

S. HALEY.
CAR STAKE.

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Patented Feb. 9, 1909.

912,122.

Fig. 1

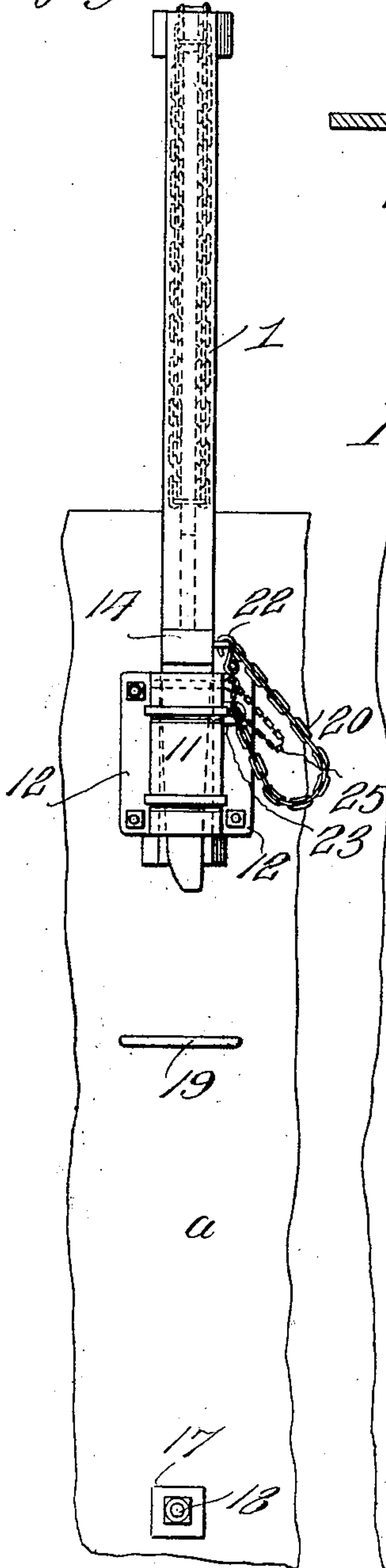


Fig. 5

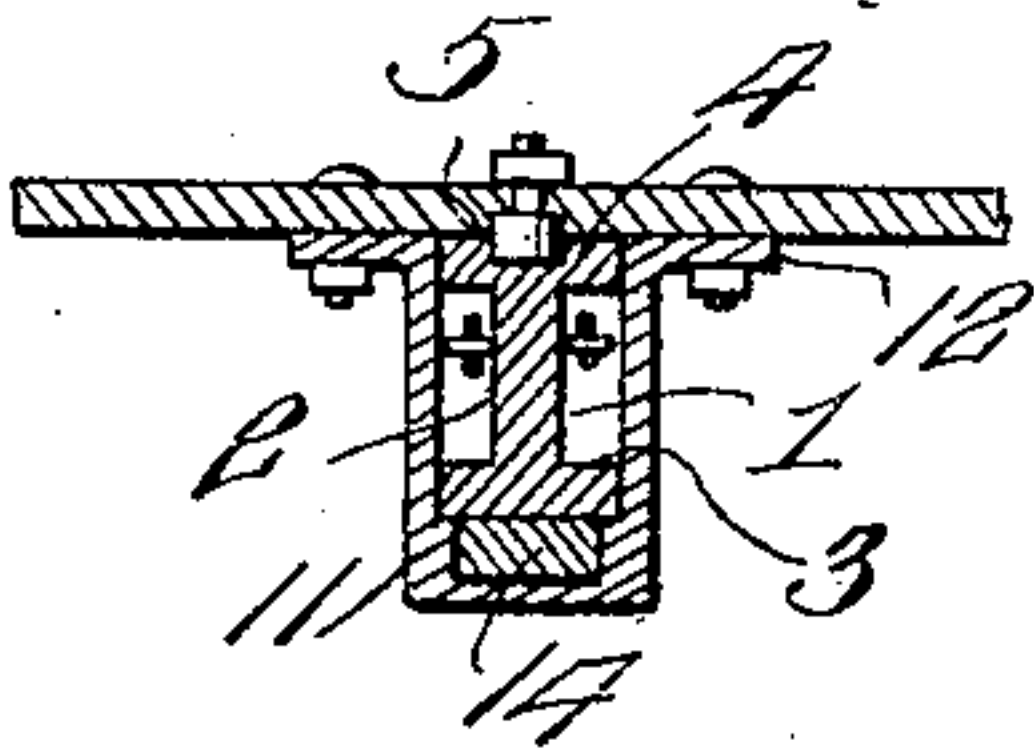


Fig. 2

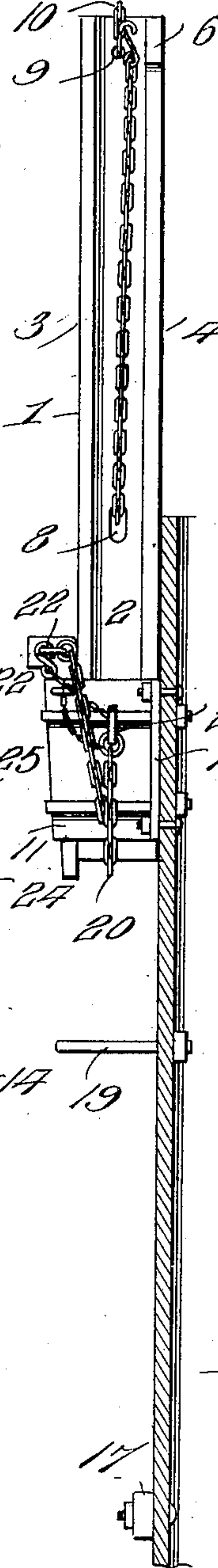
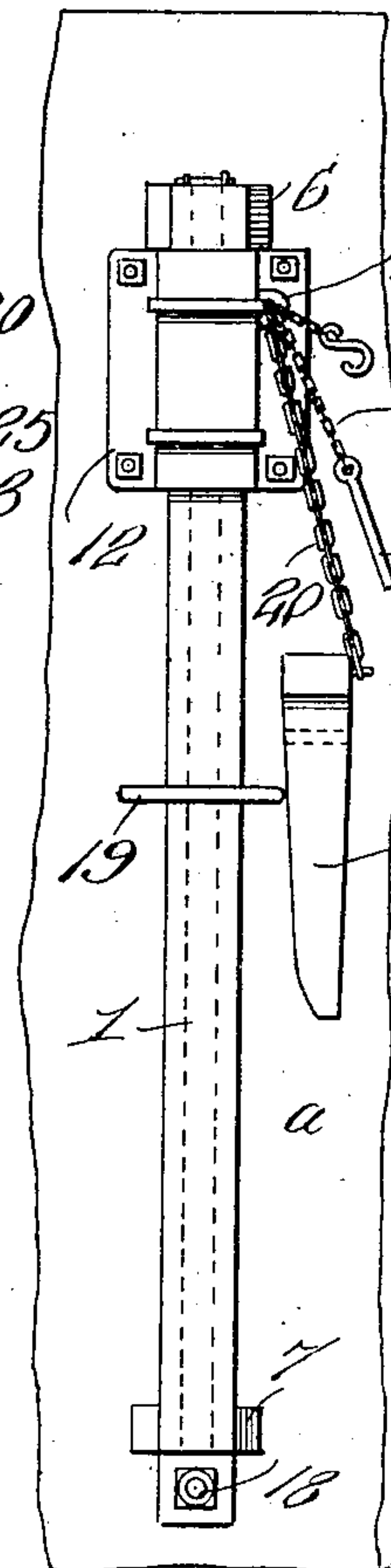


Fig. 6

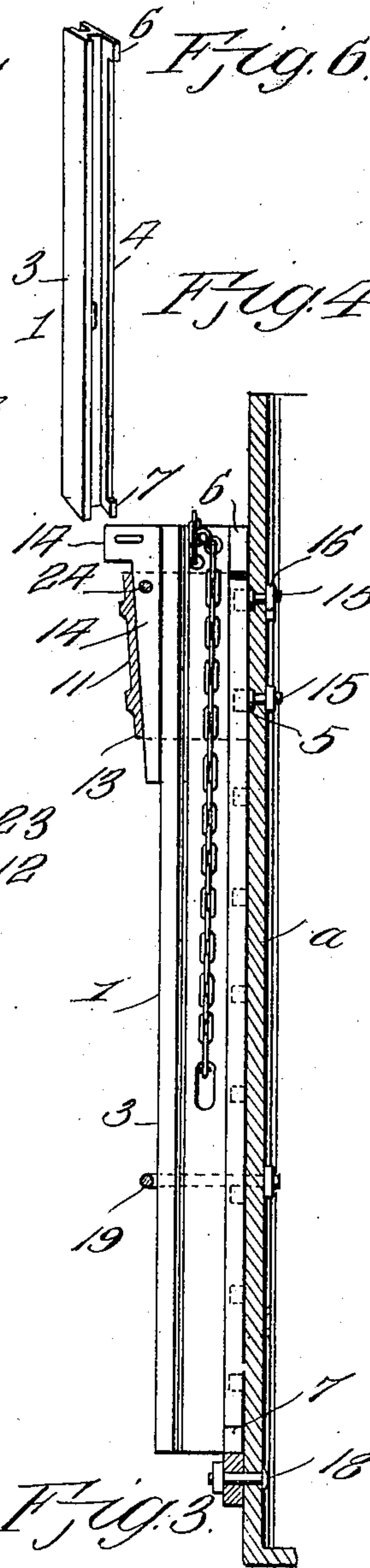


Fig. 4

Fig. 3

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CAR-STAKE.

No. 912,122.

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To all whom it may concern:

Be it known that I, SAMUEL HALEY, a citizen of the United States of America, residing at Ashland, in the county of Ashland and State of Wisconsin, have invented new and useful Improvements in Car-Stakes, of which the following is a specification.

This invention relates to improvements in stakes for railway freight and platform cars and in means for securing the stakes both in raised and lowered position and the said invention consists in the construction, combination and arrangement of devices hereinafter described and claimed.

One object of the invention is to effect improvements in the construction for a car stake of this class whereby the stake may be readily manufactured from steel or iron.

A further object of the invention is to effect improvements in the construction of the keeper in which the stake is secured and guided.

In the accompanying drawings; Figure 1 is an elevation of a portion of a car provided with one of my improved stakes, the stake being shown in elevated position. Fig. 2 is a similar view of the same, the stake being shown in lowered position. Fig. 3 is an elevation at right angles to Fig. 1, showing the stake in raised position, the side of the car being shown in section. Fig. 4 is a similar view in which the stake is shown in lowered position and the keeper and guide clip as well as the side of the car are indicated in section. Fig. 5 is a detail horizontal transverse sectional view. Fig. 6 is a detail perspective view of the car stake.

In accordance with my invention my improved car stake 1 is made of a piece of I-bar of steel or iron and of suitable dimensions so that the stake comprises essentially a web portion 2, a head 3 which presents flanges on opposite sides of the stake and a base 4 which also presents flanges on opposite sides of the stake. The inner face or base of the stake is provided at suitable regular intervals with recesses 5 and at the upper and lower ends of the stake, at the base or inner head thereof are stop lugs 6, 7 which form extensions of the inner flanges. There is an opening 8 through the web of the stake at a suitable distance from the lower end thereof and an opening 9 also through the web of the stake

at a point near the upper end thereof and providing for the attachment of a chain 10 to pass over and be employed in binding the load on the car, the opening 8 enabling the chain to be passed therethrough and doubled and secured on the stake as shown in Figs. 3, 4 and 5 so as to dispose the chain, when the same is not in use, in the channels in the sides of the stake, where the chain will be out of the way.

In connection with my improved stake I employ a keeper 11 which has base flanges 12 to bear against and which are bolted to the side *a* of the car and the said keeper forms a guide and support for the stake and its outer side inclines inwardly and downwardly as at 13 and provides a downwardly tapering space between said outer wall 13 and the outer side of the stake for the reception of a wedge key 14 which, when the same is inserted in the keeper between its outer wall 13 and the outer side or head of the stake, serves to wedge the latter against the outer surface of the car wall or side *a*. I also provide lock studs 15 of which two are here shown but of which any suitable number may be employed, the said locking studs being secured to the wall or side of the car and projecting outwardly therefrom at a point coincident with the keeper and between the upper and lower ends thereof and being so spaced as to enable them to enter certain of the recesses 5 in the inner face or base of the stake, so that the said stop studs will coact effectually with the key 14 to lock and firmly hold the stake either when the latter is in a lowered position or is in an elevated position, or is adjusted to any intermediate position. Within the scope of this invention the lock studs may be of any suitable construction. They are here shown as headed and having their heads countersunk to some extent in the outer side of the car wall *a* and as provided at their inner ends with nuts or burs 16 to lock them in place, thus enabling the said stop or lock studs to be detached and replaced by new ones when necessary or desirable.

The lugs 6, 7 at the upper and lower ends of the stake coact respectively with the upper and lower sides of the keeper to limit the vertical movement of the stake.

It will be understood that before the stake

can be either raised or lowered the key 14 must be first withdrawn from the keeper to permit the stake to be withdrawn outwardly a sufficient distance to clear its recesses 5 from the heads of the lock studs 15.

I also preferably employ a stop 17 at a suitable distance below the keeper which stop is here shown as secured to the wall or side of the car by a bolt 18 and serves to support the lower end of the stake when the latter is in lowered position as shown in Figs. 2 and 4. At a point between the stop 17 and the keeper there is a clip or guide bolt 19 through which the stake passes and which is secured to the side or wall of the car.

To prevent the key 14 from becoming lost I connect it by means of a chain 20 to the keeper the latter and the key being provided with eyes 22, 23 to which the ends of the said chain are attached. To prevent the key from becoming casually dislodged from the keeper and releasing car stake I provide a pin 24 which may be inserted in registering openings in the keeper and the key as indicated in Figs. 2 and 4. This pin, to prevent it from becoming lost, is connected to the

eye 22 of the keeper by a chain or similar device 25.

Having thus described my invention, what I claim is:—

1. In combination with a car having a lock stud projecting therefrom, a keeper on the car, a stake extending through the keeper and adapted to bear against the side of the car and having recesses for engagement by the lock stud and a key to maintain the stake in engagement with such lock stud.

2. A car stake of the class described made of I-metal and providing channels in opposite sides for the reception of a load chain.

3. In combination with a keeper for application to a car, a car stake movable longitudinally in the keeper and having channels in opposite sides for the reception of a load locking chain, said channels enabling said chain to clear said keeper.

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

SAMUEL HALEY.

Witnesses:

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