

No. 753,643.

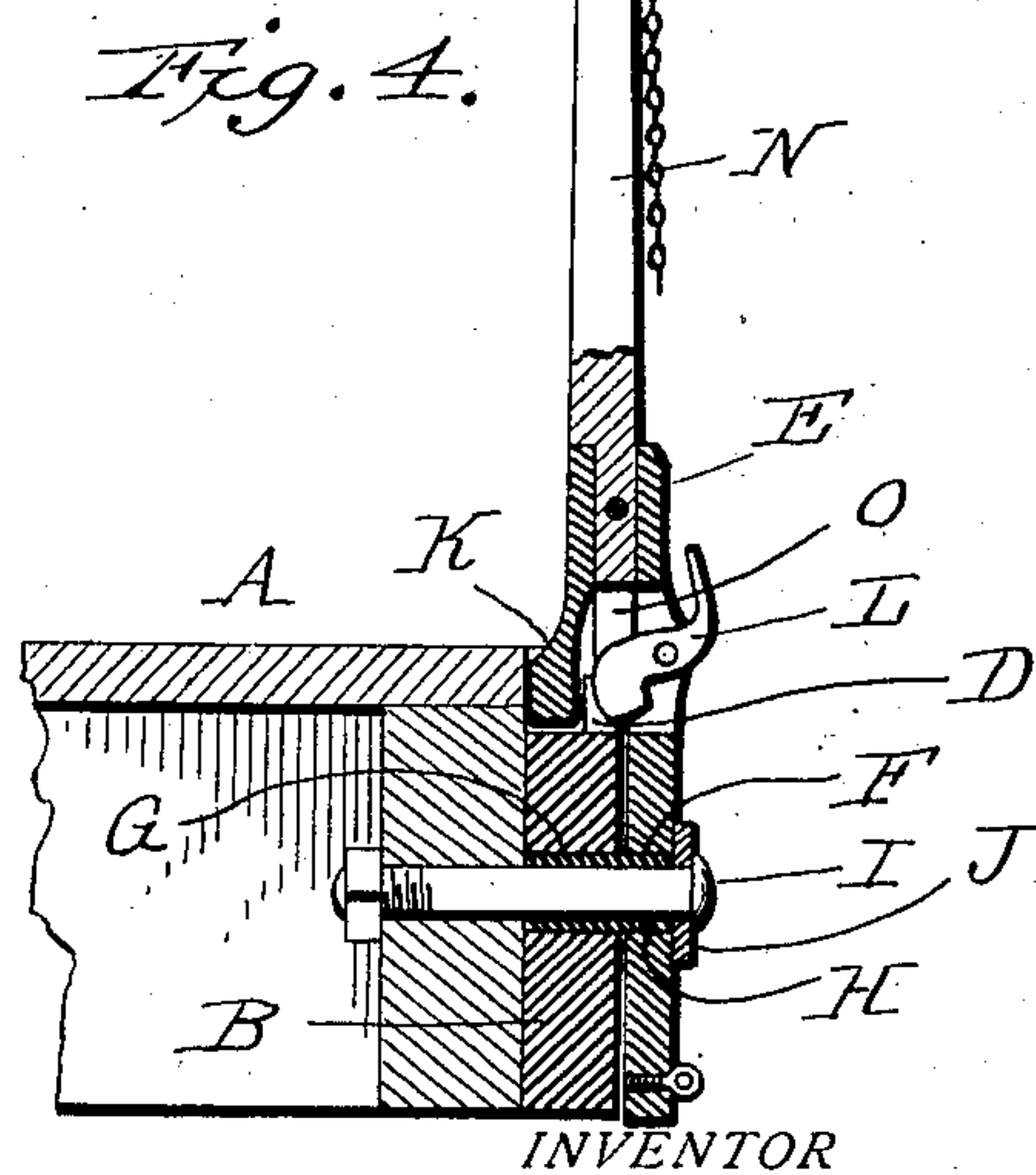
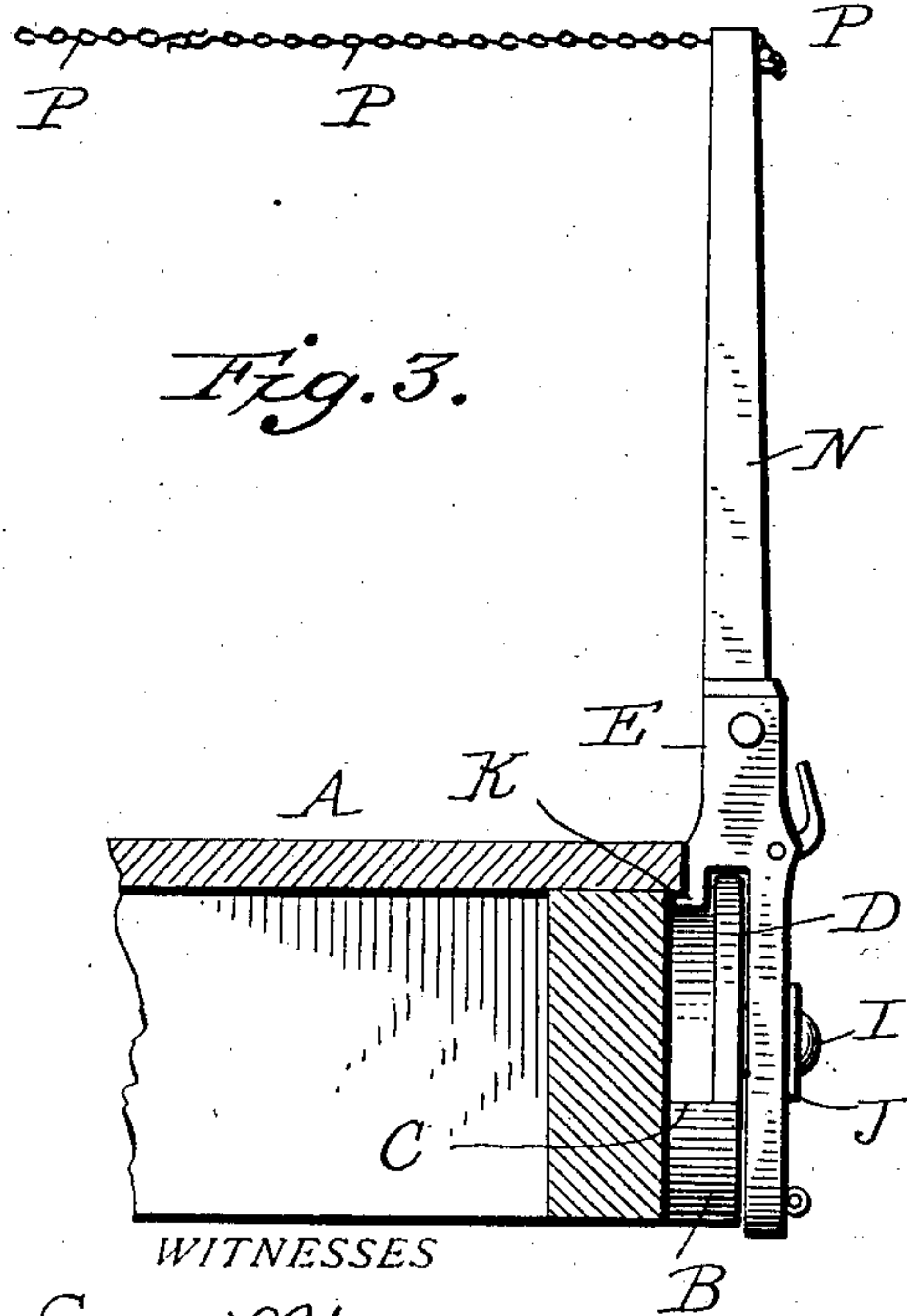
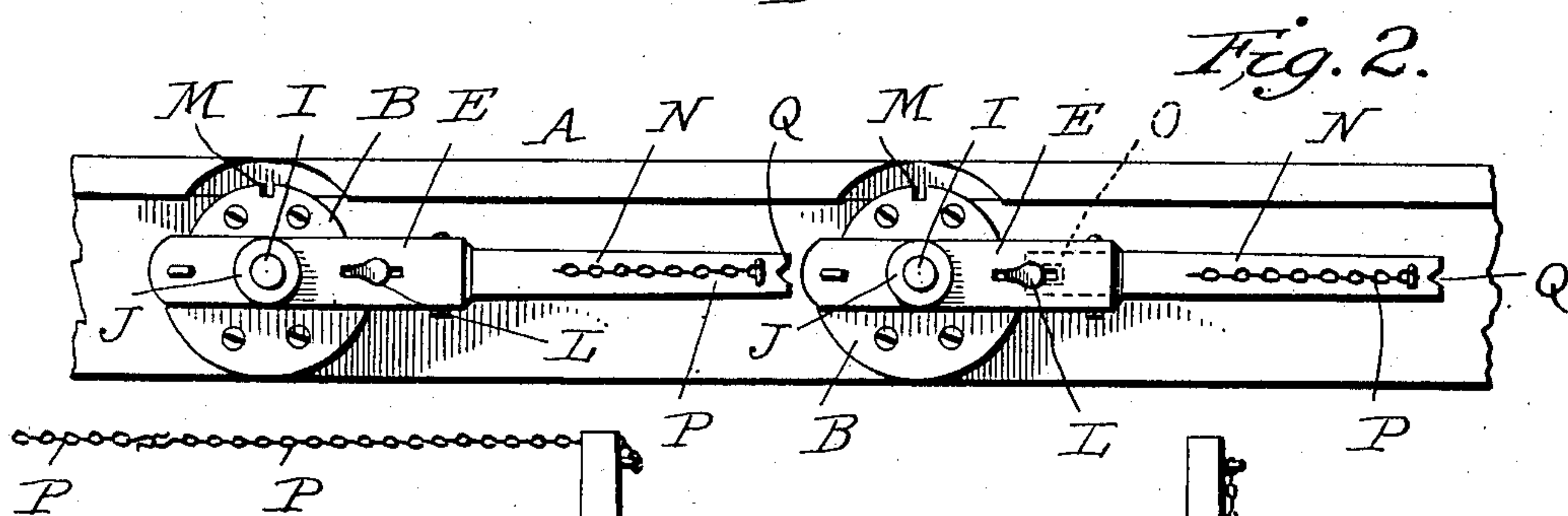
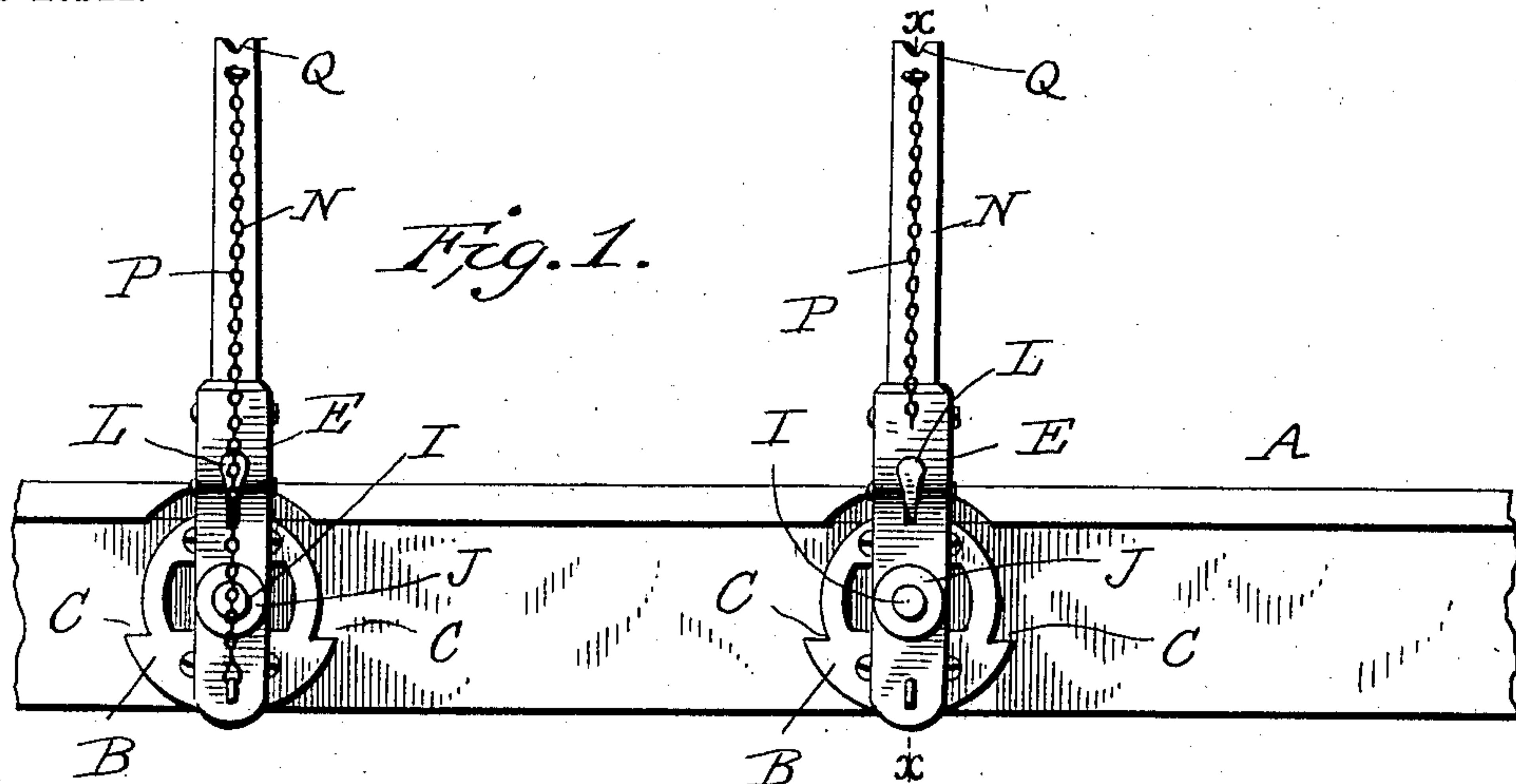
PATENTED MAR. 1, 1904.

A. H. SPEIR.

CAR STAKE.

APPLICATION FILED NOV. 17, 1903.

NO MODEL.



Edwin L. Yewell
R. H. Bishop

Allison H. Speir
by Arthur G. Bishop
Attorney

UNITED STATES PATENT OFFICE.

ALLISON H. SPEIR, OF KISSIMMEE, FLORIDA.

CAR-STAKE.

SPECIFICATION forming part of Letters Patent No. 753,643, dated March 1, 1904.

Application filed November 17, 1903. Serial No. 181,488. (No model.)

To all whom it may concern:

Be it known that I, ALLISON H. SPEIR, a citizen of the United States of America, residing at Kissimmee, in the county of Osceola and State of Florida, have invented certain new and useful Improvements in Car-Stakes, of which the following is a full, clear, and exact specification.

The object of this invention is the provision of a stake for freight-cars of the gondola type which can be readily turned down out of the way when not in use and which will be firmly held in an upright position when in use.

The invention consists in certain novel features of the device illustrated in the accompanying drawings, as will be hereinafter first fully described and then particularly pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a portion of a car with my improved stake thereon in an upright position. Fig. 2 is a similar view showing the stakes turned down as when not in use. Fig. 3 is an edge elevation, and Fig. 4 is a vertical section on the line *x x* of Fig. 1.

A designates a portion of the floor and side of the car, which may be of the usual or any preferred construction.

At intervals on the side of the car I secure base-plates B, having horizontal shoulders C on their sides near their bottoms and provided with marginal flanges D, extending between said shoulders around their upper edges. The stake-socket E is provided with an opening F in its lower portion, and through this opening and a central opening G in the base-plate is inserted a sleeve H to form a bearing on which the socket may turn. The socket is secured in position by a bolt or screw I, inserted through the said sleeve into the side of the car, a washer J being fitted on the screw to prevent it from being turned home tight against the stake-socket, so as to prevent its turning. The stake-socket is provided on its inner side with an overhanging lip K, which projects over the flange D, and thereby guides the socket in its movement and holds it to the plate, so as to relieve the strain on the bear-

ing-sleeve H and also prevent the socket from dropping away outward from the plate. Within the socket is pivoted a locking dog or pawl L, which is adapted to engage a notch M in the flange D at the highest point of the same, and thereby hold the stake positively in its upright position, as will be readily understood. The inner portion of this dog is larger and heavier than its outer portion, so that it will drop automatically into engagement with the notch when the stake is raised, while the outer portion thereof is projected slightly outward from the stake-socket and turned upward, so as to present a convenient handle by which the dog may be manually released from the notch when it is desired to lower the stake. The stake N is fitted in the socket at the upper end of the same and is provided with a notch at its lower extremity to accommodate the dog, as shown at O. In order to facilitate the binding of the load on the car, a chain P is preferably attached to the upper end of the stake and has its lower end attached to the lower end of the stake-socket by a snap-hook. When it is desired to bind the load, the chain is released from the snap-hook and then stretched over the top of the load and joined to a similar chain drawn from the stake on the other side of the car. To prevent the chain slipping from the end of the stake, a groove or notch Q is formed in the upper extremity of the stake and the chain is passed through the same.

From the foregoing description, taken in connection with the accompanying drawings, the manner of using the device and the advantages of the same will be readily understood. When the empty car is being moved from place to place, the stakes are turned down, as shown in Fig. 2, in which position they will be within the outline of the side of the car, and consequently will be protected against breakage through lateral blows. The horizontal shoulders on the sides of the base-plate serve to limit the downward movement of the stakes and also support the same, and as the shoulders are provided on both sides of the plates the stakes may be turned in either

position. The stakes near the ends of the car may therefore be turned toward the center of the same, so as not to project beyond the end thereof. When the stake is turned up, the
5 latch or dog drops into engagement with the notch in the base-plate and holds the stake in its upright position until released by an attendant. The dog being inclosed by the stake-socket is protected against injury, and the en-
10 tire device is simple and inexpensive in its construction.

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

15 1. The combination of the base-plate having a marginal flange, and the stake-socket pivotally mounted on said base-plate and provided on its inner side with an overhanging lip engaging said flange.

20 2. The combination of the base-plate having a marginal flange provided with a notch at its top, and the stake-socket pivotally mounted on the base-plate and engaging said flange

and carrying a dog adapted to engage the said notch.

25 3. The combination of the base-plate, the stake-socket, a bearing-sleeve inserted through registering openings in the base-plate and the socket, and a securing-screw inserted through
30 said sleeve.

4. The combination of a base-plate having a marginal flange and provided with shoulders on its opposite sides, a stake-socket pivotally mounted on the base-plate and adapted to rest on one of the said shoulders and pro-
35 vided with a lip on its inner side engaging the said flange, and a dog hung within the stake-socket and adapted to engage a notch in the said flange.

In testimony whereof I have hereunto set
40 my hand in the presence of two attesting witnesses.

ALLISON H. SPEIR.

Witnesses:

M. R. JOHNSTON,

W. B. HINTON.