

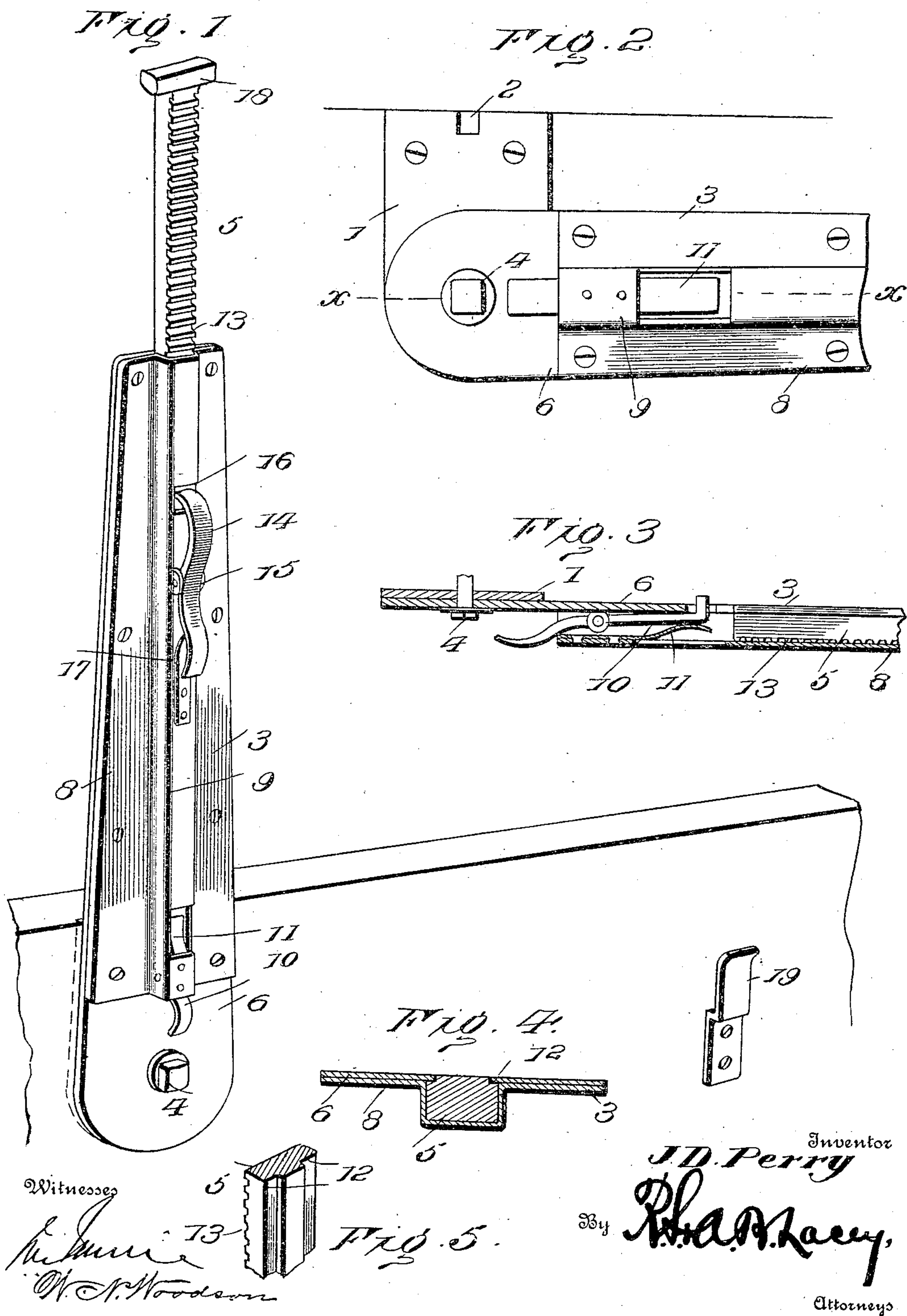
No. 870,123.

PATENTED NOV. 5, 1907.

J. D. PERRY.

CAR STAKE.

APPLICATION FILED MAR. 1, 1907.



UNITED STATES PATENT OFFICE.

JERE D. PERRY, OF LINCOLN, MAINE.

CAR-STAKE.

No. 870,123.

Specification of Letters Patent.

Patented Nov. 5, 1907.

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To all whom it may concern:

Be it known that I, JERE D. PERRY, a citizen of the United States, residing at Lincoln, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Car-Stakes, of which the following is a specification.

The object of the present invention is to provide an improved stake for cars and the like, the said stake being permanently mounted upon the car but being peculiarly designed so as to be folded against the side thereof in such a manner as to occupy an inoperative position when the use of such a device is not desirable.

A further object is to design a stake of this character which is provided with an extensible member, means being provided for locking the extensible member in a fixed position whereby when the upper extremities of corresponding extensible members upon opposite sides of a car have been connected by a wire or similar tie member, the said extensible members can be pushed downwardly and the wire caused to engage the load to hold the same securely in position upon the car.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of the improved car stake in an upright position. Fig. 2 is a side elevation of the same when swung downwardly, parts being broken away. Fig. 3 is a horizontal sectional view on the line $x-x$ of Fig. 2. Fig. 4 is a transverse sectional view through the device. Fig. 5 is a detail view of a portion of the extensible bar.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The numeral 1 designates the base plate which is rigidly secured to the side of the car and is preferably embedded therein so that its outer face lies flush with the outer face of the car side, the upper edge of the plate being level with the floor of the car and being provided with the notch 2.

The car stake proper comprises two sections, the standard 3 which is pivotally connected to the lower portion of the base plate 1 by means of the bolt 4, and the extensible member 5 which is in the nature of a bar having a telescopic connection with the standard 3. In the specific construction of the said standard it will be observed that the same comprises a pair of plates, the primary plate 6 gradually tapering in width toward the swinging end thereof and being provided with a longitudinally disposed slot 7 extending inwardly toward the bolt 4 from the outer end of the plate, while the secondary plate 8 is rigidly attached

to the outer face of the primary plate 6 and has a groove or channel 9 pressed outwardly therefrom, the said channel corresponding to the slot 7 but having a greater width than the said slot.

In order to lock the standard 3 in an operative position a spring catch 10 is employed which is designed to engage the notch 2 in the upper edge of the base plate 1. This catch 10 is pivotally mounted at an intermediate point between the opposite sides of the channel 9 at the inner end of the secondary plate 8, one end of the catch being provided with a laterally extending nose which is normally pressed through the inner end of the slot 7 by means of the spring 11 in such a manner as to be drawn into engagement with the notch 2, while the opposite end of the catch 10 projects outwardly beyond the secondary plate 8 to form a finger-piece for releasing the catch. In this connection it may be noted that the base of the channel 9 is cut away at a point adjacent the inner end of the catch 10 in order that the same may not interfere with the free operation thereof.

The bar 5 telescopes within the channel 9 and the outer corners of the said bar are rabbeted as indicated at 12 to receive the edges of the slot 7, said construction enabling the outer face of the bar to lie flush with the outer face of the primary plate 6. A rack 13 is formed upon the rear face of the telescoping bar 5 and a catch 14 is mounted upon the standard 3 to engage the rack and thereby lock the bar 5 in a fixed position. In the present instance this catch 14 is pivotally mounted at an intermediate point between a pair of ears 15 projecting outwardly from the secondary plate 8, one end of the catch being bent inwardly and extending through an opening 16 in the base of the channel 9 to engage the rack 13, while the opposite end of the catch serves as a finger-piece for releasing the same and is engaged by a spring 17 which normally holds the catch in engagement with the rack 13. The upper extremities of the telescoping rods 5 are formed with heads 18 which are designed to engage with wires or similar tie members connecting the corresponding stakes upon opposite sides of the car so that when the rods 5 are pressed downwardly to draw the wires into a firm engagement with the load the said wires cannot be slipped over the ends of the rods.

When it is desired to employ the stakes 11, the same can be readily thrown into operative position by swinging them upwardly until the catches 10 engage the notches 2. In a similar manner by releasing the catches 10 the stakes can be swung downwardly against the side of the car so as to assume an inoperative position when not required. When in this latter mentioned position it may be mentioned that the standard 3 is engaged by a keeper 19 mounted upon the side of

the car, the said keeper limiting the downward swing of the standard and holding the same closely against the car.

Having thus described the invention, what is claimed as new is:

1. In a device of the character described, the combination of a support, a swinging standard mounted upon the support and formed with a channel and also with a slot communicating with the channel, and a bar telescoping within the channel and rabbeted to receive the edges of the slot. 30
2. In a device of the character described, the combination of a base plate, a swinging standard mounted upon the base plate and formed with a channel, a bar telescoping within the channel, and a catch mounted between the sides of the channel and engaging the base plate to lock the standard in the desired position. 35
3. A car stake comprising a standard having a channel formed therein and also provided with a slot communicating with the channel, and a bar telescoping within the channel and being rabbeted to receive the edges of the slot. 40
4. In a device of the character described, the combination of a support, a swinging standard mounted upon the support, the said standard comprising a pair of plates, one of which is formed with a channel, and a bar telescoping within the channel. 45
5. In a device of the character described, the combination of a support, a swinging standard mounted upon the support and comprising a pair of plates one of which is formed with a slot, while the opposite plate is formed with a corresponding channel, and a bar telescoping within the channel and being rabbeted to receive the edges of the slot. 40
6. In a device of the character described, the combination of a support, a notched base plate secured to the support, a swinging standard mounted upon the base plate, a telescoping rod mounted upon the standard, and a catch carried by the standard and engaging in the base plate to hold the standard in an adjusted position. 45
7. In a device of the character described, the combination of a support, a swinging standard mounted upon the support, the said standard having a channel formed therein, means for locking the standard in an adjusted position, a bar telescoping within the channel and having a rack formed upon one face thereof, and a catch carried by the standard and engaging the rack to hold the telescoping bar in an adjusted position. 45

In testimony whereof I affix my signature in presence of two witnesses.

JERE D. PERRY. [L. S.]

Witnesses:

CHARLES J. FARNSWORTH,
WM. H. HOLMES.