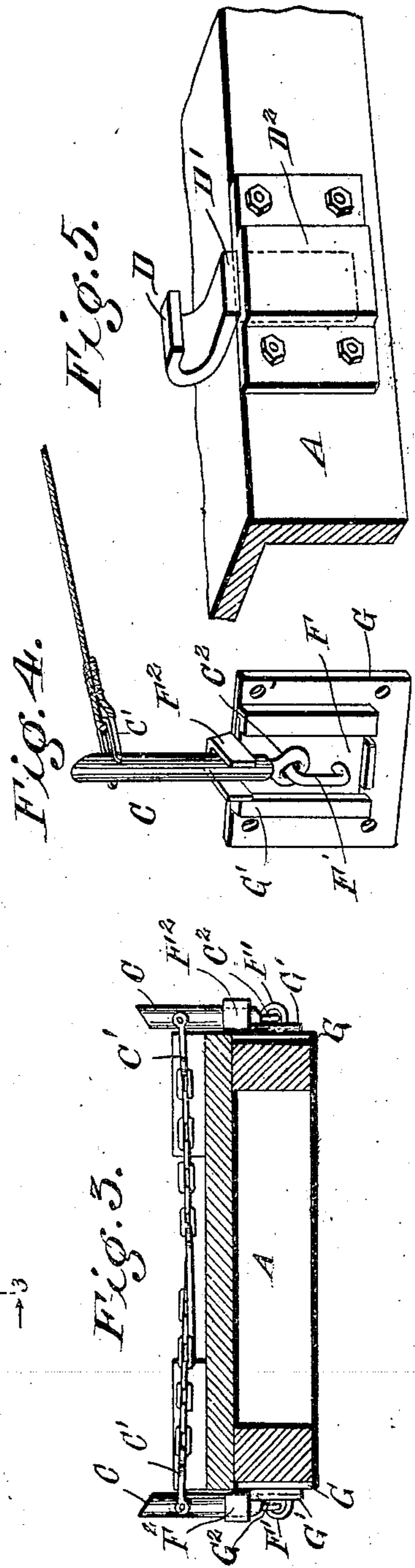
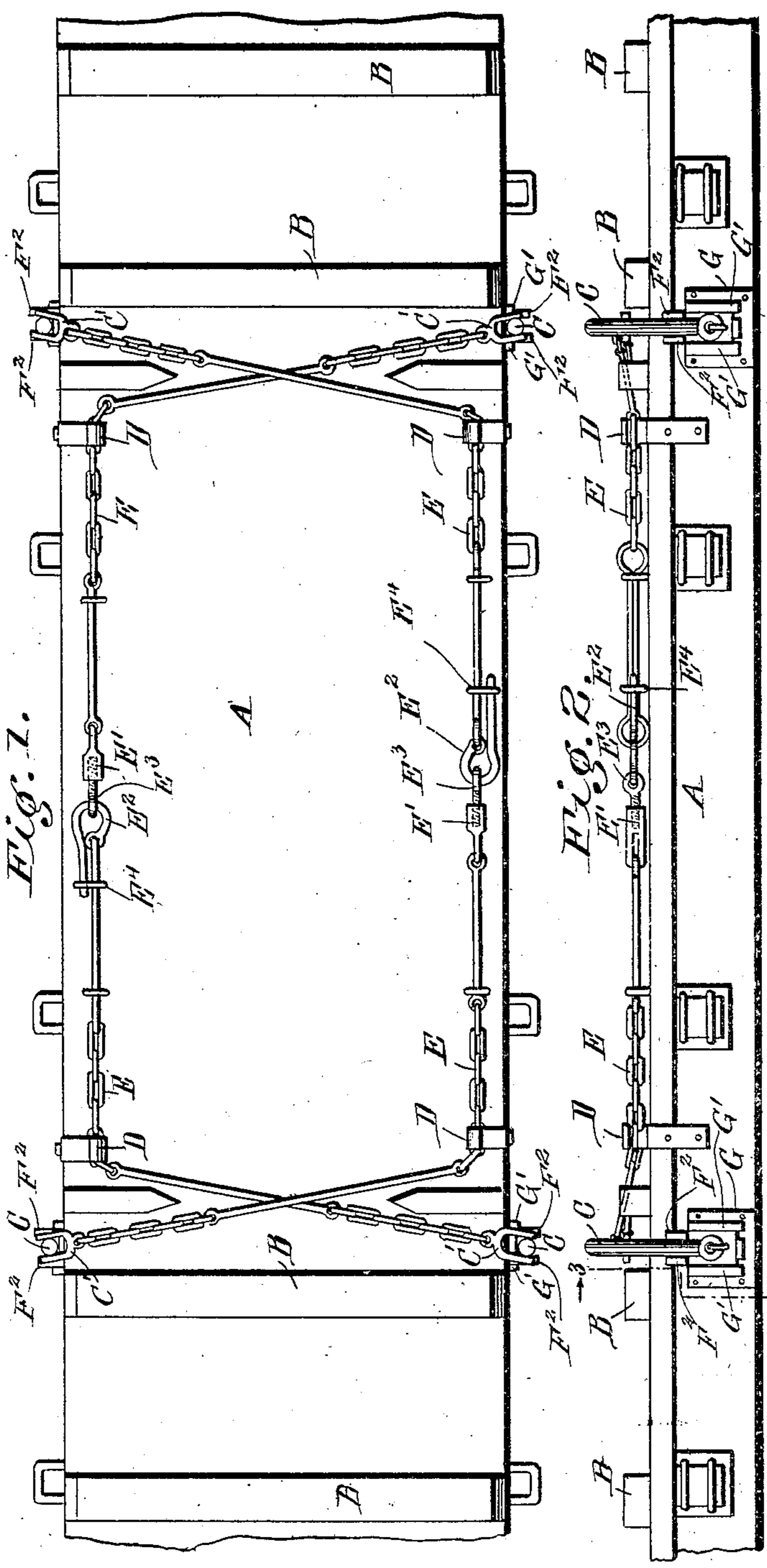


No. 835,413.

PATENTED NOV. 6, 1906.

C. M. FUNK,
RAILWAY CAR.

APPLICATION FILED APR. 14, 1906.



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CHARLES M. FUNK, OF CENTRALIA, WASHINGTON.

RAILWAY-CAR.

No. 835,413.

Specification of Letters Patent.

Patented Nov. 6, 1906.

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To all whom it may concern:

Be it known that I, CHARLES M. FUNK, a citizen of the United States, and a resident of Centralia, in the county of Lewis and State of Washington, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention is an improvement in railway-cars, and especially in cars designed for carrying logs or other heavy timber or commodity which it is desired to bind upon the car; and the present invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a top plan view, and Fig. 2 is a side view, of a car-platform embodying the invention. Fig. 3 is a cross-section thereof on about line 3 3 of Fig. 2. Fig. 4 is a detail view of one of the stakes and the plates for securing the same, and Fig. 5 is a detail view of one of the hooks and its keeper.

By my invention I provide upon the bed A of a car transverse beams B, upon which the load may rest, and at the opposite sides of the car I provide stakes C and hooks D, the hooks D facing outwardly, so they may be utilized to secure the binder E, presently described. The binder devices E are preferably two in number, secured at their opposite ends to the stakes C at the same side of the car and extending thence across the car and engaging with the hooks D at the opposite sides of the car from the stakes to which the ends of the binder E are secured. The binders are also provided with turnbuckles at E', whereby their lengths may be adjusted slightly, and the binders are also provided between their ends with latches comprising hooks E², engaging with eyes E³ and secured in closed position by links E⁴, as will be understood from Fig. 1 of the drawings. When it is desired to release the load, it is only necessary to slip the link E⁴ off the end of the hook E² and swing the hook to release it from engagement with the eye E³, as will be understood from Figs. 1 and 2 of the drawings.

The hooks D (see Fig. 5) may be made removable by fitting their shanks D' in keepers D² at the sides of the car, so that when these hooks and the stakes are removed the car may be utilized in any desired manner.

The binders E are shown as chains with lengths of rods interposed; but it will be understood that any other suitable form of

binder, such as a wire cable or the like, might be utilized without departing from some of the broad principles of my invention, a short length of cable being illustrated in Fig. 4 of the drawings.

The binders are secured at their ends to the stakes C, preferably by means of stirrups C', as shown in Figs. 1 and 3, and the stakes C are secured at their lower ends by means of an eye C² on a vertically-elongated staple F' on a plate F, which is secured removably in keepers G' on a plate G, secured to the side of the car-bed, as shown in Fig. 2 of the drawings. The plate F is provided above the staple F' with outwardly-projecting lugs F², spaced apart and adapted to receive the stake C between them when the latter is raised to position for use, as shown in Figs. 1 and 3, and so hold said stakes from displacement in the direction of length of the car. When the stake is released, it may fall and by its connection with the staple F' may swing in the direction of length of the car, as will be understood from the drawings.

After the car has been loaded the binders may be applied and secured to hold the same firmly in place. It will be noticed that by extending the binders under the load at the sides of the car the tendency is to bind the car together instead of spreading it, as when the load is simply held between the stakes at the opposite sides of the car.

It will be evident that the invention will be found especially useful in logging-cars and the hooks and their latch-links in the middle of the binder-sections will facilitate the dumping of the logs, especially when the cars are run down on a slanting or tilted track and it is desired to dump the logs into a mill-pond. In such case when the car is at rest the hook at the upper side of the car may be released to permit the logs to roll off into the pond, as desired. When the stakes are released and the logs discharged, the train can be moved forward or back and the stakes being swiveled will not impede the movement of the train, or if the stakes should rest upon a piling or dump-rail they will give back in either direction and then drop to the side of the car out of the way.

It will be noticed that by my invention I provide stakes at the side of the car and I also provide means at the opposite side of the car from the stakes for securing the chains which connect with the stakes, this securing means comprising the hooks and

detachable connections between the chain lengths, as before described. The stake-plates F being removably held in their keepers at the sides of the car-bed, permit the
5 ready removal of the stakes and their reinsertion for use when desired.

I claim—

1. The combination substantially as herein described of the car-bed, the hooks at the
10 opposite sides thereof and provided with shanks, keepers secured to the car-bed for said hook-shanks, the stakes, the stake-plates having staples to which the stakes are secured and provided above said staples with
15 outwardly-projecting lugs adapted to receive their respective stakes between them, keepers secured to the car-bed for said stake-plates, and binders connected at their ends with their respective stakes and engaged be-
20 tween their ends with hooks at the opposite sides of the car from said stakes and having between said hooks latch-hooks, and means for securing and releasing the same, all substantially as and for the purpose set forth.

2. In a log-binder for car-beds a stake combined with a stake-plate to which the stake is swiveled at its lower end, and lugs projecting outwardly from the plate above the connection of the stake therewith and adapted
30 to receive the stake between them, and means connected with the stake above the lugs whereby to hold the stake between the lugs, substantially as set forth.

3. The combination with the car having

the outwardly-facing hooks and stakes at the
35 opposite sides of the car, of a binder secured to the stakes and extending thence across the car and engaged with the hooks at the opposite sides of the car, substantially as set forth.

4. A car having at its opposite sides stakes
40 arranged in pairs and provided with outwardly-facing hooks between the said stakes, and binders secured at their ends to the stakes at the other side of the car and extending thence across the car and engaging
45 with the outwardly-facing hooks at the opposite sides of the car, as set forth.

5. A car platform or bed having transverse upwardly-projecting beams, stakes at the sides of the car and outwardly-facing hooks
50 at the opposite sides of the car-bed from their respective stakes, and load-binders connected at their ends with the stakes at the same side of the car and extending thence across
55 the car-body and engaging with the hooks at the opposite side of the car-bed, substantially as set forth.

6. The combination with a car-bed, of a keeper secured thereto, a stake-plate fitting removably to the keeper and provided at its
60 upper end with outwardly-projecting lugs, and a stake swiveled to the stake-plate below said lugs and adapted to turn up between the same, substantially as described.

CHARLES M. FUNK.

Witnesses:

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