

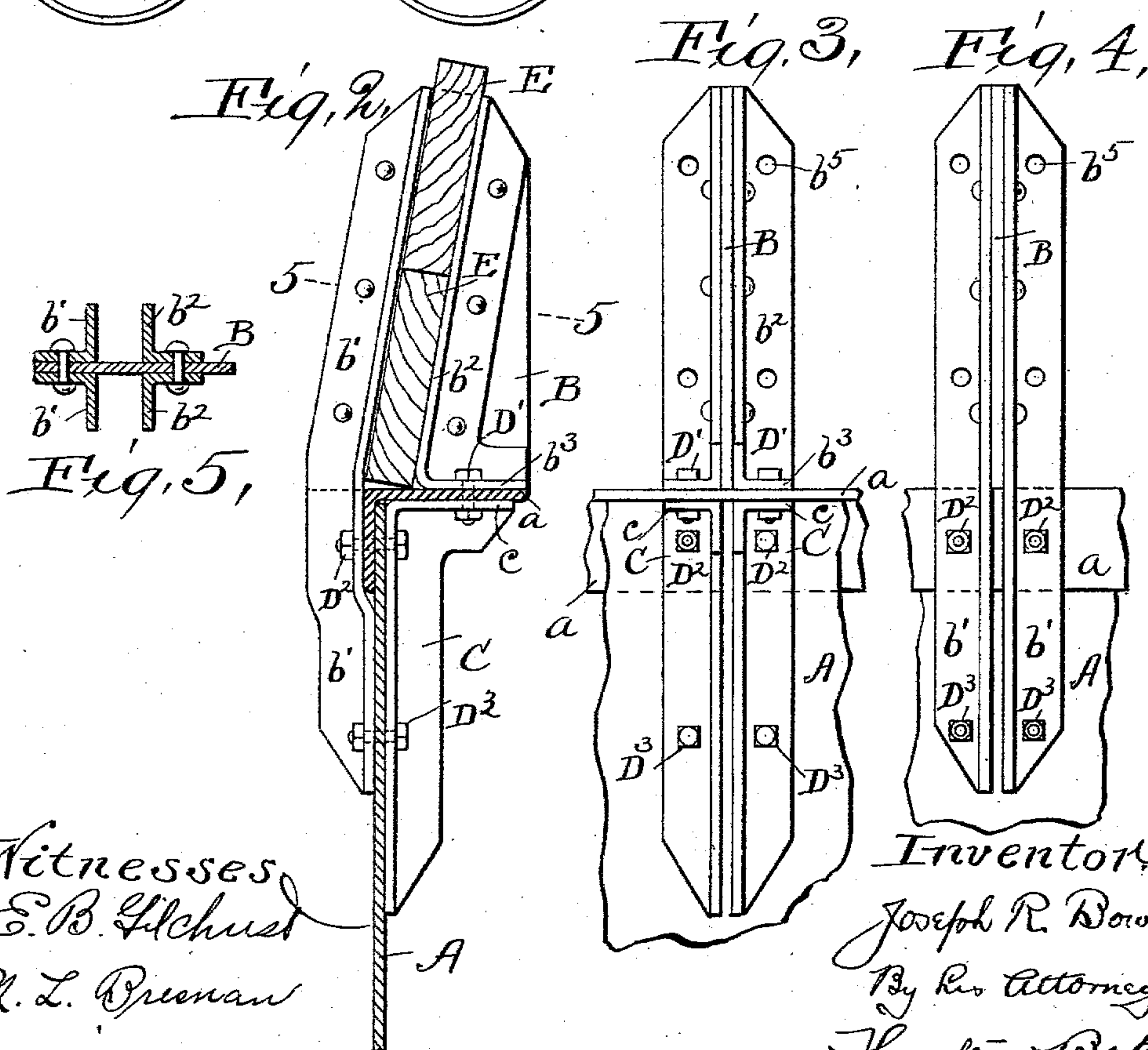
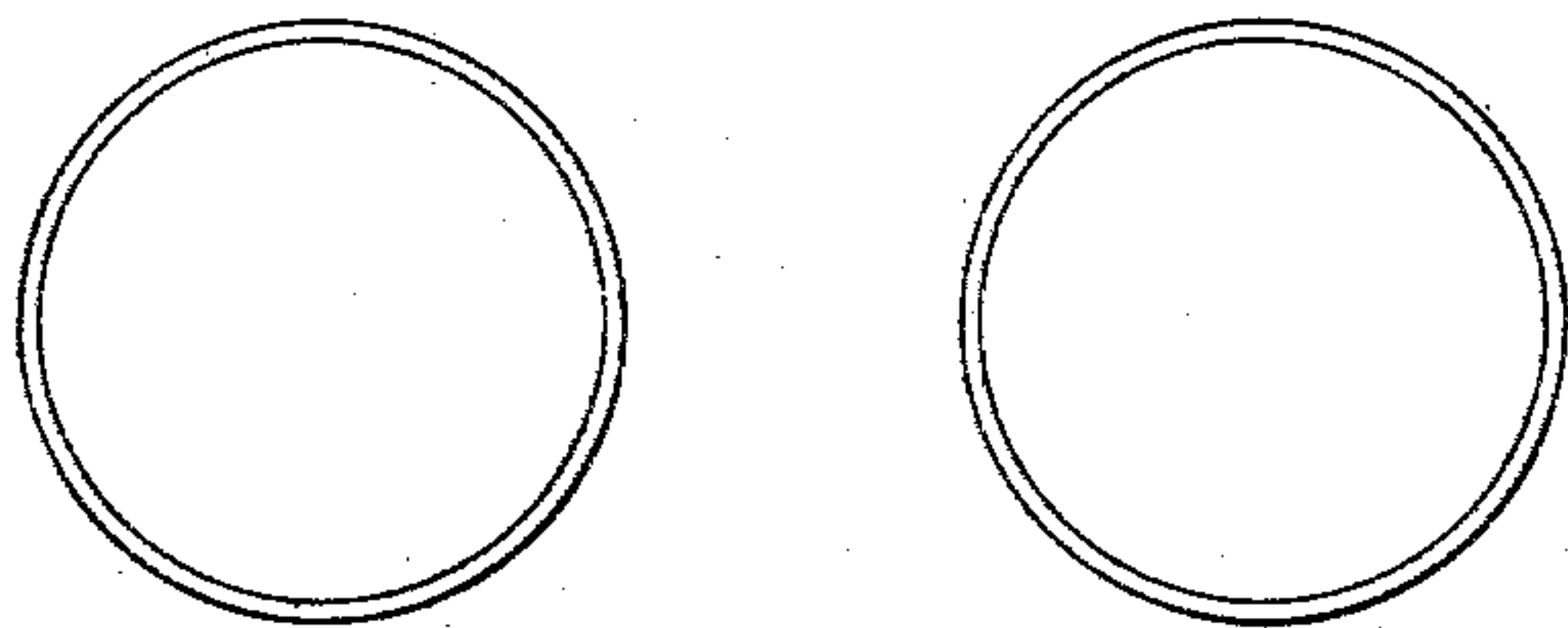
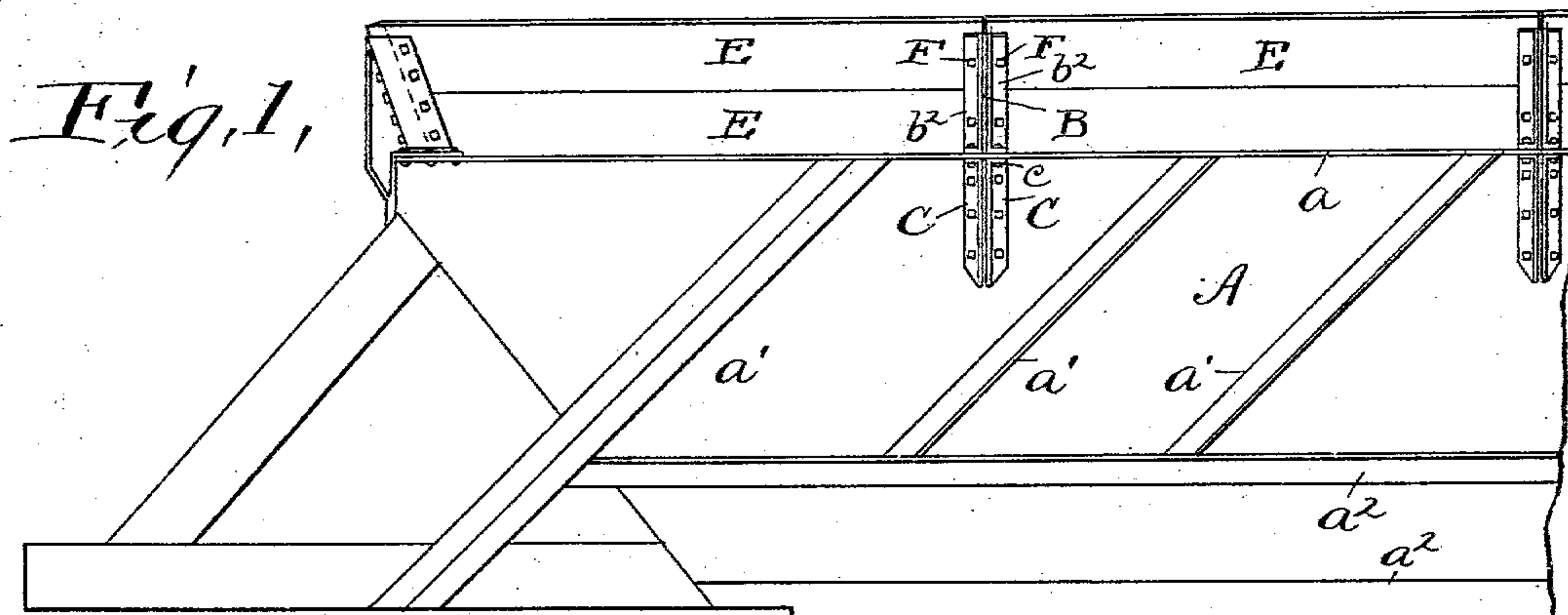
No. 721,004.

PATENTED FEB. 17, 1903.

J. R. BOWLING.  
FALSE TOP STAKE.

APPLICATION FILED AUG. 25, 1902.

NO MODEL.



Witnesses  
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Joseph R. Bowling,  
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# UNITED STATES PATENT OFFICE.

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AUTOMATIC CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION  
OF WEST VIRGINIA.

## FALSE-TOP STAKE.

SPECIFICATION forming part of Letters Patent No. 721,004, dated February 17, 1903.

Application filed August 25, 1902. Serial No. 120,948. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH R. BOWLING, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented  
5 a certain new and useful Improvement in False-Top Stakes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

This invention relates to stakes adapted to  
10 be secured to the upper portion of a car-body and provide means for carrying a removable false top.

The object of the invention is to provide such stakes in a form particularly adapted  
15 for metal car-bodies and which shall possess the advantages of being simple and cheap in construction, effective in holding the false-top boards in place, readily removable, and when in use acting to brace the car sides  
20 against distortion from lateral pressure on the false top.

The invention is more fully described hereinafter and its essentials pointed out in the claims.

25 In the drawings, which fully illustrate the invention, Figure 1 is a somewhat diagrammatic elevation of a portion of a car to which my stakes are applied. Fig. 2 is a cross-section through the side of the car, showing the  
30 stake in side elevation. Fig. 3 is an outer face view of the stake, and Fig. 4 an inner face view thereof. Fig. 5 is substantially a horizontal section on the line 5 5 of Fig. 2.

In the car shown the side is of the girder  
35 type, being a sheet-metal plate A, having an upper chord  $a$ , which is an angle-beam riveted to it, struts  $a'$ , and lower chords  $a^2$ .

The stake itself consists of angle-pieces riveted to a plate. The plate is designated B  
40 and is adapted to rest on the top of the upper chord  $a$  of the car and extend to the extreme height of the stake. Riveted to this plate are four angle-strips, (designated  $b'$   $b'$  and  $b^2$   $b^2$ , respectively.) The strips  $b'$  extend down  
45 below the plate B on the inner side of the car, lying snugly against the vertical flange of the angle-bar  $a$  and against the plate A. The angle-strips  $b^2$  are bent outward at their lower ends to form the flanges  $b^3$ , which rest on the  
50 upper side of the horizontal portion of the

angle-beam  $a$ . Beneath the angle-strips  $b^2$  are the bracing-brackets C. These are two angle-strips bent outward at their upper ends to form the flanges  $c$ , which are directly beneath the flanges  $b^3$ .

My stake is bolted to the car, so that it may  
55 be readily removed if desired. The bolts  $D'$   $D'$  hold the strips  $b^2$  and the strips C to the upper chord, the same bolts passing through the flange  $b^3$ , the upper chord, and the flange  
60  $c$ . The bolts  $D^2$   $D^2$  pass through the angle-strips  $b'$ , the vertical flange of the chord  $a$ , the plate A, and the strips C, securing these parts together, while lower down the bolts  
65  $D^3$   $D^3$  pass through the strips  $b'$ , the plate A, and the strips C.

From the above description it will be seen that my stake, being made simply of a sheet-metal plate and angle-strips riveted thereto, may be very cheaply constructed and may  
70 be easily applied to the car or removed from it, and when in place is prevented from distorting the car sides by the reinforcing-braces. When in place, the stake provides oppositely-facing grooves, in which lie the boards  
75 E, constituting the false top, these boards being held in place by bolts F, passing through the board and occupying holes  $b^5$  in the angle-strips of the stake.

I claim—

1. A false-top stake composed of a medial  
80 plate and four angle-strips with projecting flanges riveted to the plate.

2. A false-top stake composed of a sheet-metal plate and four angle-strips, two on each  
85 side of the plate, and rivets securing the angle-strips to the plate, the same rivet passing through the plate and the flanges of two angle-strips.

3. A false-top stake consisting of a sheet-  
90 metal plate, a pair of angle-strips secured to opposite sides thereof, and extending below the plate, and another pair of angle-strips secured to opposite sides of the plate and flanged outwardly adjacent to the lower edge  
95 of the plate.

4. A false-top stake consisting of a sheet-metal plate, a pair of angle-strips on opposite sides of the plate, rivets passing through  
100 the plate and the angle-strips and securing



them together, a second pair of angle-strips on opposite sides of the plate, rivets securing these strips to the plate, one pair of angle-strips extending below the plate and the other pair being turned outwardly adjacent to the lower edge of the plate, all of said angle-strips being placed with those flanges which are secured to the plate projecting outwardly toward the edges of the plate.

5. A false-top stake consisting of a sheet-metal plate, a pair of angle-strips secured to opposite sides thereof, and extending below the plate, and another pair of angle-strips secured to opposite sides of the plate and flanged outwardly adjacent to the lower edge of the plate, combined with a sheet-metal car side having a vertical plate to which the first-mentioned pair of angle-strips are secured, and an upper chord to which the second-mentioned pair are secured.

6. The combination with a sheet-metal car side having an outwardly-projecting beam at its upper edge, of a stake resting on the upper side of said beam and engaging the inner side of the car, a reinforce on the outer side of the car beneath said stake, bolts passing through the upper chord and securing the stake and reinforce thereto, and other bolts passing through the car side and securing the stake and reinforce thereto.

7. A false-top stake consisting of a sheet-metal plate and four angle-strips riveted to it, two on each side of the plate, combined

with a sheet-metal car side having an angle-beam along its upper edge, two of the angle-strips of the stake extending downward along the inner side of the car side and two of them being turned outwardly at their lower ends and resting on the upper side of the angle-beam, and a reinforce on the outer side of the car opposite the downwardly-extending angle-strips and beneath the outwardly-extending angle-strips, and means for securing all of said parts together.

8. A false-top stake consisting of a sheet-metal plate, a pair of angle-strips secured to opposite sides thereof, and extending below the plate, and a second pair of angle-strips secured to opposite sides of the plate and flanged outwardly adjacent to the lower edge of the plate, combined with a sheet-metal car side having a vertical plate to which the first-mentioned pair of angle-strips are secured and an upper chord to which the second-mentioned pair are secured, a third pair of angle-strips on the outer side of the car beneath the upper chord and flanged outwardly at their upper ends, and bolts securing all of said angle-strips together.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

JOSEPH R. BOWLING.

Witnesses:

ALBERT H. BATES,  
B. W. BROCKETT.