

CAR STAKE.

900,899.

2 SHEETS—SHEET 1.



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CAR STAKE.

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900,899.

Patented Oct. 13, 1908.

2 SHEETS—SHEET 2.

FIG. 9.

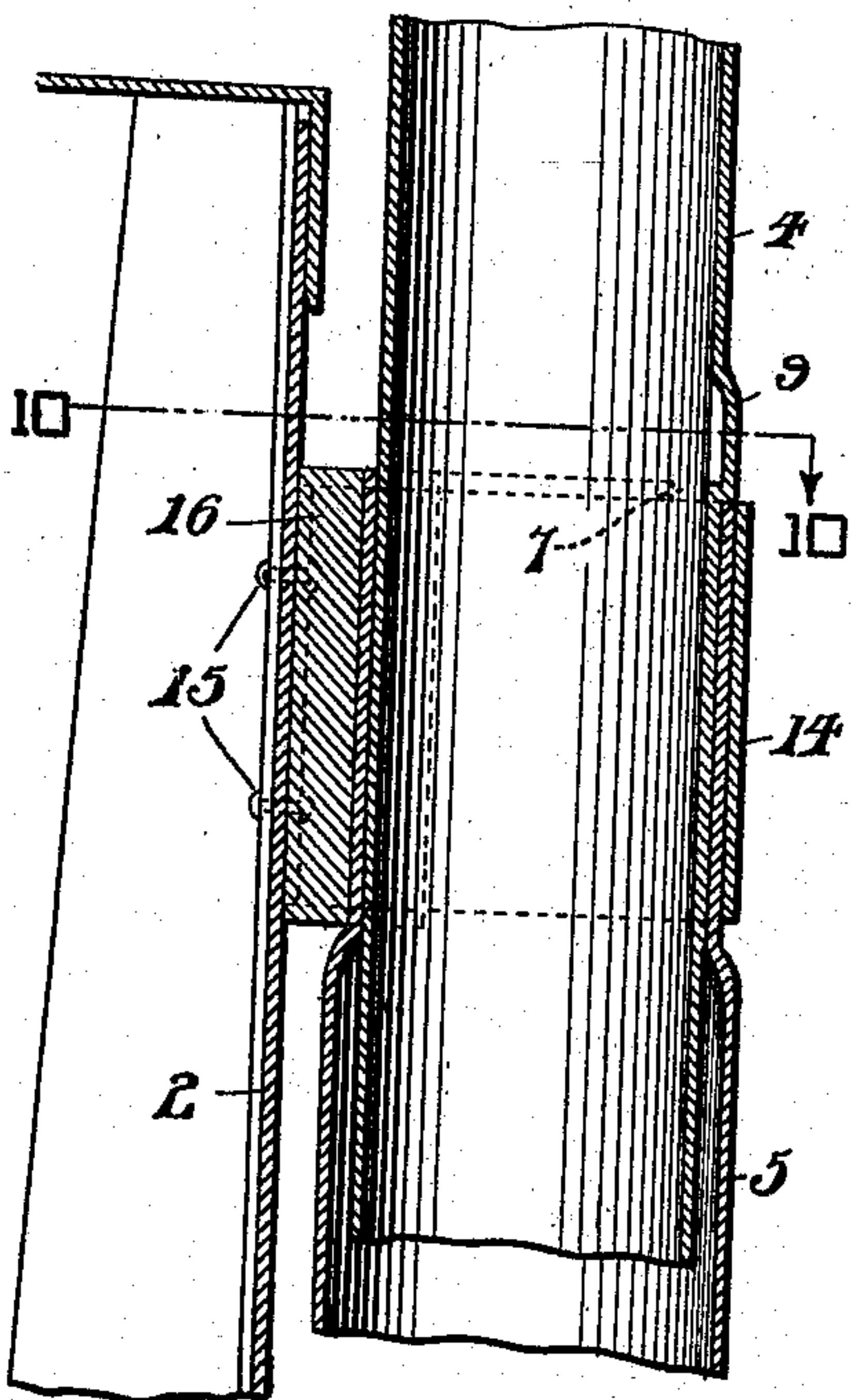


FIG. 11.

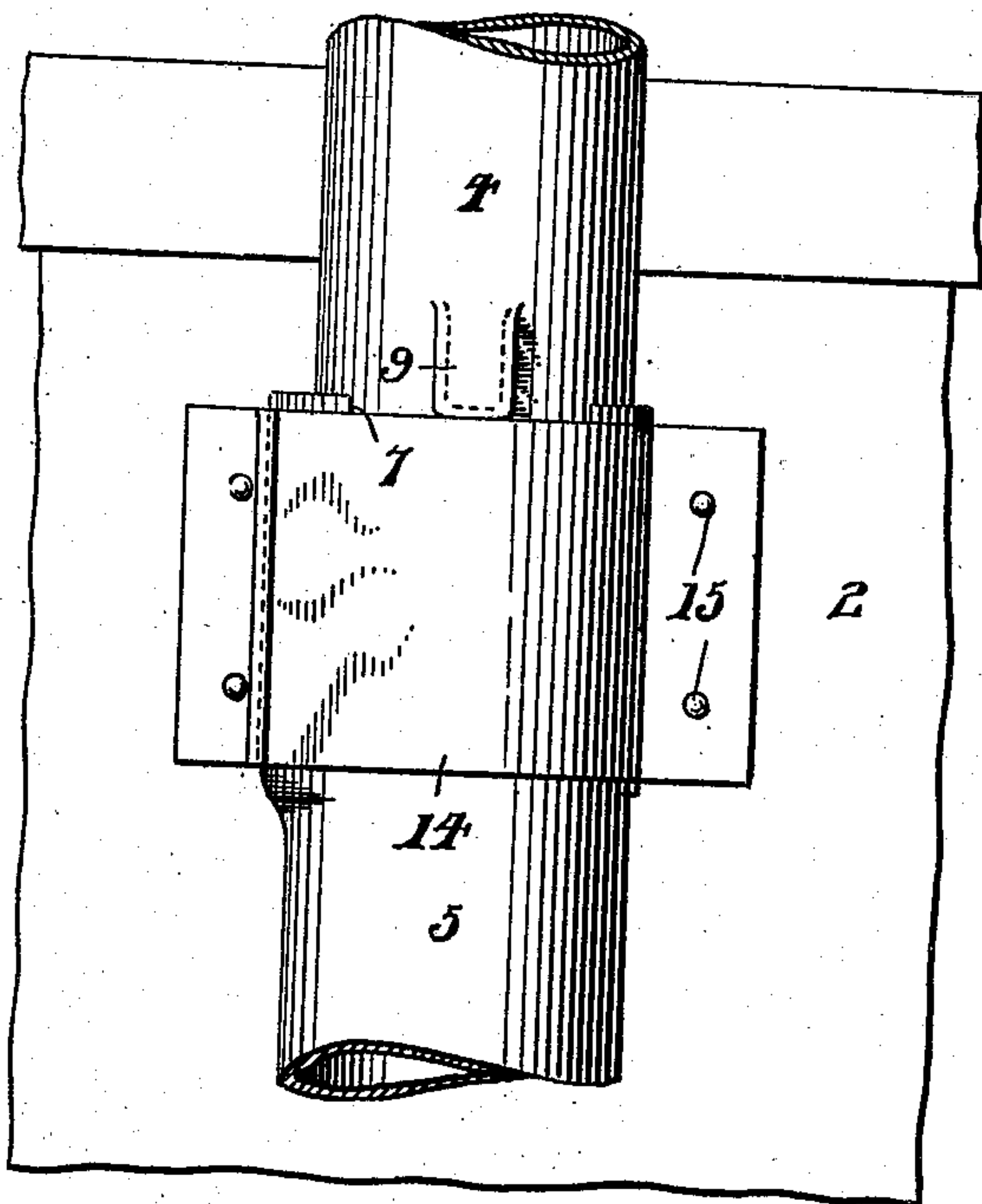


FIG. 12.

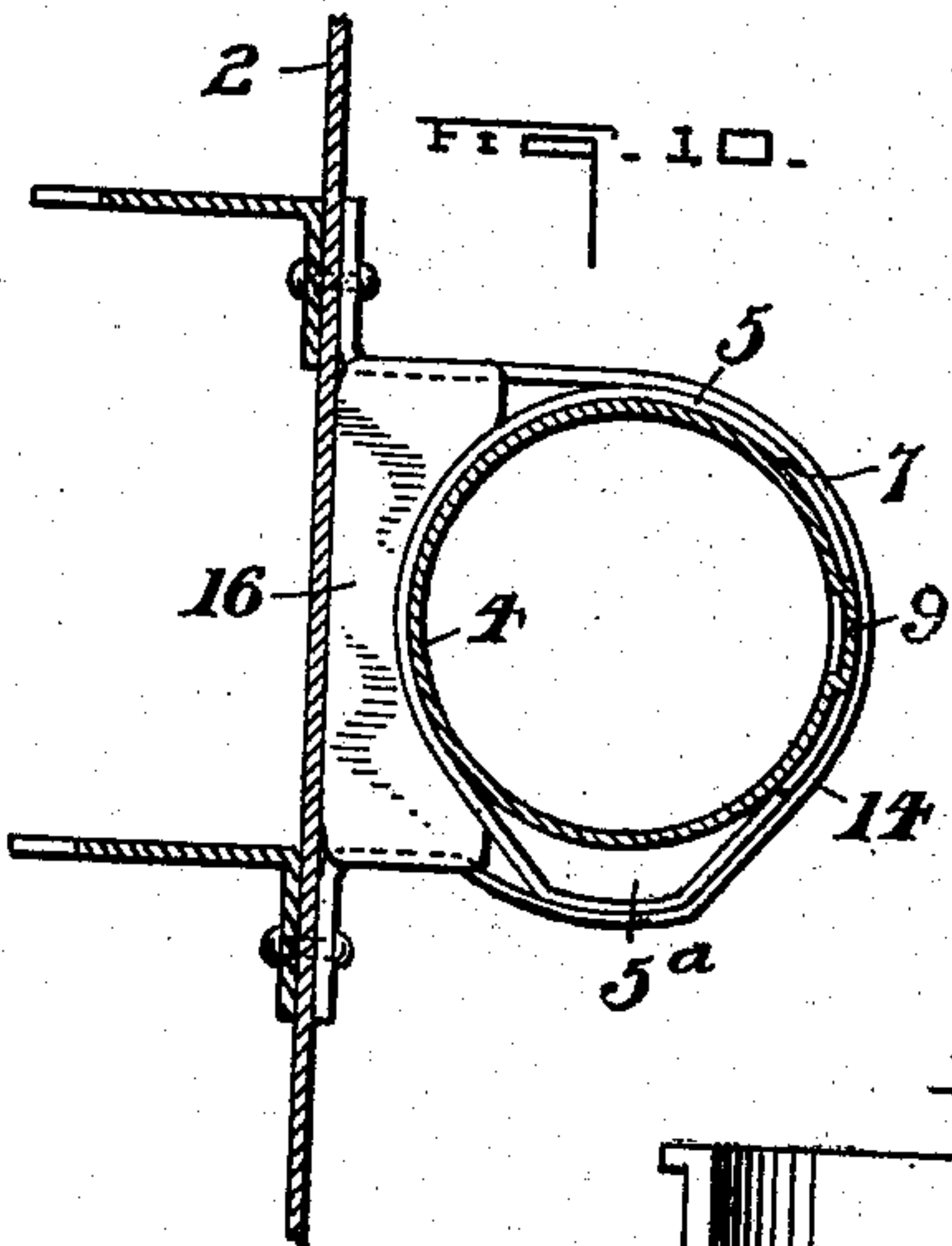


FIG. 13.

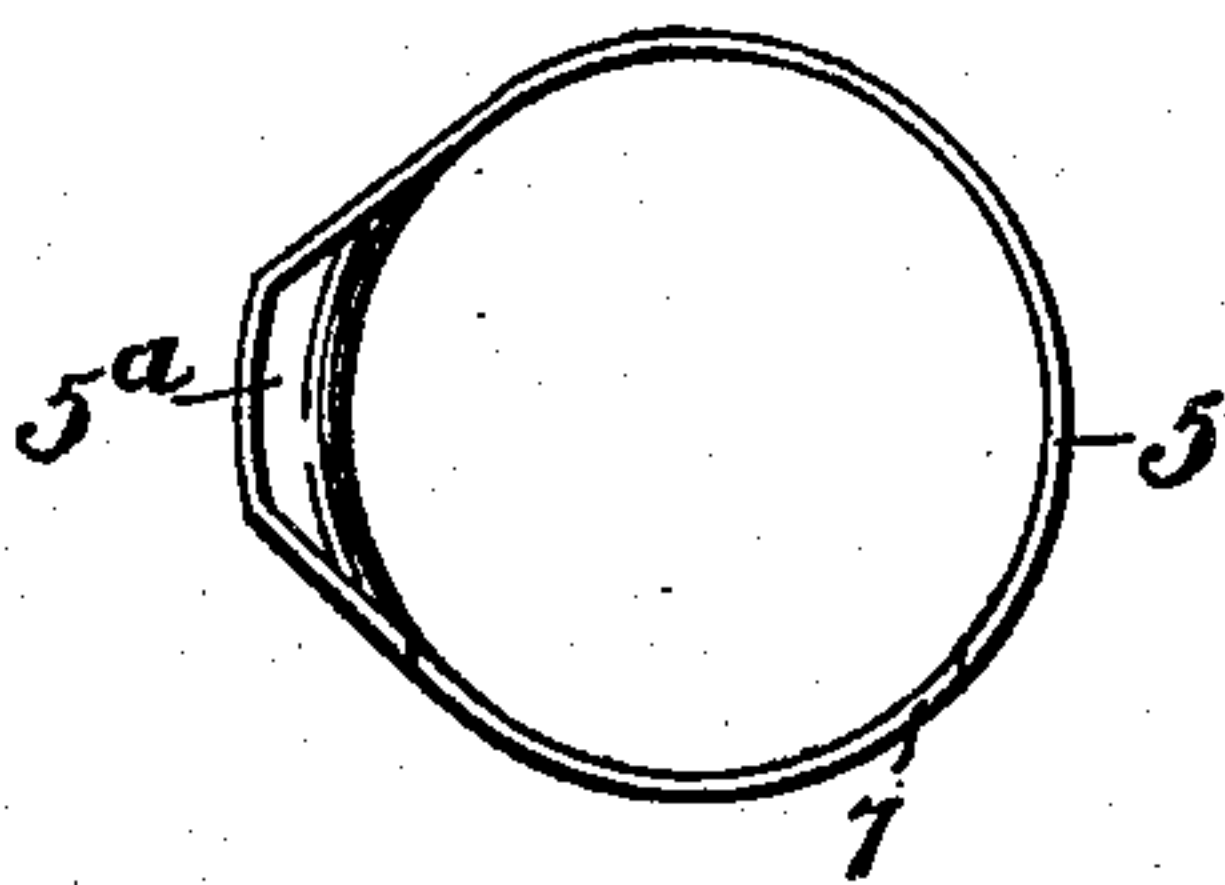
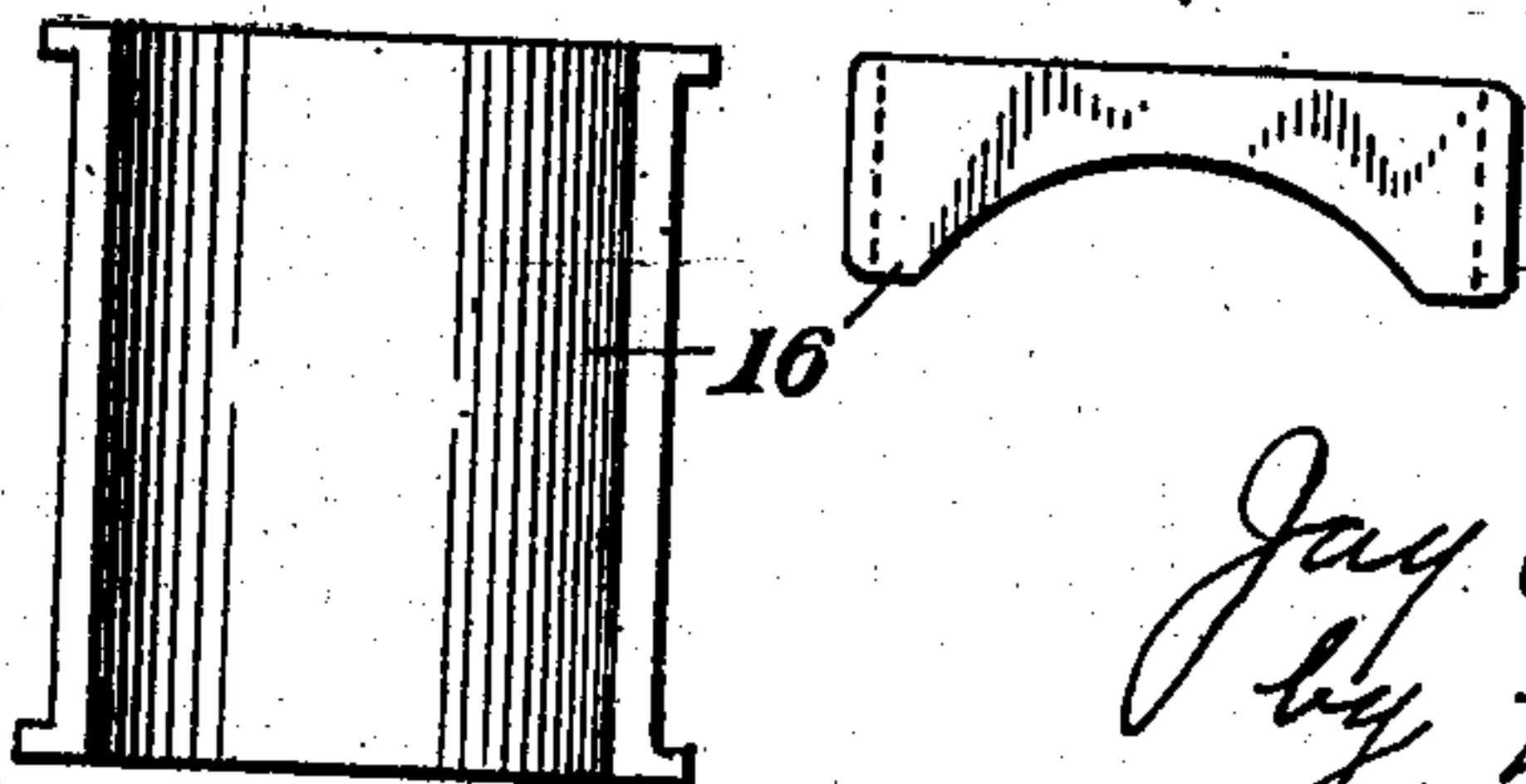


FIG. 14.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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CAR-STAKE.

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To all whom it may concern:

Be it known that I, JAY F. TOWNSEND, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Stakes, of which the following is a specification.

My invention relates to improvements in car-stakes, and more particularly to a new and improved metallic telescopic car-stake designed to extend above the floor and sides of a car and to secure the lading on all kinds of open freight-cars.

To this end the present invention consists in a new and improved telescopic car-stake, in the novel features of construction, and in the combination of parts all as fully herein-after described and claimed.

In the accompanying drawings which illustrate an application of my invention, Figure 1 is a central vertical sectional view of a car-stake embodying my invention showing the stake extended; Fig. 2 a similar view showing the stake closed; Figs. 3, 4, and 5 elevational views of telescopic-members; Figs. 6, 7, and 8 detail plan views; Fig. 9 an enlarged detail sectional view; Fig. 10 a cross section taken on line 10—10 of Fig. 9; Fig. 11 an elevational view particularly showing the manner of attaching the stake to a side of a car; Fig. 12 a detail view of upper end of the outer telescopic-member; Fig. 13 a plan of same; and Fig. 14 detail views of saddles or filler-blocks employed in securing the stake to the sides of a car.

Referring to the drawings, 1 designates the floor of a car, and 2 a side.

My car-stake as illustrated and as preferred comprises three telescopic tubular members 3, 4 and 5, each provided at its lower end with an annular flanged or enlarged portion 6. Members 3 and 4 fit into the outer or pocket-member 5 and are adapted to be moved therein to open and close the stake. The upper ends of each of the members 5 and 4 are contracted or swaged and are also formed with a bulge as indicated by the numerals 5^a and 4^a. In addition thereto, the respective members 5 and 4 are cut-away as shown at 7 and 8 respectively to form a ledge or seat for the respective projections 9 and 10 formed on the members 4 and 3. As shown by Fig. 1 when the stake is in an extended position and the members 4 and 3 turned to the proper position for locking them in the extended position, the projection 9 of member 4 rests upon the ledge of

member 5 and the projection 10 of member 3 upon the ledge of member 4. To limit the upward movement of the member 4, I indent the member 5 as shown at 11; and to limit the upward travel of the member 3 a similar indentation 12 is formed on the member 4. These respective indentations 11 and 12 engage the annular flanges 6 of the respective members 4 and 3 should said members be raised or extended too far within the member 5.

Another important function of the annular flanges or enlarged portions 6 of members 4 and 3 is that, when a car is dumped or turned upside down the flange of member 4 is thrown by its own weight automatically into engagement with the flanged portion of member 5, and the flanged portion of member 3 is locked automatically as above described with that of member 4, thereby preventing said members 4 and 3 from being projected from the member 5.

The stake as illustrated is secured to the side of the car by means of a lower metallic strap 13 and an upper strap 14 which straps are in turn attached to the side by means of rivets 15. Interposed between said side 2 and the stake and supported by the straps, I employ saddles or filler-blocks 16, the form of these saddles is particularly shown by Fig. 14.

The contracted or swaged portion of the lower and intermediate-members 5 and 4 together with the metallic plug fitted into the upper end of the top-member 3, provide a construction that will exclude dirt and other foreign substances from the stake.

What I claim is:

1. A car-stake having a plurality of telescopic-members comprising a bottom-member having a contracted upper end-portion, and an intermediate-member having a projection adapted to engage the contracted portion of the bottom-member.

2. A car-stake having a plurality of tubular telescopic-members comprising a lower-member formed with a contracted upper end and a seat formed on said contracted portion, and an intermediate-member having a projection adapted to engage the seat.

3. A car-stake comprising a tubular member formed with an annular flange at its lower end.

4. A car-stake comprising a plurality of telescopic-members each formed with an annular flange at its lower end.

5. A car-stake comprising a plurality of tubular telescopic - members each formed with an annular flange at its lower end.
6. A car-stake having a plurality of tubular telescopic-members comprising a lower-member formed with a contracted upper end, an intermediate-member having a projection, said contracted upper end formed with a bulge and a seat for the projection of the intermediate-member.
7. A car-stake having a plurality of tubular telescopic-members comprising a bottom-member having a contracted upper end-portion, an intermediate-member having a contracted upper end-portion and a projection adapted to engage the contracted portion of the bottom-member, and an upper-member having a projection adapted to engage the contracted portion of the intermediate-member.
8. A car-stake having a plurality of telescopic-members comprising a bottom-member formed with a lower annular flange and with a contracted upper end-portion, and an intermediate-member having a lower annular flange and a projection adapted to engage the contracted portion of the bottom-member.
9. A car-stake having a plurality of telescopic-members comprising a bottom-member having a contracted upper end-portion and a lower annular flange, an intermediate-member having a contracted upper end-portion a lower annular flange and a projection adapted to engage the contracted portion of the lower-member, and an upper-member having an annular flange and a projection adapted to engage the contracted portion of the intermediate-member.
10. A car-stake having a plurality of tubular telescopic-members comprising a lower-member having a contracted upper end-portion formed with a bulge and a seat, an intermediate-member having a contracted upper end-portion formed with a bulge and a seat and with a projection adapted to engage the seat of the bottom-member, and a top-member formed with a projection adapted to engage the seat of the intermediate-member.
11. A car-stake comprising a tubular member formed with a contracted upper end and an annular flange at its lower end.
12. A car-stake comprising a member having a contracted upper end-portion, and a second member having a projection adapted to engage the contracted portion of the first member.
13. A car-stake having two telescopic-members, one member having a contracted upper end-portion and a lower annular flange, and the second member having a projection adapted to engage the contracted portion of the first member.
14. A car-stake having two telescopic-members each formed with an annular flange at its lower end, one member being formed with a contracted portion, and the other member with a projection adapted to engage the contracted portion of the first member.
15. A car-stake having two telescopic-members each formed with a contracted upper end-portion and a lower annular flange, one member having a projection adapted to engage the contracted portion of the other member.

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

JAY F. TOWNSEND.

Witnesses:

W. G. DOOLITTLE,
NELLIE V. APPELEGATE.