

No. 774,589.

PATENTED NOV. 8, 1904.

C. A. LINDSTRÖM.  
END STAKE FOR CARS.

APPLICATION FILED JULY 11, 1904.

NO MODEL.

2 SHEETS—SHEET 1.

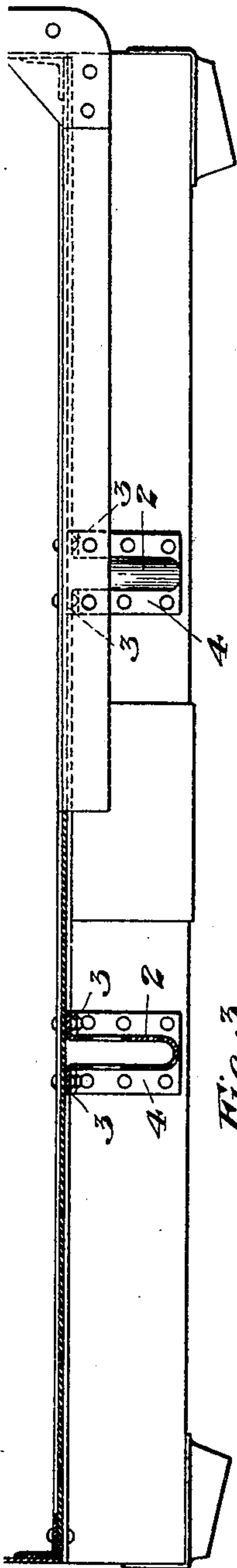


Fig. 3.

Fig. 2.

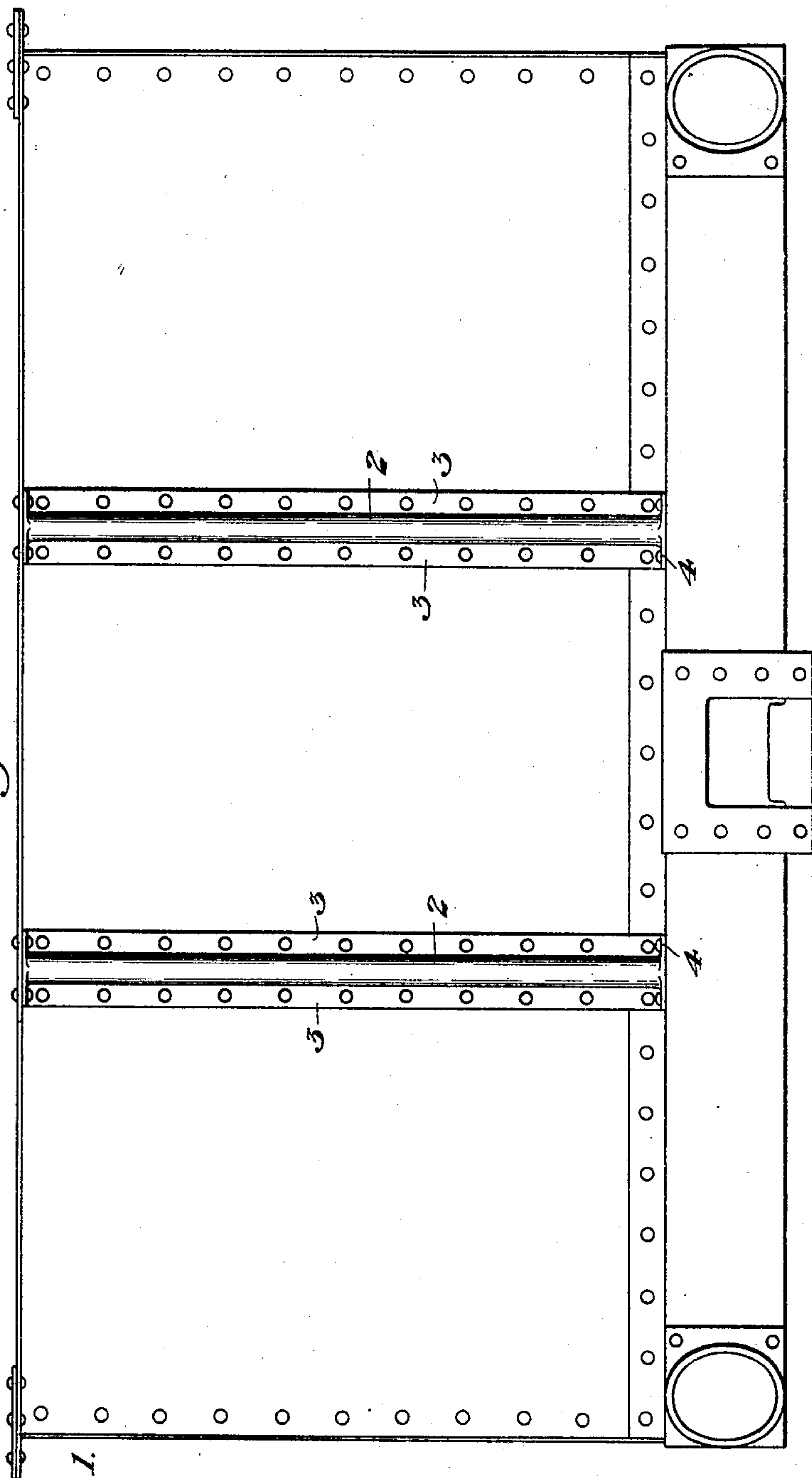


Fig. 1.

WITNESSES  
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INVENTOR  
*Charles Lindström*

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2 SHEETS—SHEET 2.

Fig. 7.

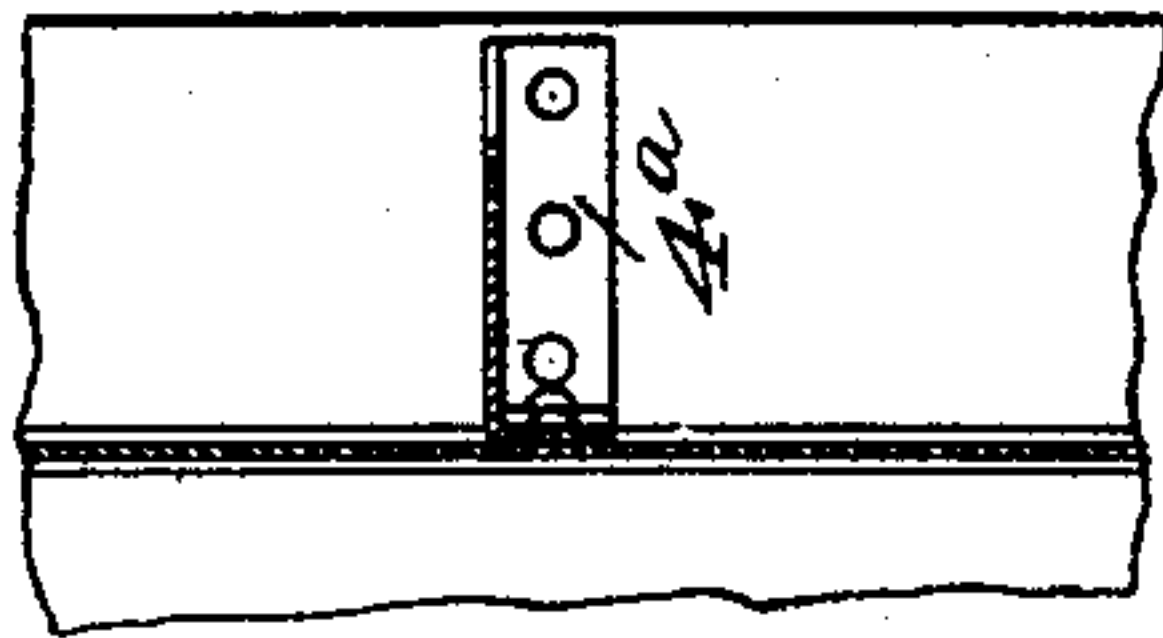


Fig. 6.

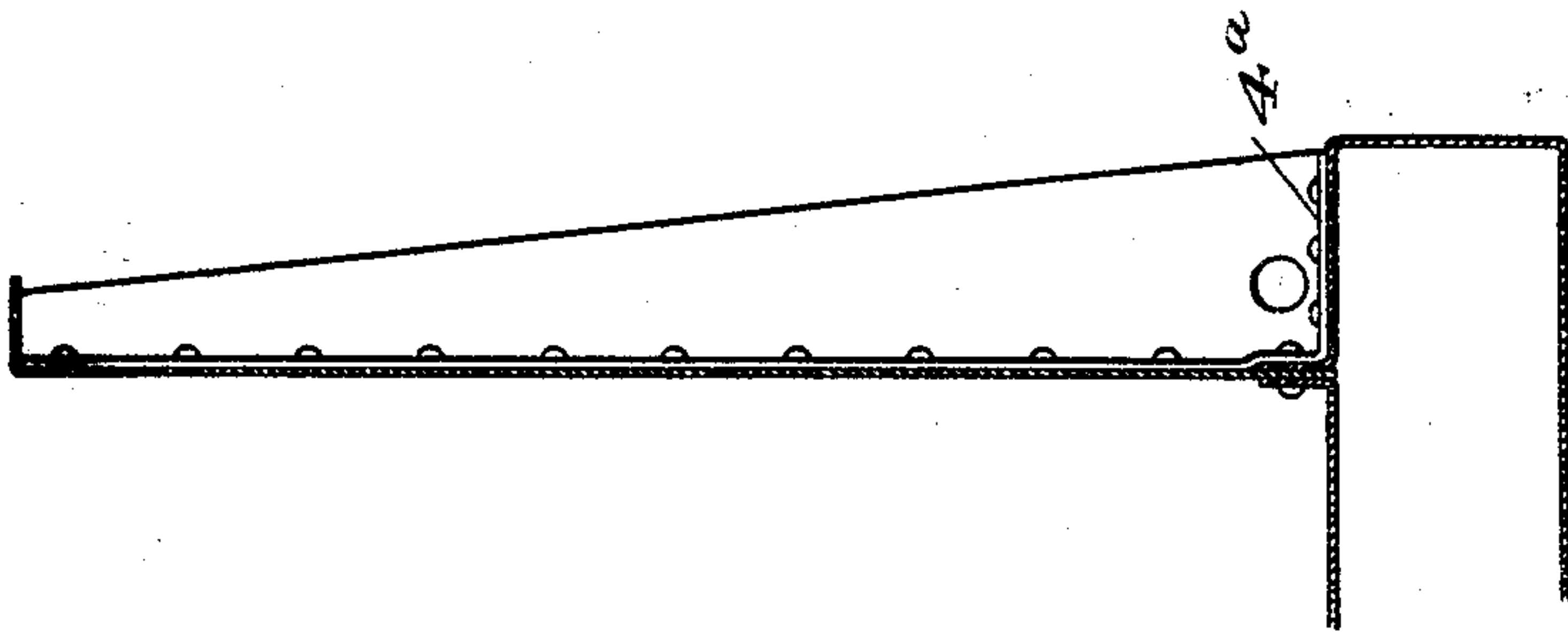


Fig. 4.

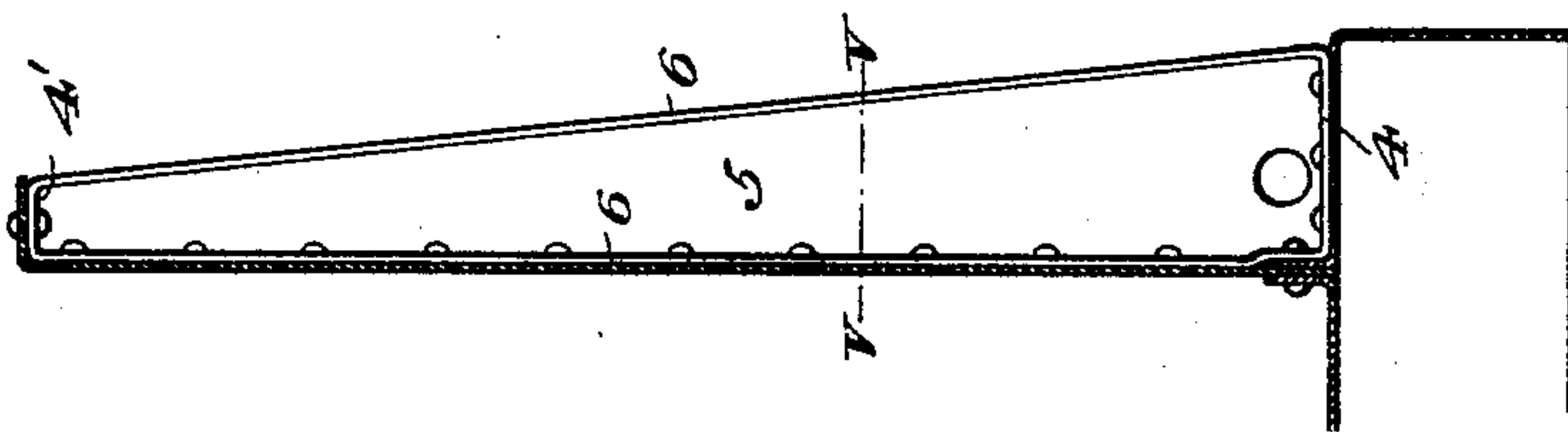
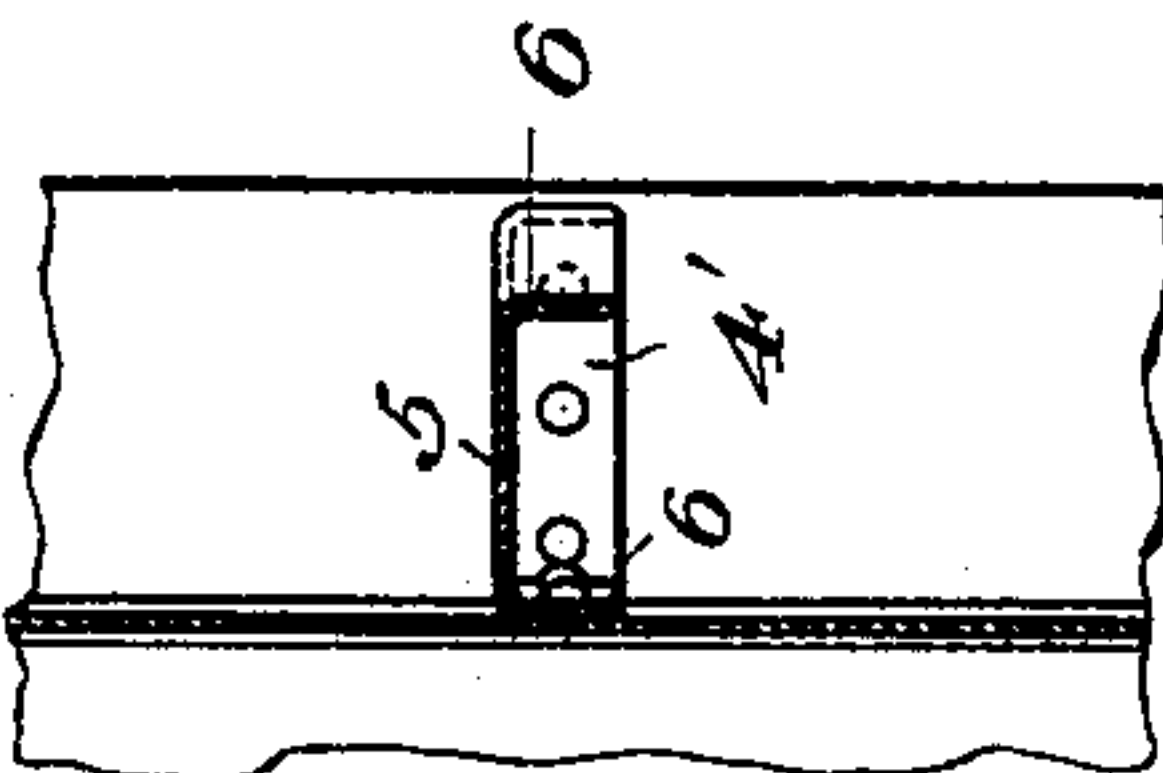


Fig. 5.



WITNESSES

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# UNITED STATES PATENT OFFICE.

CHARLES A. LINDSTRÖM, OF ALLEGHENY, PENNSYLVANIA, ASSIGNOR TO  
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## END STAKE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 774,589, dated November 8, 1904.

Application filed July 11, 1904. Serial No. 215,975. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. LINDSTRÖM, of Allegheny, in the county of Allegheny and State of Pennsylvania, have invented a new and  
5 useful End Stake for Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

10 Figure 1 is a side elevation of part of a car, showing a car-stake constructed in accordance with my invention. Fig. 2 is an end elevation of a car, showing two of my stakes. Fig. 3 is a horizontal section of the stake on the line  
15 III III of Fig. 1. Fig. 4 is a side elevation of a modified construction of stake. Fig. 5 is a horizontal section on the line V V of Fig. 4. Figs. 6 and 7 are respectively a side elevation and a horizontal section of a second  
20 modification.

Car-stakes as heretofore constructed have been defective in rigidity and in the firmness with which they are held at their base to the car structure. Such stakes constitute a very  
25 important part of all cars in which the sides and ends are self-sustaining and are not tied together by carlines or rods to prevent spreading; and it is the purpose of my invention to remedy the difficulties above mentioned and  
30 to provide a strong but light stake which can be held firmly at its base to the car structure and will have the largest cross-sectional area where the greatest stress in the material occurs. The stake has a laterally-extending  
35 portion along its outer edge, an outwardly-extending horizontal bolting-flange at its lower end, and it preferably tapers or is made deepest at or near its base.

In the form of the invention shown in Fig. 1  
40 the stake 2 is substantially of U shape in horizontal section, with lateral flanges 3, and tapers from at or near its base toward the top. At its lower end it has a flange 4, through which rivets or bolts may be inserted for hold-  
45 ing it to the car-frame, and this flange extends outwardly to or near to the outer edge of the stake.

In the modification shown in Figs. 4 and 5 the stake is of channel shape in cross-section,

the web 5 extending outwardly at right an- 5c  
gles from the side or end of the car and the flanges 6 extending at right angles to the web. This stake also tapers toward the top and has at the bottom a bolting-flange 4', which ex-  
tends out to its outer margin. In all the 55 forms of my invention the bolts inserted through the bottom flange hold the stake with great rigidity. The outer margin of the flange is separated a considerable distance from the inner bolts, which therefore have a strong  
60 purchase upon the car-frame. The lateral extension of the outer margin of the stake also gives it great rigidity and strength.

The stake shown in Figs. 6 and 7 is of L  
shape in cross-section, tapering, and provided 65 with a bolting-flange 4<sup>a</sup> at its lower end. If desired, the bolting-flange may be made separate from the stake and riveted thereto instead of being integral, as shown in the draw-  
ings. 70

I claim—

1. A car-stake having at its lower end an outwardly-extending horizontal flange, and fastening devices extending through the flange and fixed to a support on the car; substantially 75 as described.

2. A car-stake having an outwardly-extending horizontal flange at its lower end fixed to a support on the car by fastening devices extending through the flange, said stake being 80 deepest at or near its base; substantially as described.

3. A car-stake of U shape in horizontal section, having horizontal outwardly-extending flanges at its lower end and being deepest at 85 or near its base; substantially as described.

4. A car-stake having a laterally-extending portion along its outer vertical edge, and having an outwardly-extending horizontal bolting-flange at its lower end fixed to a support 90 on the car; substantially as described.

In testimony whereof I have hereunto set my hand July 5, 1904.

CHARLES A. LINDSTRÖM.

Witnesses:

GEO. B. BLEMING,  
H. M. CORWIN.