

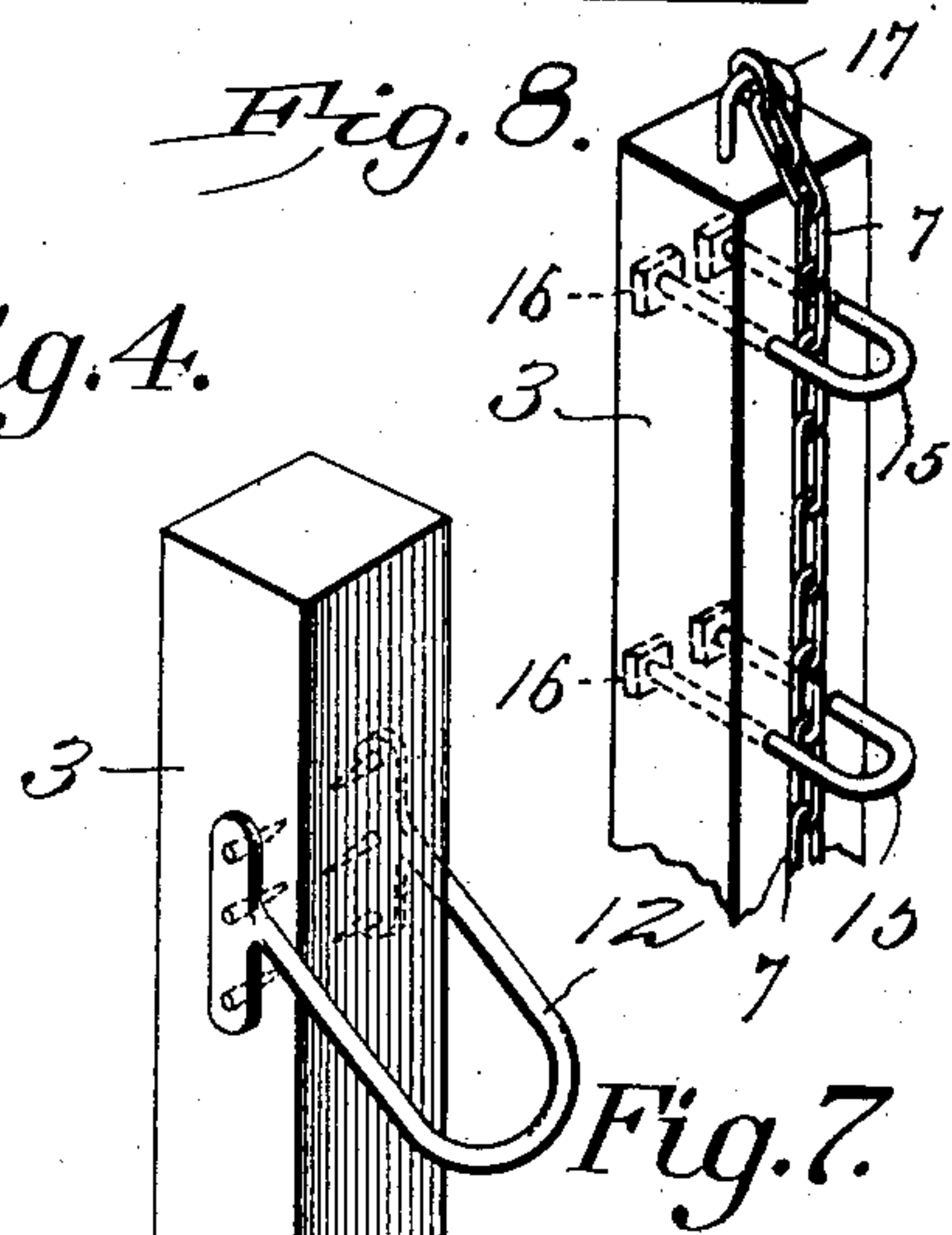
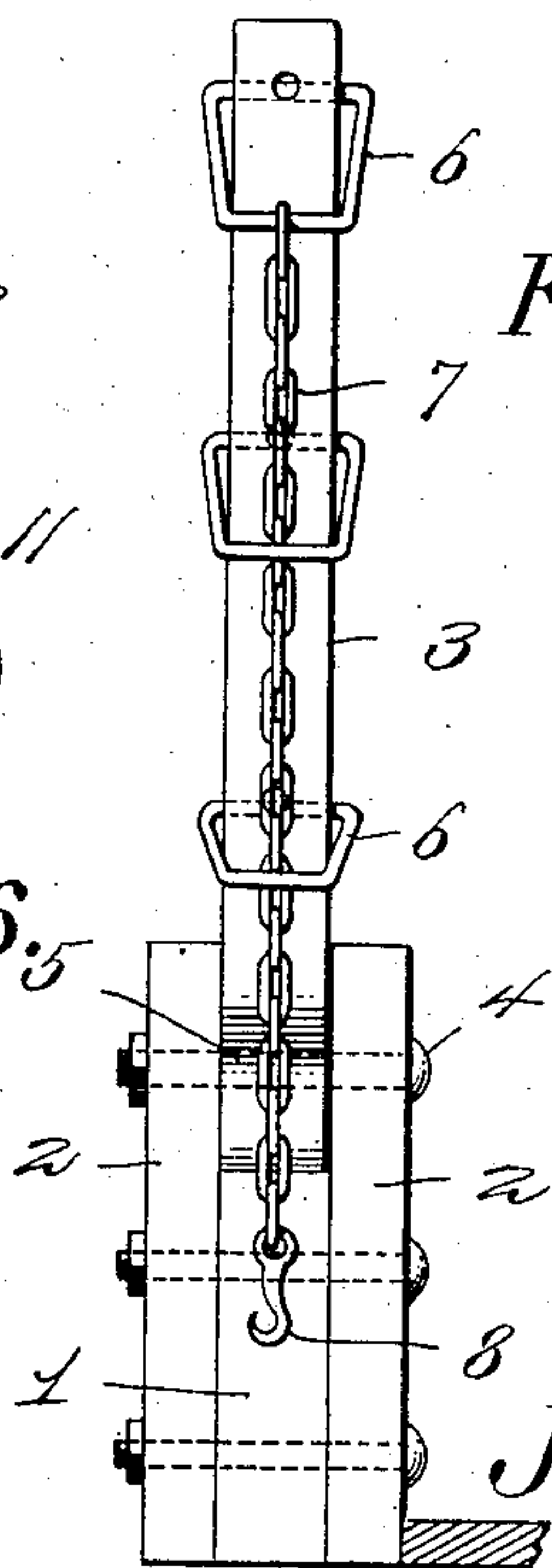
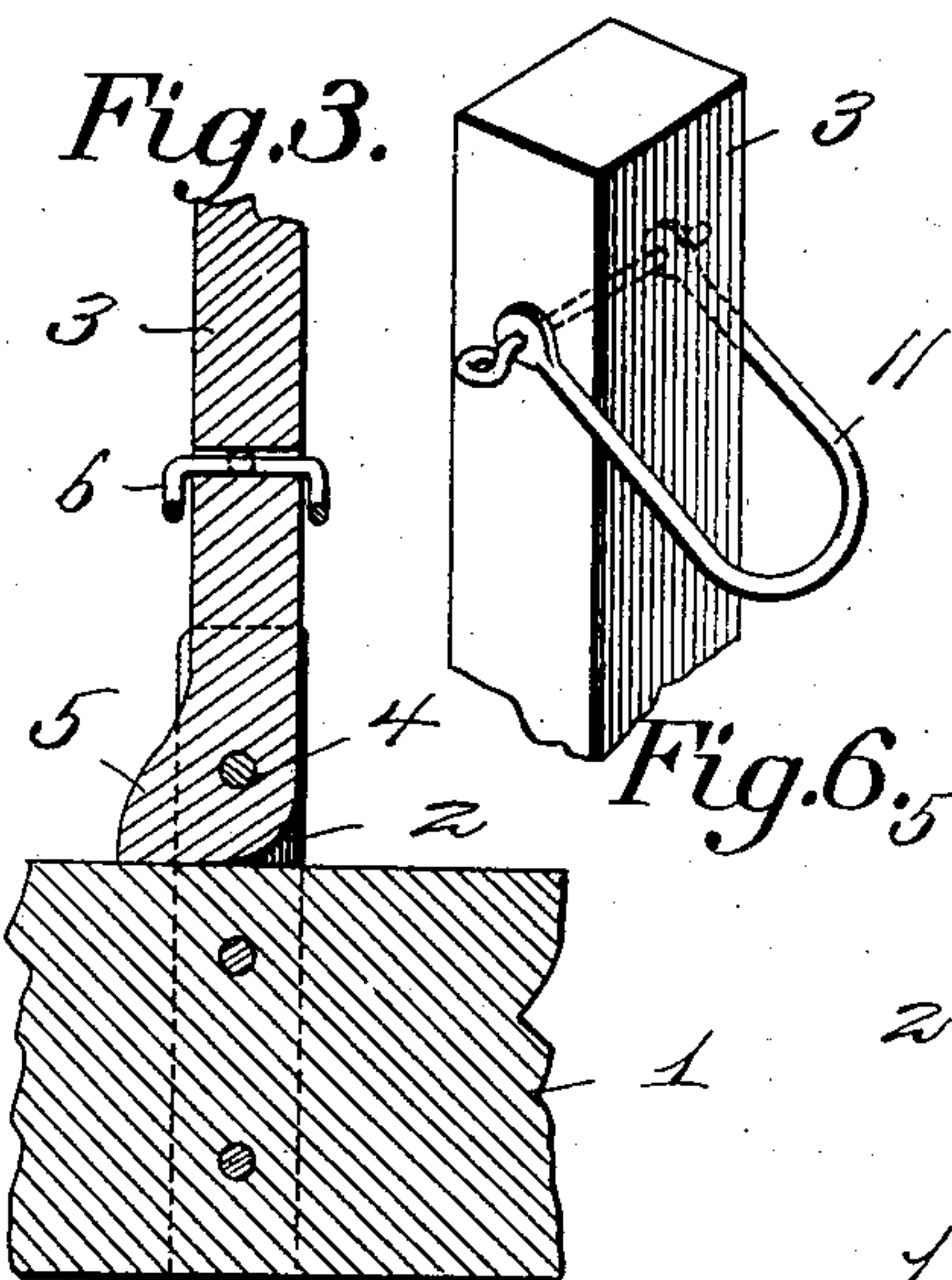
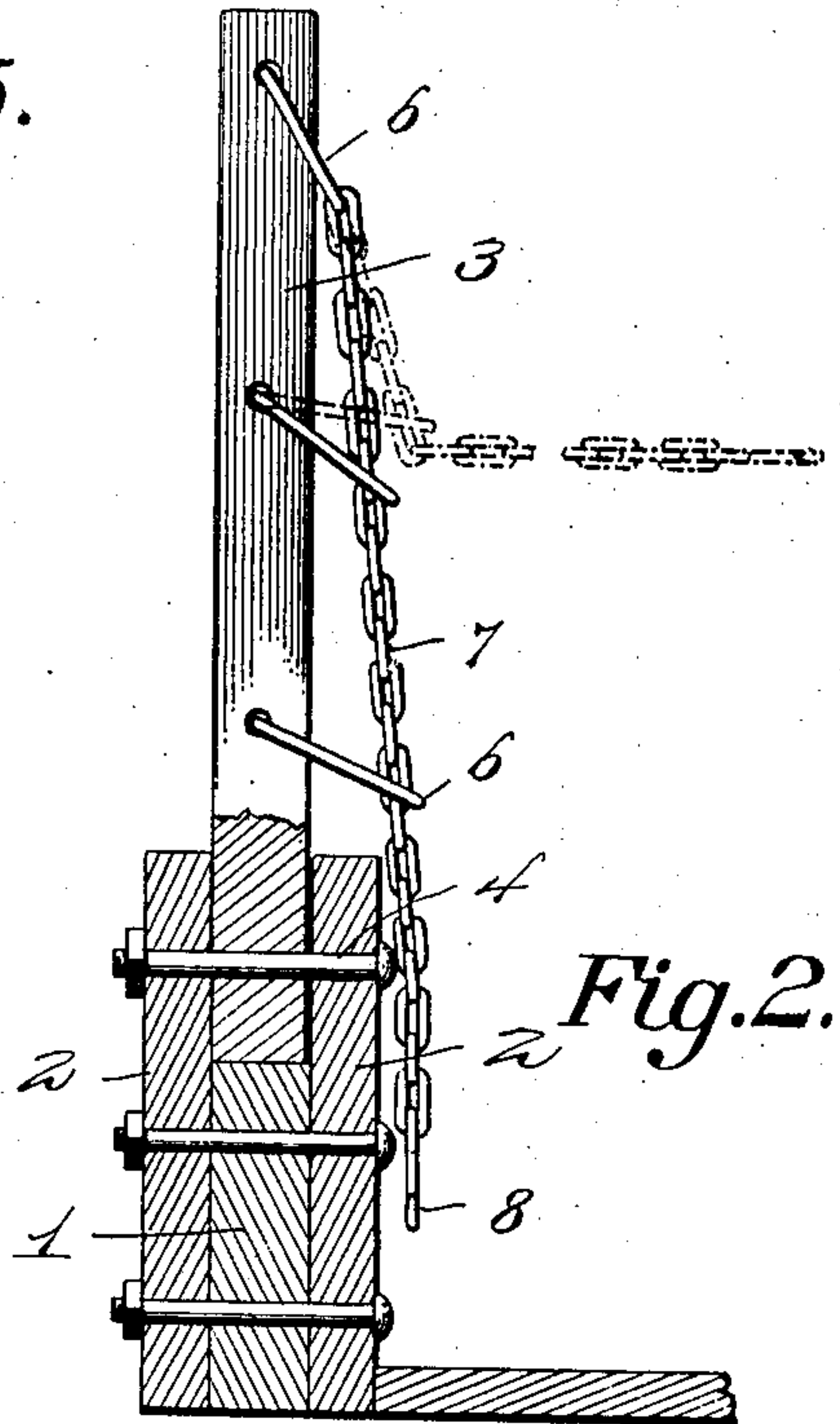
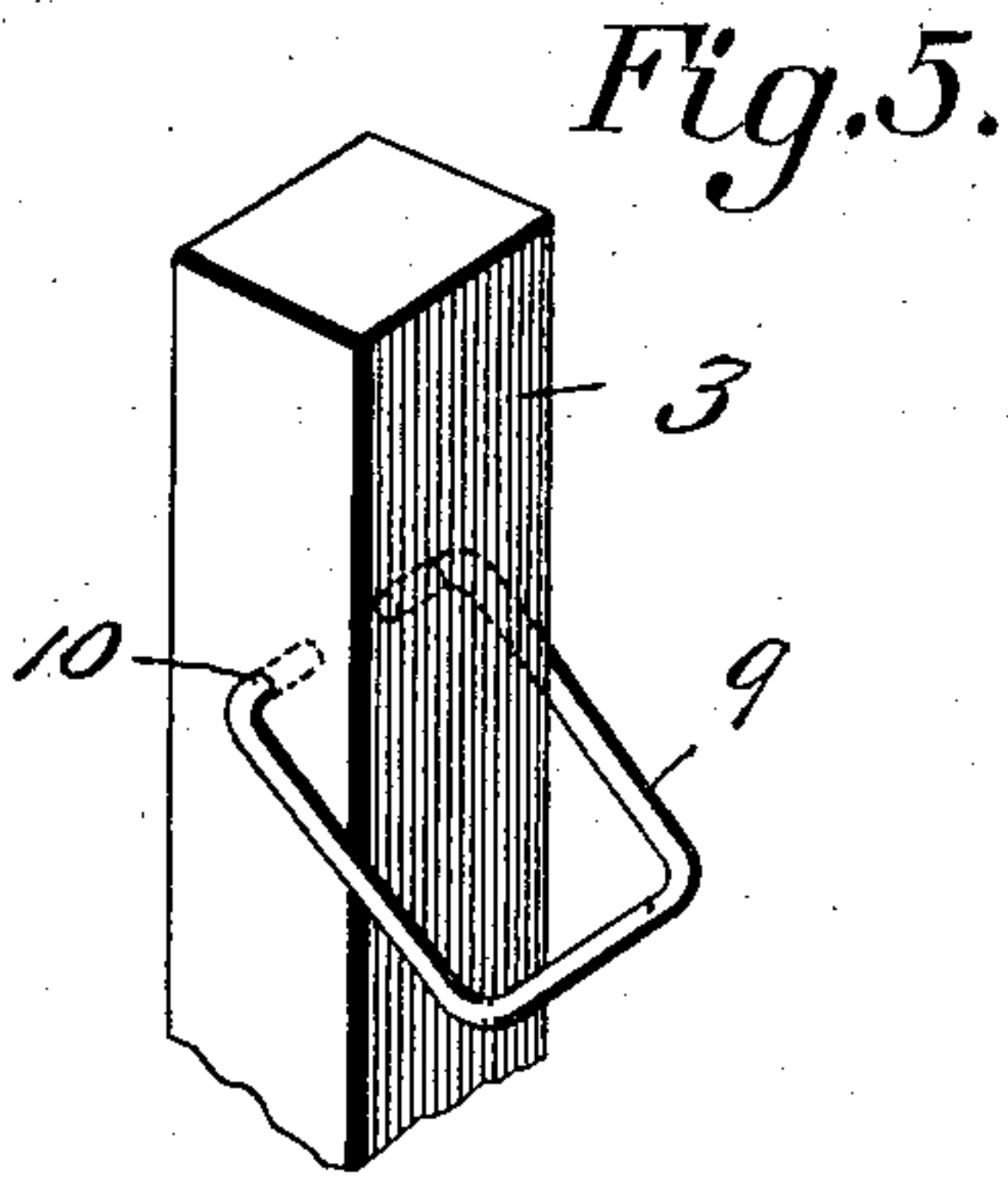
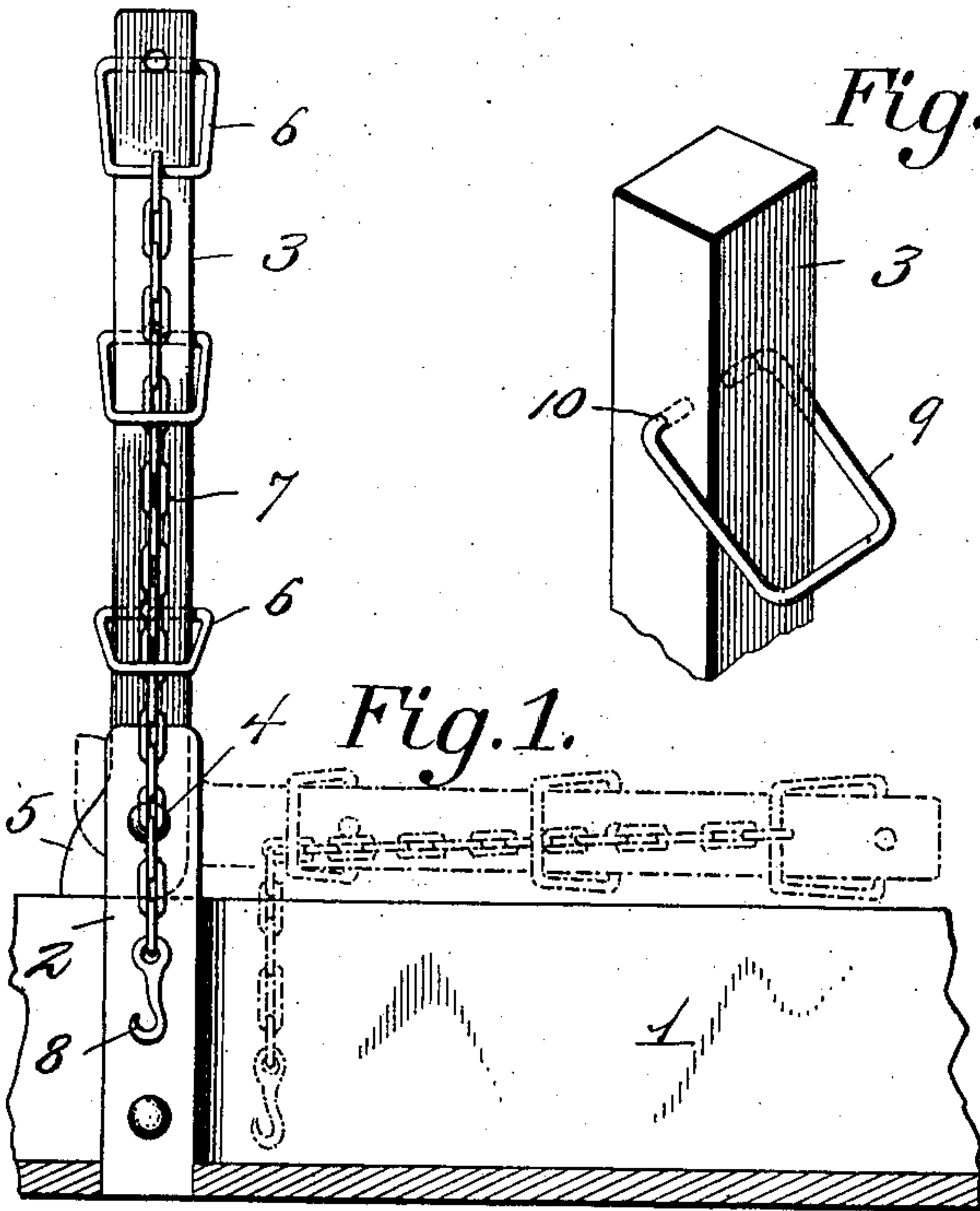
No. 762,423.

PATENTED JUNE 14, 1904.

J. LEWIS.  
CAR STAKE.

APPLICATION FILED MAR. 3, 1904.

NO MODEL.



Witnesses  
*E. J. Stuart*  
*Wm. Ragger*

*James Lewis,*  
Inventor,  
by *C. A. Snow & Co.*  
Attorneys



# UNITED STATES PATENT OFFICE.

JAMES LEWIS, OF MONTROSE, WEST VIRGINIA.

## CAR-STAKE.

SPECIFICATION forming part of Letters Patent No. 762,423, dated June 14, 1904.

Application filed March 3, 1904. Serial No. 196,427. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES LEWIS, a citizen of the United States, residing at Montrose, in the county of Randolph and State of West Virginia, have invented a new and useful Car-Stake, of which the following is a specification.

This invention relates to car stakes or standards, and especially to that class of stakes or standards which are connected hingedly with the car, so that when not in use they may be folded to an approximately horizontal and out-of-the-way position.

The present invention has for its object to provide a device of this class which shall possess superior advantages in point of simplicity, durability, and general efficiency; and with these and other ends in view the invention consists in the improved construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated simple and preferred forms of embodiment of the invention, it being understood, however, that I do not necessarily limit myself to the structural details therein exhibited, but reserve the right to such changes, alterations, and modifications as come fairly within the scope of my invention and which may be resorted to without departing from the spirit or sacrificing the utility of the same.

In said drawings, Figure 1 is a side elevation showing one form of my improved car-stake, the same being attached to the side of an open car, with dotted lines showing the stake in a folded position. Fig. 2 is a sectional elevation taken on the line 2 2 in Fig. 1 and with dotted lines indicating the load-line and the manner of securing the load. Fig. 3 is a sectional detail view taken on the line 3 3 in Fig. 2. Fig. 4 is a side elevation illustrating a modification. Figs. 5, 6, and 7 are detail views illustrating other modifications. Fig. 8 is a detail view, on a reduced scale, illustrating still another modification.

Corresponding parts in the several figures are indicated by similar numerals of reference.

My improved car-stake may be used in connection with any form or style of car that is

used in connection with stakes, but in the accompanying drawings it has been shown as connected with the side of an ordinary open car. The car side 1 is provided with brackets 2, with which the stake 3 is hingedly connected by means of a bolt 4 or in any other convenient and well-known manner. While in the accompanying drawings two brackets have been shown, one upon the inside and the other upon the outside of the side member 1 of the car, it will be understood that a single bracket will be sufficient to support the stake, if preferred. The stake is so disposed as to enable it to be folded down flat to an approximately horizontal position in contact with the upper edge of the car side, as shown in dotted lines in Fig. 1. It is obvious that when the stake is used in connection with a flat-car it will be mounted to fold down upon the car-body adjacent to the edge of the latter and that suitable supporting means will be provided to sustain the free end of the stake when the latter is in a lowered position.

The stake 3 is provided at one side thereof with a foot piece or support 5, whereby it will be supported in a raised or vertical position.

Connected with the stake at suitable intervals are a plurality of links 6, and a chain 7 is connected with the uppermost of said links. This chain when the stake is not in actual use is passed through the several links, as shown in full lines in Fig. 1, and it is thereby retained in position and prevented from trailing or dragging or from being otherwise displaced. The extremity of the chain 7 has a hook 8 connected therewith.

In practice a set of the stakes herein described is connected with each side of the railroad-car. Material, such as lumber or logs, may then be piled to the desired height upon the car between the stakes, which are elevated to the operative position. (Illustrated in Figs. 1 and 2.) When the load has been piled to the desired height, the chains, having been released from the holding-links 6, are brought together across the load and connected with each other by connecting the hook 8 of each chain with a link of the opposite chain. When the load is not of great height, the chain 7



may be suffered to remain confined in one or more of the links 6, thus enabling the chains to be stretched taut above the load-line.

In the form of the invention illustrated in Figs. 1, 2, and 3 the links 6 are made to face inwardly toward the car-body; but this is not essential, as will be seen by reference to Fig. 4, where the links have been shown as connected with the stake at right angles to the position occupied by said links in Figs. 1 to 3, inclusive.

In Fig. 5 of the drawings has been illustrated a modification which consists in substituting for the links 6 yokes 9, having intumed ends 10, which engage the sides of the stake, said yokes constituting keepers which obviously perform the same functions as the links. Another modification (illustrated in Fig. 6) shows clevises 11 substituted for the links, and in Fig. 7 keepers 12, permanently secured to the sides of the stake, have been shown. These several forms have been merely shown in order to illustrate simple modifications of the device, which are considered entirely within the scope of the present invention. It will be readily understood that many other changes may be made without departing from the scope of the invention, which, so far as this feature is concerned, consists, essentially, in providing a stake with a plurality of keepers, under which category belong the clevises and the yokes as well as the links, (illustrated in Figs. 1 to 4, inclusive,) and with a chain connected permanently with the uppermost keeper and threaded through one or more of the remaining keepers, as circumstances may require.

In Fig. 8 is illustrated still another modification, which consists in providing the stake with keepers consisting of staples extending through the stake and provided at their inner ends with nuts 16, whereby they are held in

position. Under this modification the chain has been shown as being connected directly with the top of the stake by means of a staple 17. This modified form of my improvement will be found specially applicable to flat-cars, where the stakes have to be mounted adjacent to the edges of the car in order that they may be folded contiguous to the said edges.

Having thus described my invention, I claim—

1. A car-stake connected hingedly with a car-body and having a laterally-extending support.

2. The combination with a railroad-car, of a bracket, a stake connected hingedly with said bracket, and a supporting member extending laterally from the lower end of said stake.

3. A hingedly-mounted car-stake having a plurality of keepers, and a chain permanently connected with the uppermost keeper.

4. A hingedly-mounted car-stake having a laterally-extending support and provided with a plurality of keepers, and a chain permanently connected with the uppermost keeper.

5. A hingedly-mounted car-stake having a plurality of keepers and a chain permanently connected with one of said keepers and adapted to be threaded through one or more of the remaining keepers.

6. A hingedly-mounted car-stake having a plurality of keepers hingedly connected therewith and a chain permanently connected with one of said keepers and having a hook at its free end.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES LEWIS.

Witnesses:

J. R. PHILLIP,  
ALFA PHILLIPS.