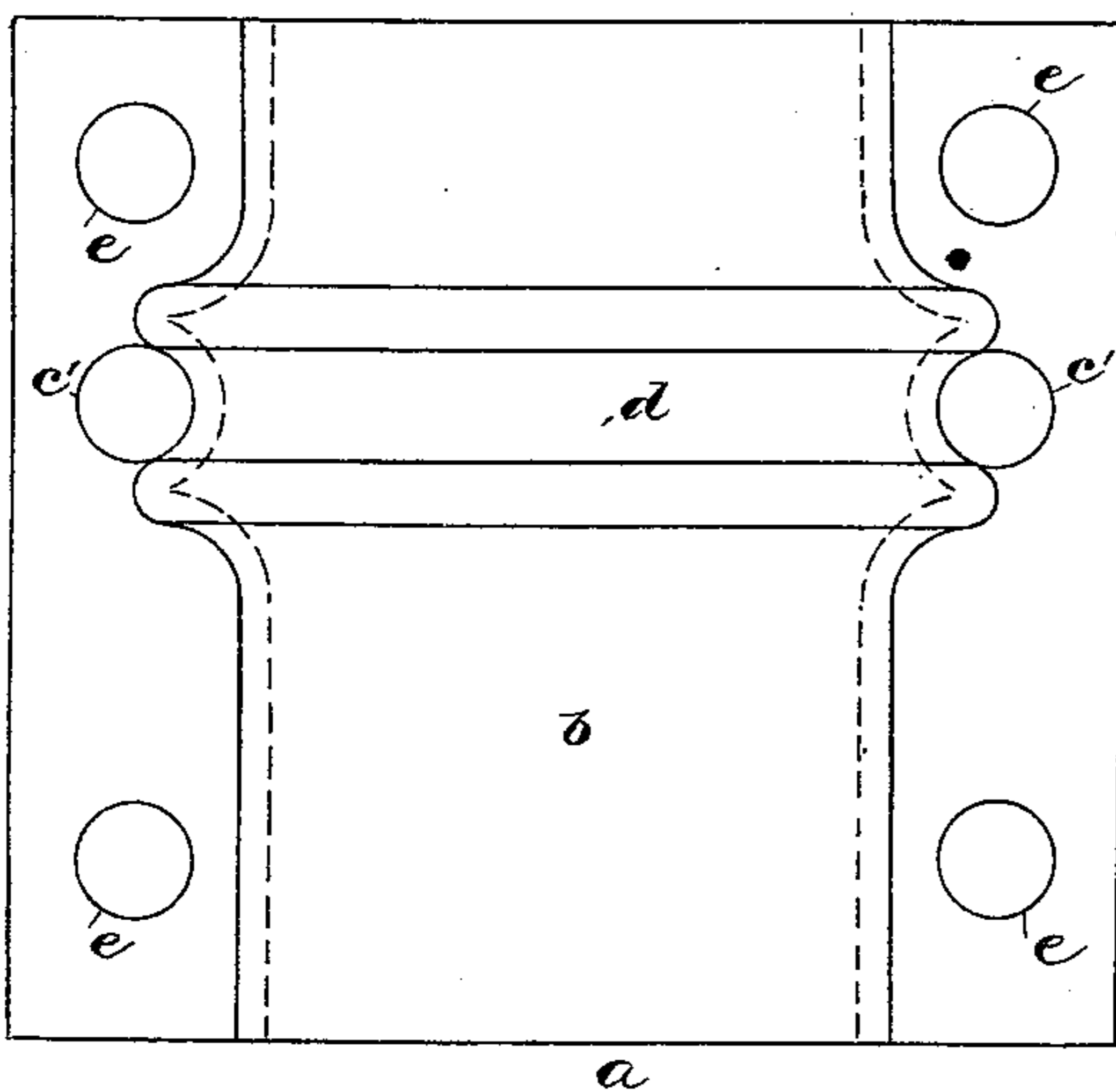
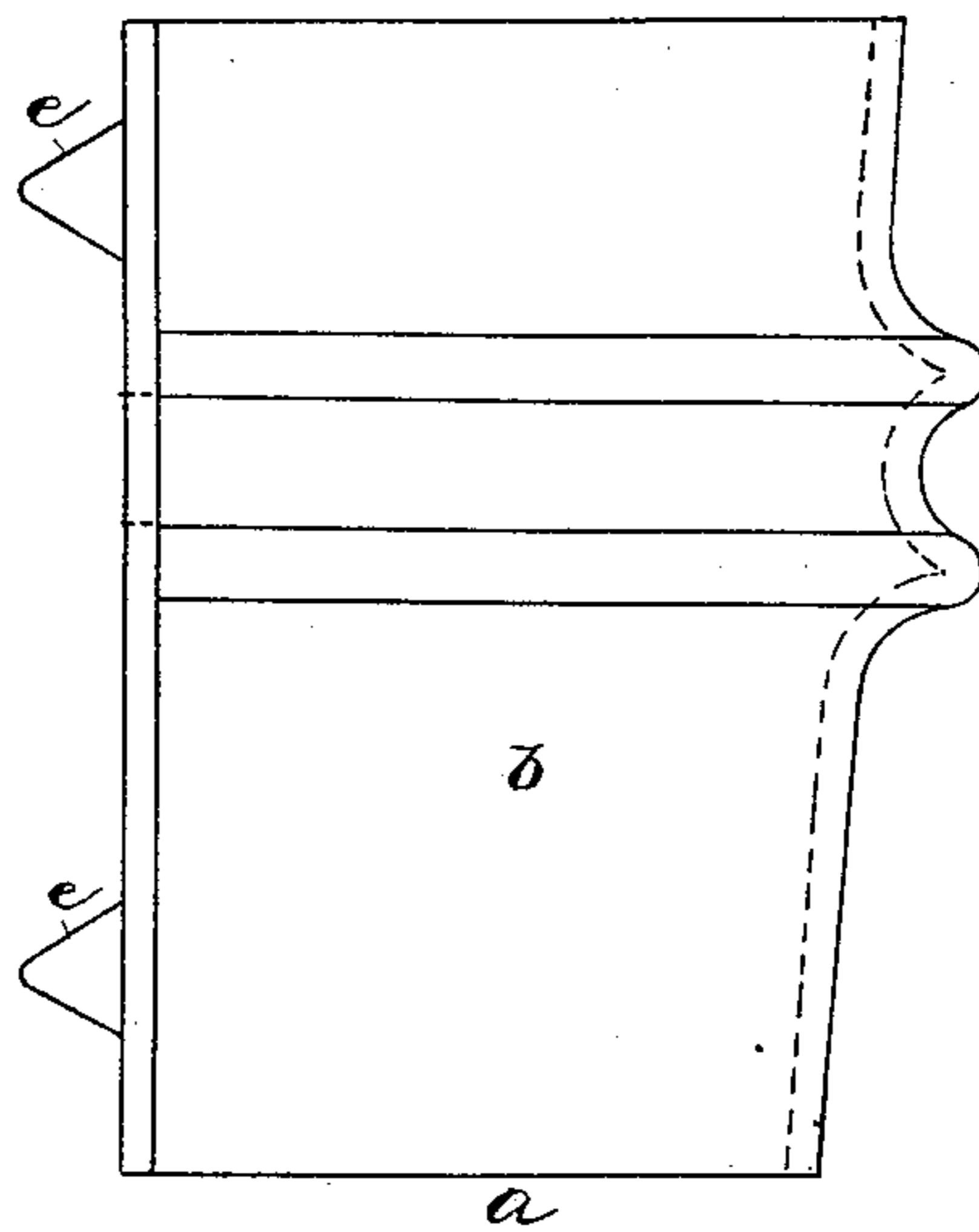


Fig. 4.



WITNESSES.

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UNITED STATES PATENT OFFICE.

CHARLES T. SCHOEN, OF PHILADELPHIA, PENNSYLVANIA.

STAKE-POCKET FOR CARS.

SPECIFICATION forming part of Letters Patent No. 403,559, dated May 21, 1889.

Application filed March 5, 1889. Serial No. 301,926. (No model.)

To all whom it may concern.

Be it known that I, CHARLES T. SCHOEN, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Stake-Pockets for Railway-Cars, of which the following is a full, clear, and exact description.

This invention relates to stake-pockets made of wrought metal; and the special object of the invention is to make such stake-pockets interchangeable with the common cast-iron stake-pockets, particularly with reference to the use of the U-bolts and bolt-holes employed with such cast-iron stake-pockets.

In both the wrought-metal and the cast-iron stake-pockets beads or ribs have been provided on their faces to receive the U-bolts; but in substituting on old cars wrought-metal for cast-iron pockets the decrease in size or bulk or thickness of the former made it necessary to employ different U-bolts and to bore new bolt-holes, thus adding to the expense of making the change.

The present invention consists in a wrought-metal stake-pocket having its bolt-receiving portions elevated or projected beyond the plane of the body and into planes corresponding with similar portions on the common cast-iron stake-pockets, so as to compensate for the difference in thickness of the two kinds of pockets, and thus render the wrought-metal stake-pockets interchangeable with cast-iron stake-pockets.

In the accompanying drawings, illustrating my invention, in the several figures of which like parts are similarly designated, Figure 1 is a front view, and Fig. 2 is a side view, of one form; and Fig. 3 is a front view, and Fig. 4 a side view, of another form.

The stake-pocket *a* of this invention preferably is hot-pressed from steel plate or other suitable wrought metal, and consists of the socket or pocket portion or body *b* and the flanges *c*, disposed at each side and having the bolt-holes *c'* *c'*.

In order to adapt the stake-pocket to interchangeability with the common cast-metal stake-pocket, particularly with reference to the common U-bolts and the holes for such bolts

already made in the cars, I elevate or project the bolt-receiving portions *d* beyond the body of the stake-pocket without impairing the taper of the body. As seen in Figs. 1 and 2, truly-perpendicular lines drawn through the centers of the bolts are parallel with the flanges of the stake-pocket. In order to preserve the taper of the stake-pocket, this parallelism renders necessary the greater projection of the lower beads than the upper. This projection of the beads is easily provided for in the dies for making the stake-pockets.

In some kinds of cars shorter stake-pockets are used, and these need only one bolt, (see Figs. 3 and 4,) and such stake-pockets I also provide with the projecting bead, so as to be interchangeable with the old cast-iron devices. I prefer to provide the single-bolt stake-pockets with spuds or projections *e*, punched up in the corners of their flanges, and fitted in holes made for them in the timbers, to prevent the stake-pocket from twisting and to assist the bolt in holding them steadily in place. Any suitable number of such spuds may be employed.

What I claim is—

1. A stake-pocket for cars constructed of wrought metal and having its bolt-receiving portions formed of the substance of the body elevated or projected beyond the plane of the body, whereby said stake-pocket is rendered interchangeable with ordinary cast-iron stake-pockets with respect to the U-bolts and holes therefor, substantially as described.

2. A wrought-metal stake-pocket for cars having bolt-receiving portions elevated or projected beyond the plane of the body, and further provided with spuds, substantially as described.

3. A wrought-metal stake-pocket for cars composed of the body *a*, bolt-receiving portions *d*, flanges *c*, with bolt-holes, and spuds *e*, substantially as described.

In testimony whereof I have hereunto set my hand this 2d day of March, A. D. 1889.

CHARLES T. SCHOEN.

Witnesses:

WILLIAM F. LARER,
WM. H. SCHOEN.