

906,539.

Patented Dec. 15, 1908.

Fig. 1,

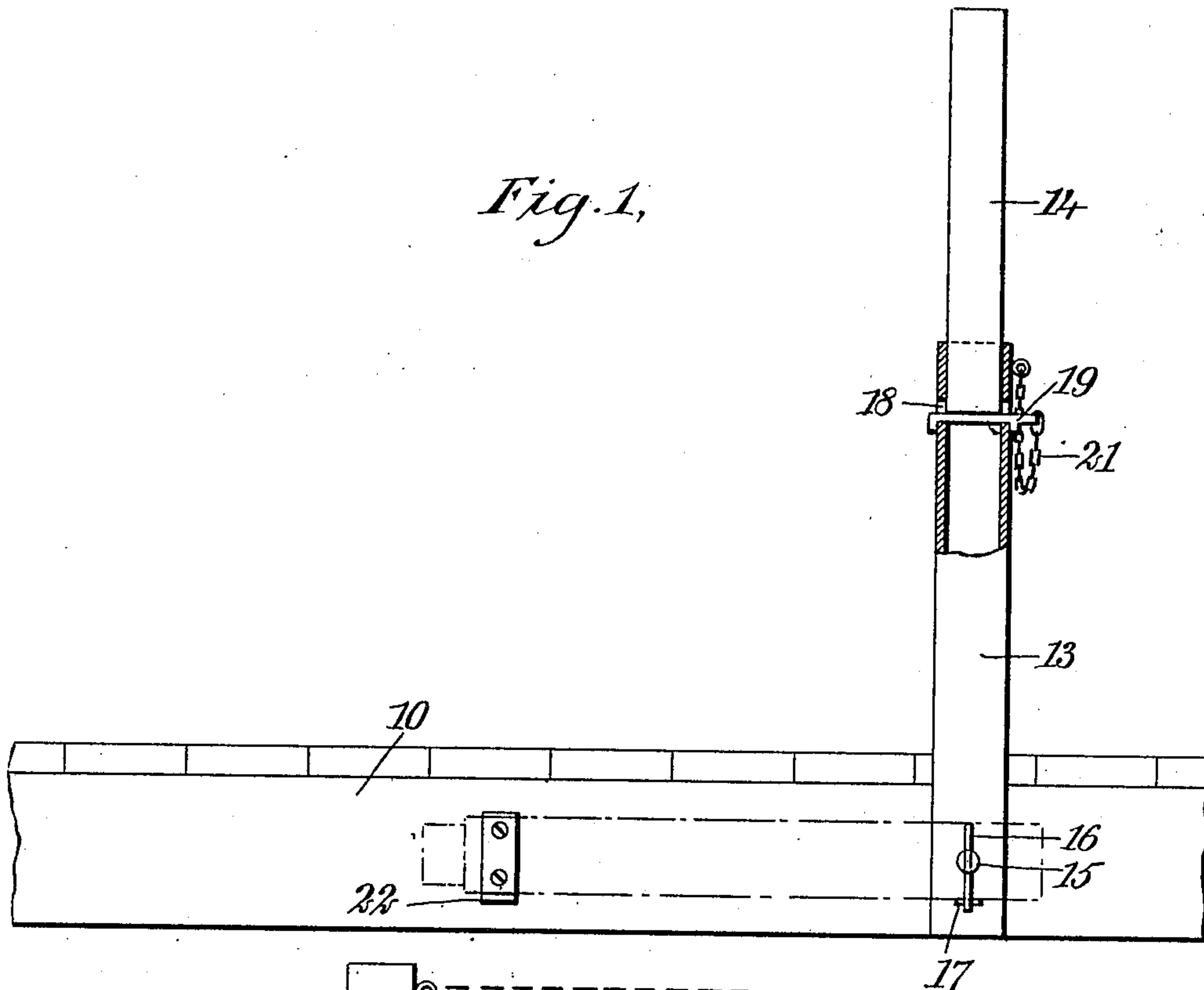


Fig. 2,

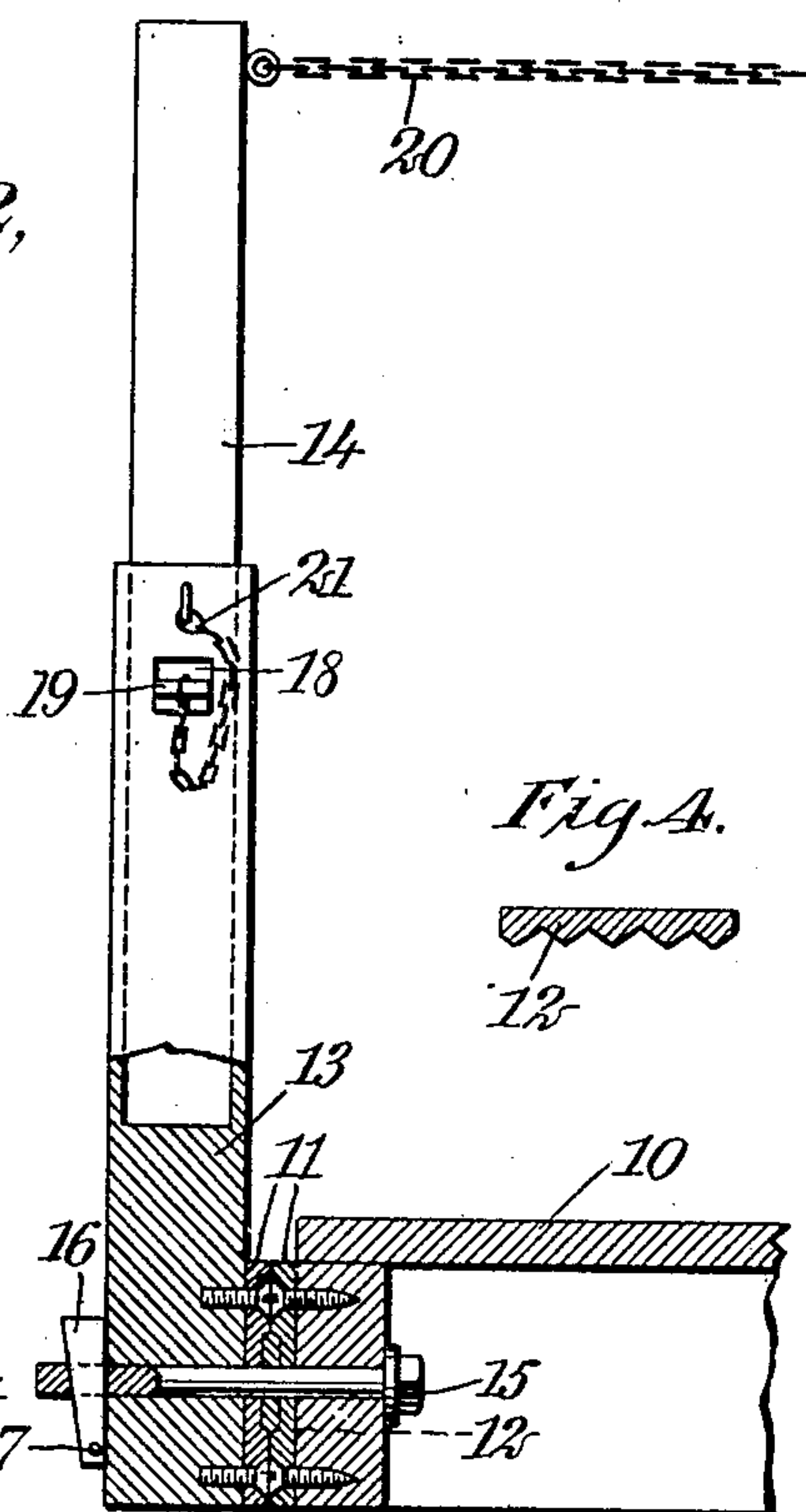


Fig. 3,

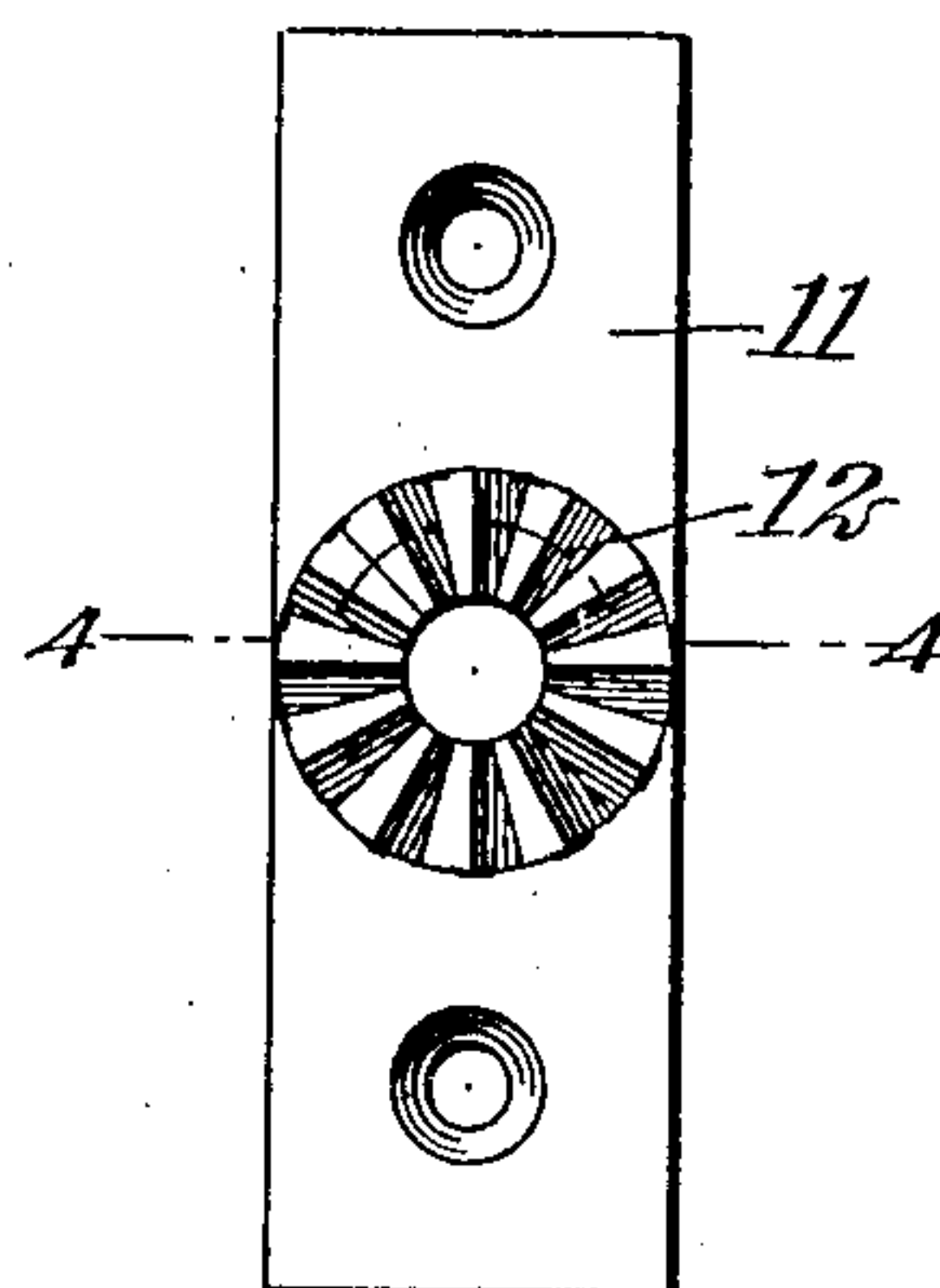


Fig. 4,



WITNESSES

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CAR-STAKE.

No. 906,539.

Specification of Letters Patent.

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Application filed August 17, 1907. Serial No. 389,036.

To all whom it may concern:

Be it known that I, ANSEL BLAKE LITTLE, a citizen of the United States, and a resident of Atlanta, in the county of Fulton and State of Georgia, have invented new and useful Improvements in Car-Stakes, of which the following is a full, clear, and exact description.

This invention has reference to improvements in car stakes as are ordinarily attached to the sides of flat-cars, gondola-cars and other like rolling stock.

The invention contemplates a stake preferably constructed throughout of malleable iron and forming a permanent part of the car, which may be readily changed from a rigid upright position to a removed depressed position or vice versa as desired, thus effectively retaining the load and permitting its discharge without undue inconvenience.

The invention further provides for the extension of the stake whereby it will occupy the least possible space when not in use.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a fragmentary side elevation of a flat-car, showing the preferred embodiment of my improved stake applied thereto in a rigid upright position and in dotted outline in a removed horizontal position as when not in use; Fig. 2 is a partial section through the car and the stake at the point of their connection; Fig. 3 is a face view of a bearing-plate forming a primary feature of the invention; and Fig. 4 is a cross section of the plate on the line 4—4 of Fig. 3.

In carrying out my invention I attach to the side of a flat-car, gondola-car or other like piece of rolling stock 10 a bearing-plate 11 which is apertured at its center and provided concentric therewith with a series of radiating raised teeth or corrugations 12. The stake which is composed of two telescoping sections 13 and 14, also has attached to the inner face of the lower section a bearing-plate of the same construction as that attached to the car and as shown in detail in Fig. 3. For holding the raised radiating teeth on the bearing-plates, as attached to the car and stake, in engagement, a pivot-pin or bolt 15 passes through the side of the car and the aperture in the bearing-plates

and transversely through the stake, where it is constructed with a cross-slot in which is a tapered key 16, the latter being prevented from being wholly displaced from the pin 15 by a cross-pin 17. By this construction it is apparent that by driving in the key 16 the radiating teeth of the bearing-plates will become tightly engaged and the stake may be thus rigidly held in an upright or in any other angular position.

The lower section 13 of the stake, which, as shown in Figs. 1 and 2 is of a hollow formation to receive the upper section 14, is provided with a cross-slot 18 through which a key 19 is adapted to be passed, the said key having projections on its under face, as clearly shown in Fig. 1, to engage the opposite faces of the stake and thus prevent the key's accidental displacement. The key in this position bridges the bore of the section 13 and provides a seat for the upper section 14 of the stake. This last-named section is provided with the usual cable or chain-tie 20 which passes through the upper end of the opposite stake.

In order to prevent the loss of the key 19, I preferably connect it to the section 13 of the stake by a chain or other equivalent device 21, which is of such length as not to interfere with the ready displacement and insertion of the key when required.

When the stake is not in use it is desirable to shift it to a removed position as by turning it horizontally to the side of the car, as shown in dotted outline in Fig. 1. When the stake is thus disposed, the key 19 is removed and the upper section passed substantially altogether within the lower section, whereby the stake when not in use takes up the least possible space. The weight of the stake when in this position is to a large extent removed from the pivot-bolt and the bearing-plates by a projecting foot 22 attached to the side of the car.

The invention as shown and described while being my preferred practical construction may nevertheless be extensively modified in detail within the scope of the claims annexed.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. In combination with a car, a stake, a pin pivotally connecting the stake to the car, engaging means carried on the opposed faces of the car and stake, and a tapered

key passing through said pin for holding said means in engagement.

2. In combination with a car, a stake, a pin pivotally connecting the stake to the car, bearing-plates having raised radiating teeth carried on the opposed faces of the car and stake, and means for moving the stake longitudinally of said pin for engaging the teeth of the bearing-plates.
3. A car stake composed of telescoping sections, opposed bearing-plates having raised radiating teeth secured to one of said stake sections and to the car, a pivot-bolt passing through said bearing-plates concentric to said teeth and connecting the stake and car together, and a tapered key passing through a slot in the pivot-bolt for forcing the radiating teeth of the bearing-plates into tight engagement, whereby the stake may be rigidly held to the car in varying angular positions.
4. The combination with a longitudinally extensible stake, of a holder comprising means for securing the stake in various positions for use.
5. The combination with a stake holder adapted to be secured to a car sill, of a stake adapted to be swung in a vertical plane parallel to the longitudinal axis of the car, and means for assembling those members in

service at a plurality of relatively different angles.

6. The combination with a stake holder adapted to be secured to a car sill, of a stake adapted to be swung in a vertical plane parallel to the longitudinal axis of the car, means for assembling those members, and means for securing them together in service at a plurality of relatively different angles.

7. The combination with a stake holder adapted to be secured to a car sill, of a stake adapted to be swung in a vertical plane parallel to the longitudinal axis of the car, and means for securely uniting the stake and holder in service at any angle desired.

8. The combination with a stake holder adapted to be secured to a car sill, of a stake adapted to be swung in a vertical plane parallel to the longitudinal axis of the car, and means for selectively adjusting in service the stake with reference to the holder at any one of a plurality of angles.

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

ANSEL BLAKE LITTLE.

Witnesses:

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