F. S. INGOLDSBY & J. F. TOWNSEND.

CAR STAKE.

APPLICATION FILED OCT. 16, 1907.

900,930.

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Fig. 1.

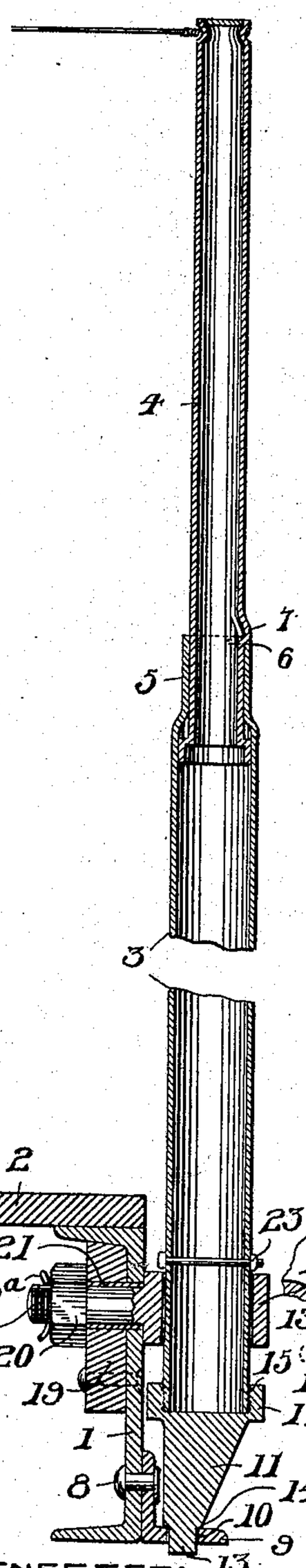
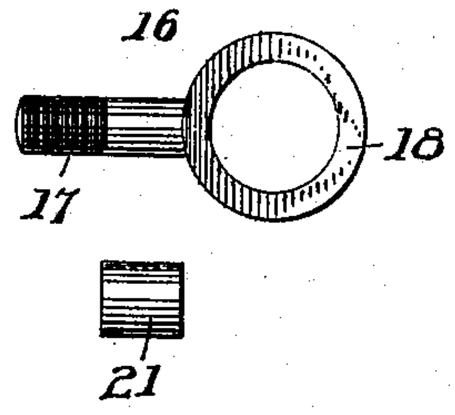
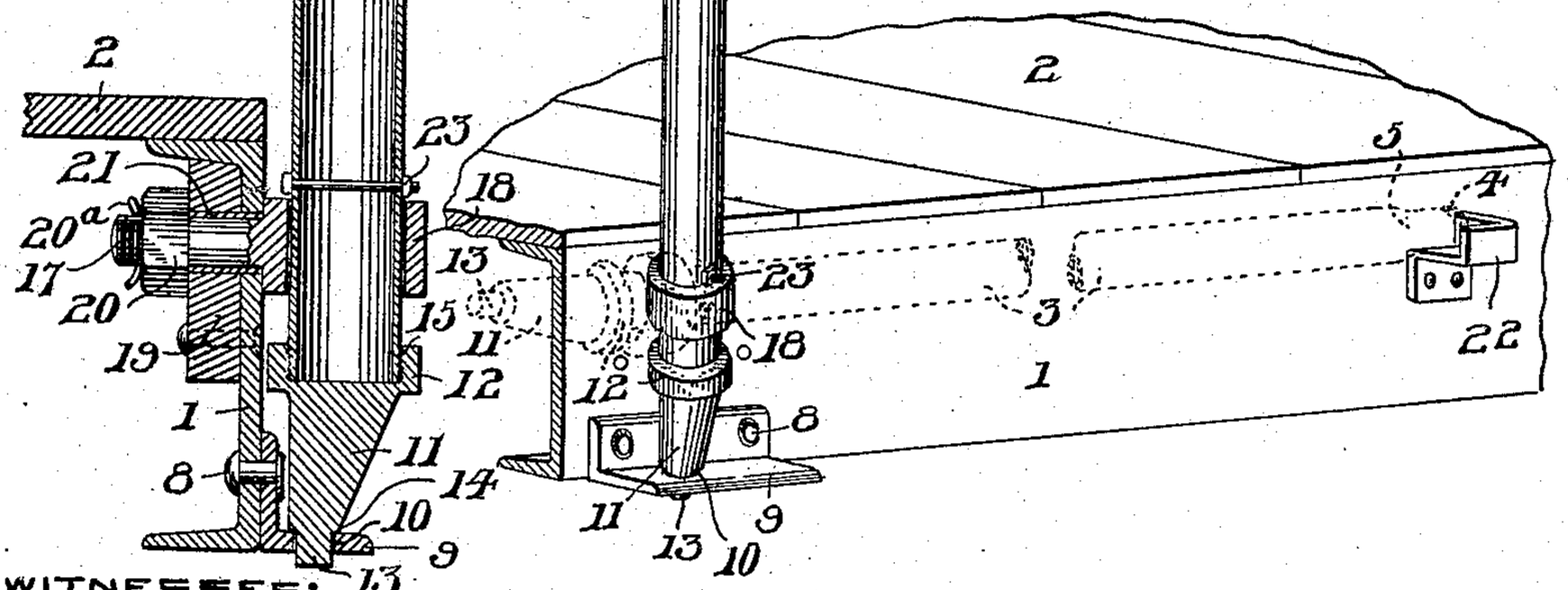


Fig. 2.

Fig. 3.





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FRANK S. INGOLDSBY, OF ST. LOUIS, MISSOURI, AND JAY F. TOWNSEND, OF PITTSBURG, PENNSYLVANIA; SAID INGOLDSBY ASSIGNOR TO SAID TOWNSEND.

CAR-STAKE.

No. 900,930. Specification of Letters Patent. Patented Oct. 13, 1908.

Application filed October 16, 1907. Serial No. 397,707.

To all whom it may concern:

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

Our invention relates to improvements in metallic car-stakes and more particularly to metallic telescopic car-stakes for flat and gondola railway-cars.

Objects of the present invention are, to provide simple and efficient means for securing stakes of this character to cars of the classes mentioned; to provide new and improved means for permitting the stakes, when not in use, to be closed and placed in such positions as not to interfere or be in the way when the cars are used for purposes not requiring stakes.

In the accompanying drawing, which illustrates an application of our invention, Figure 1 is a central vertical sectional view of a car-stake and means for securing the stake to the car-body embodying our invention; Fig. 2 a broken perspective view; and Fig. 3 a detail view of swivel-member and bearing-ring.

In the drawing, we have shown a portion of a railway flat-car body comprising a side-sill 1 and a car-floor 2 in connection with our invention. Our invention, however, is designed for use with gondola-cars and may be readily applied to cars of this latter type.

The stake proper as illustrated and as preferred is a metallic tubular telescopic stake comprising two members 3 and 4. The lower member 3 is formed with a contracted upper end portion 5 having a seat 6 for a projection 7 of the upper-member 4.

Secured to the side-sill 1 by means of rivets 8 is an angle plate or supporting-bracket 9. This plate is provided with a hole or opening 10. Located between said plate 9 and the lower end of the stake-member 3 we employ a stake carrying or supporting-member 11. As illustrated, member 11 is formed at its upper end with an internally threaded annular flange or collar 12 and at its lower end with a projection 13 and a shoulder 14. As particularly shown by Fig. 1, when the stake is in an extended position, the projection 13 of member 11 is located in the hole 10 of bracket 9. The lower end of stake-member 3 is externally threaded as shown at 15 for the purpose of engaging the internally threaded flange of member 11.

For securing the stake to the car-body we employ a swivel-member 16 comprising a threaded shank 17 and a ring-portion 18. The shank of the swivel-member extends through a hole in the side-sill and through an apertured filler-block 19 and is secured in position by a nut 20. 21 designates a bearing-sleeve and 20^a a cotter to prevent said nut from turning.

The ring-portion 18 of the swivel-member surrounds the stake-member 3 and this construction in addition to providing simple means for securing member 3 to the car-body adds strength to the stake at a point where it is highly desirable that the stake should be strong.

When not in use the stake is closed and turned into the position shown by dotted lines in Fig. 2, the outer end of the stake-member 3 rests upon a Z-shaped bracket 22.

To close the stake and to place it in inoperative position, as shown by the dotted lines, the projection of the stake-member 4 is lifted and turned so as to permit the projection and the member 4 to enter member 3. Then the stake-member 3 is lifted a sufficient distance to carry the projection 13 of member 11 free of bracket 9 after which the member is swung longitudinally of the car on swivel-member 16, into the position shown by dotted lines or into a position substantially parallel with the floor of the car.

To prevent the stake from dropping through the ring of the swivel after the carrying-member 11 has been raised free of the supporting-bracket 9, we provide a bolt 23.

What we claim is:

1. The combination with a car-body, of a telescopic car-stake, and a swivel-member comprising a shank and a ring-portion for securing the stake to the car-body.

2. The combination with a car-body, of a metallic telescopic stake, and a swivel-member comprising a ring surrounding the stake for securing the stake to the car-body and permitting a partial rotation thereof longitudinally of the car-body.

3. The combination with a car-body, of a metallic telescopic car-stake, a bracket support for the stake, and a swivel-member for securing the stake to the car-body.

4. The combination with a car-body, of a metallic telescopic car-stake having its

lower-member provided with a supporting-member, a bracket secured to the car-body on which the supporting-member rests, and a swivel-member for securing the stake to the car-body.

5. The combination with a car-body, of a telescopic car-stake, and means for securing the car-stake to the car-body and for permitting the stake to be turned longitudinally of the car from an upright position to a position substantially parallel with the floor of the car comprising a swivel-member and a ring surrounding the stake.

6. The combination with a car-body, of a metallic telescopic stake, and means for securing the stake to the body and for permitting the stake to be turned longitudinally of the car from an upright position to a position substantially parallel with the floor of the car.

7. The combination with a car, of a telescopic stake comprising a lower-member having an upper contracted portion and a second member having means for engaging the contracted portion, and means for securing the stake to the car and for permitting the stake to be turned from an upright position to a position substantially parallel with the floor of the car.

8. The combination with a car of a telescopic stake comprising a lower-member having an upper contracted portion formed with a seat and a second member having a projection adapted to make engagement with the seat, and means for securing the stake to the car and for permitting the stake to be turned from an upright position to a position substantially parallel with the floor of the car.

9. The combination with a car, of a telescopic car-stake comprising a lower-member and an upper-member, and a swivel-member having a shank secured to the car and a ring-portion surrounding the lower-member.

10. The combination with a car, of a telescopic car-stake, a bracket-support for the stake and a swivel-member for securing the stake to the car.

In testimony whereof we affix our signatures in presence of two witnesses.

FRANK S. INGOLDSBY.
JAY F. TOWNSEND.

Witnesses for F. S. Ingoldsby:
ALBERT H. BATES,
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Witnesses for J. F. Townsend:
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