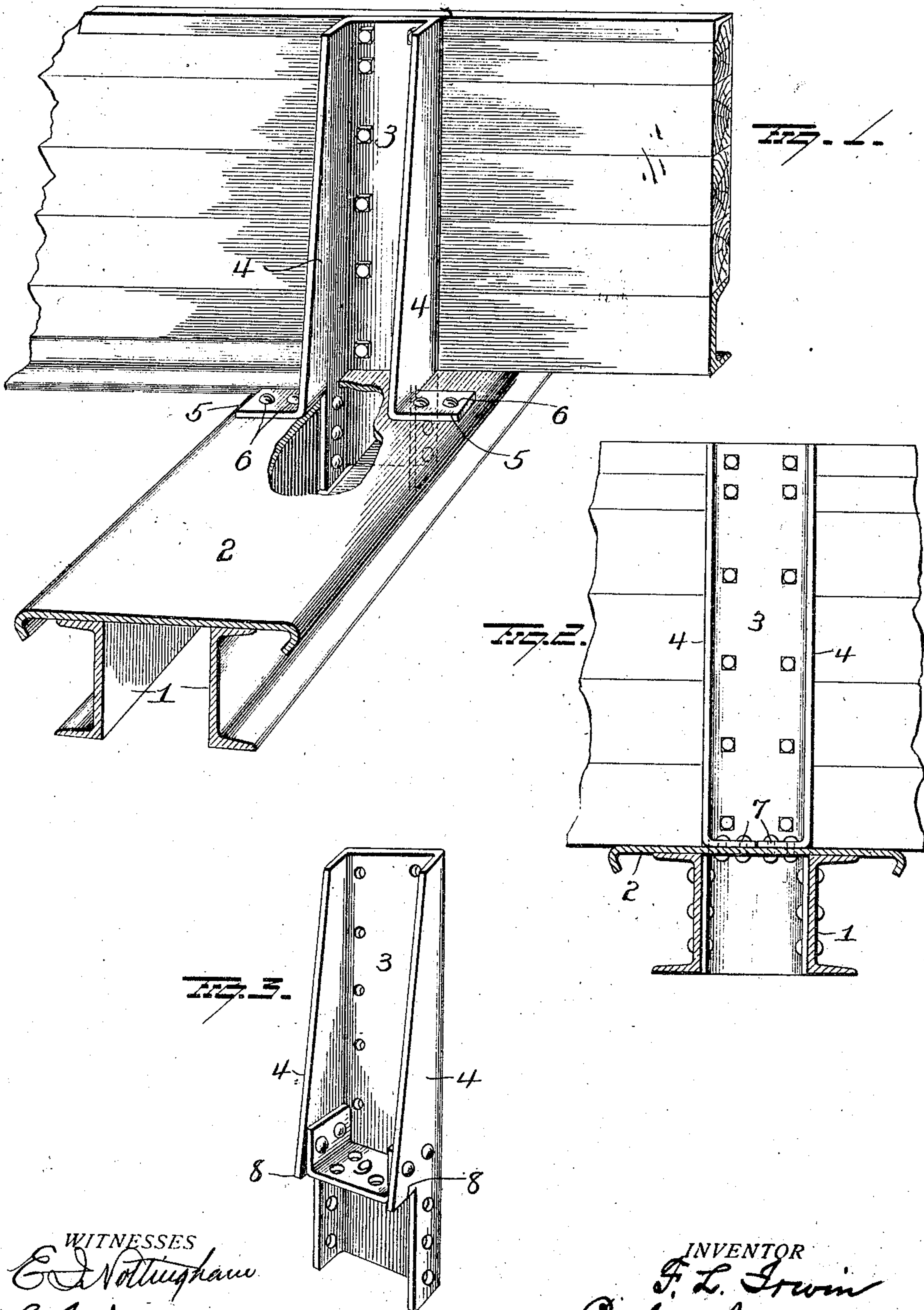


No. 860,029.

PATENTED JULY 16, 1907.

F. L. IRWIN.  
RAILWAY CAR.  
APPLICATION FILED MAY 20, 1907.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

FRANK L. IRWIN, OF COLUMBUS, OHIO, ASSIGNOR TO THE RALSTON STEEL CAR COMPANY,  
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## RAILWAY-CAR.

No. 860,029.

Specification of Letters Patent.

Patented July 16, 1907.

Application filed May 20, 1907. Serial No. 374,657.

*To all whom it may concern:*

Be it known that I, FRANK L. IRWIN, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in railway cars and more particularly to the side stakes to which the side boarding or steel sides, as the case may be, of a car is secured,—the object of the invention being to provide a side-stake which shall be so constructed as to effectually withstand all lateral strain which may be brought to bear against it.

With this object in view the invention consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings, Figure 1 is a fragmentary perspective view illustrating my improvements and their application to a car, and Figs. 2 and 3 are views of modifications.

1 represents a car bolster and 2 the cover plate therefor, to both of which my improved stake 3 is secured. This stake 3 consists of an angle iron upright having side flanges 4 which are made of increasing width from their upper to their lower ends in order to permit the stake to more readily withstand lateral pressure. The side flanges 4 are slit at their lower ends and portions are bent outwardly to form horizontal lugs 5 which are disposed upon the cover plate 2 and are secured thereto by means of suitable bolts or rivets 6. That portion of the flanges 3 which depend below the lugs 5 are disposed parallel with the inner faces of the bolster members and securely bolted or riveted to said members. The body portion of the stake between the flanges 4 affords a bearing for the side timbers or steel sides of the car which are securely bolted or riveted thereto.

Instead of bending the lug 5 outwardly, as above described, the slitted lower ends of the flanges 4 may be bent to form inwardly projecting lugs 7 secured to the cover plate.

In the construction shown in Fig. 3 the lower ends of the flanges 4 of the stake are notched so as to form shoulders 8 which rest upon the cover plate. Between the flanges 4 adjacent to the shoulders 8 an angle iron brace 9 is disposed and securely riveted to the flanges 4 and to the cover plate 2.

My improved construction affords, not only a rigid and substantial stake, but insures an effective connection between said stake and the car bolster.

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is,—

1. The combination with a car bolster and a cover plate therefor, of a side stake comprising an upright having side flanges secured to the bolster and means securing said side flanges to the cover plate.

2. A side stake for a car comprising an upright provided with side flanges, and lugs projecting laterally from said flanges at points above their lower ends.

3. A side stake for a car comprising an upright provided with side flanges having shoulders above their lower ends, and means for connecting the side flanges with a cover plate, said means located adjacent to said shoulders.

4. A side stake for a car comprising an upright provided with parallel side flanges increasing in depth from the upper to the lower end of said stake, the lower portions of each side flange slit vertically and having a portion of the metal bent laterally.

5. The combination with a bolster comprising two members and a cover plate on said members, of a side stake comprising an upright provided with side flanges having their lower ends disposed between and secured to the members of the bolster, and ears projecting laterally from said flanges above their lower ends and secured to the cover plate.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

FRANK L. IRWIN.

Witnesses:

R. R. WEAVER,  
F. B. MODIE.