

Patented June 22, 1909.

2 SHEETS—SHEET 1.

926,045.

Fig. 1.

Witnesses

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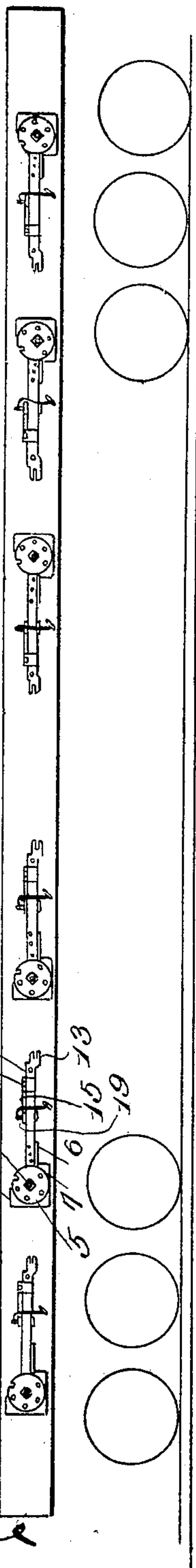
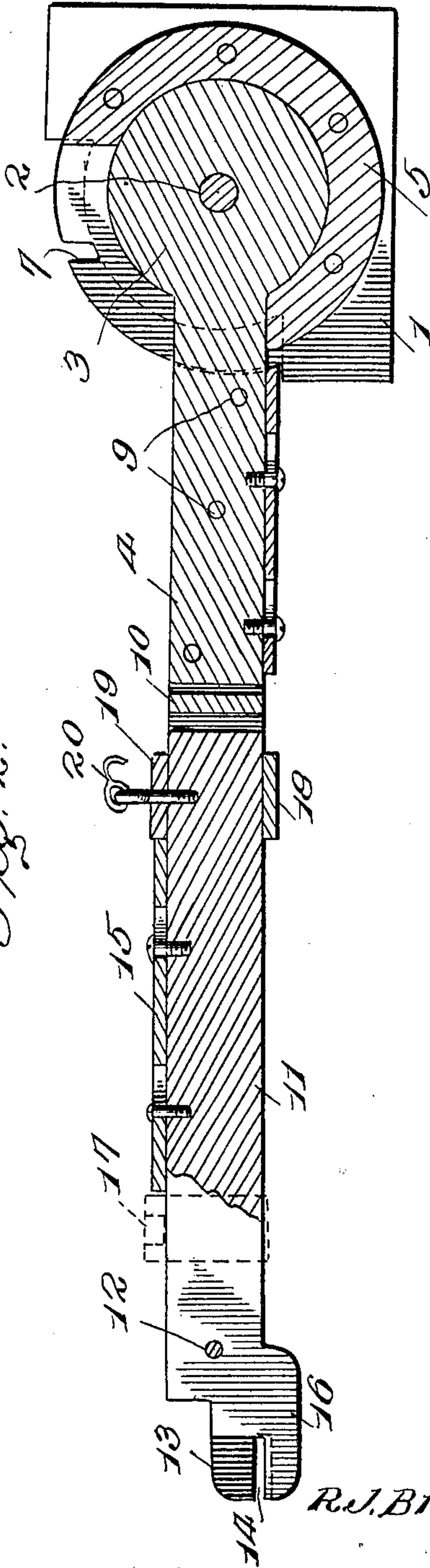


Fig. 2.



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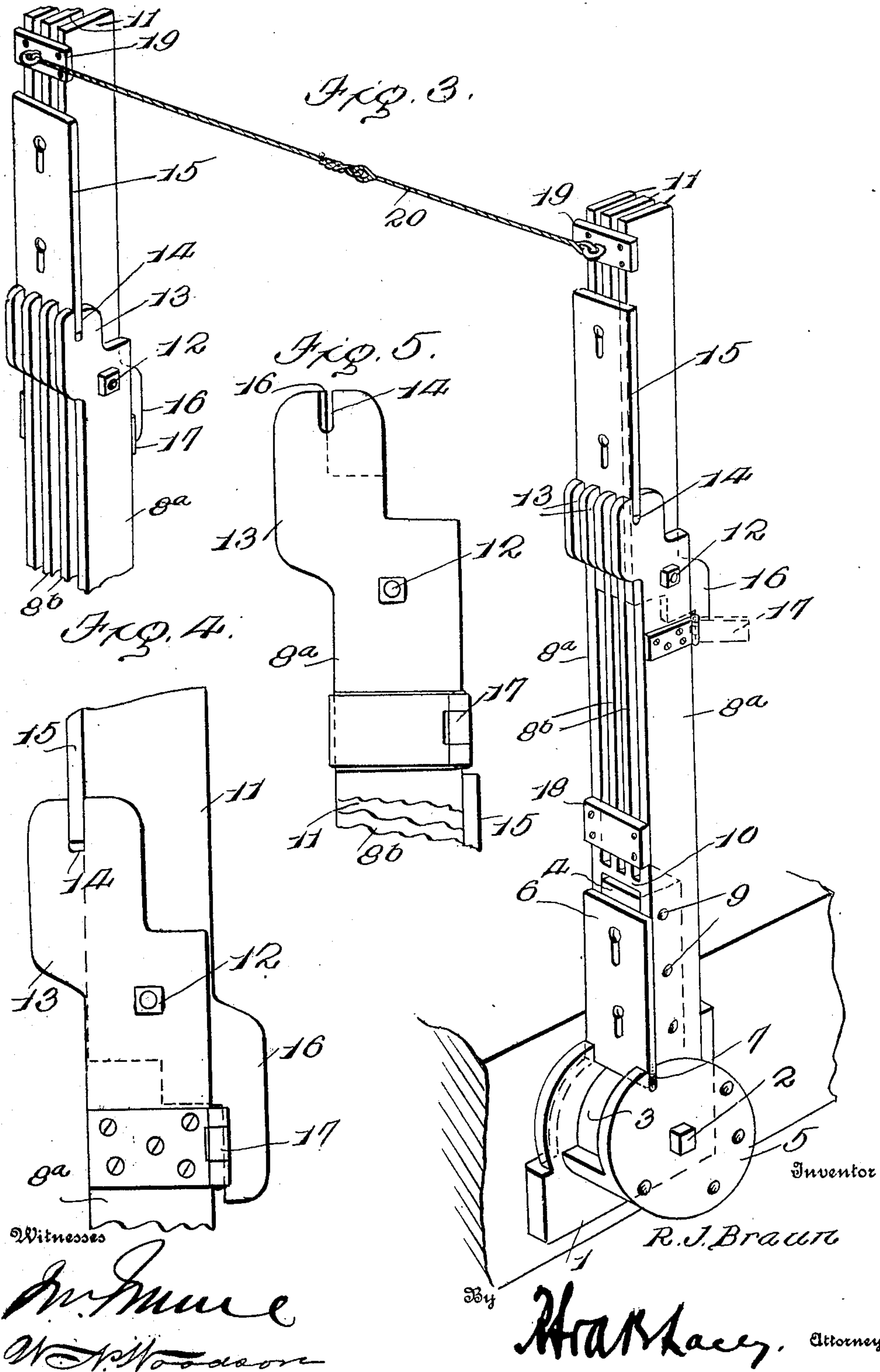
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CAR STAKE.  
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2 SHEETS—SHEET 2.

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# UNITED STATES PATENT OFFICE.

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## CAR-STAKE.

No. 926,045.

Specification of Letters Patent.

Patented June 22, 1909.

Application filed July 25, 1908. Serial No. 445,412.

*To all whom it may concern:*

Be it known that I, ROBERT J. BRAUN, citizen of the United States, residing at Berkeley, in the county of Alameda and State of California, have invented certain new and useful Improvements in Car Stakes, of which the following is a specification.

The present invention relates to certain new and useful improvements in car stakes, and the object of the invention is the provision of a device of this character embodying a novel construction which admits of its being readily swung into an inoperative position upon one side of the car or other member to which it is applied when not in use.

The invention further contemplates a car stake formed in two hinged sections which are adapted to be folded against each other or swung into alinement, the sections of the stake having a peculiar formation and novel means being provided for locking them in an operative position.

For a full understanding 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 side elevation of a car provided with the improved stakes, the said stakes being swung downwardly into an inoperative position. Fig. 2 is a longitudinal sectional view through one of the stakes on an enlarged scale, the upper stake section being swung rearwardly against the lower stake section and the two sections being moved downwardly into an inoperative position. Fig. 3 is a perspective view of a pair of stakes applied to opposite sides of a car, the stakes being shown as extended and portions being broken away. Fig. 4 is an enlarged detail view of the joint between the two stake sections, the sections being extended into alinement with each other. Fig. 5 is a similar view with the stake sections folded against each other.

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.

Referring to the drawings, the numeral 1 designates the base plate which may be

bolted or otherwise rigidly secured to the side of a car or like member to which the stake is applied. Pivotaly connected to this base plate 1 by means of a bolt 2 passing centrally therethrough is a circular disk 3 and projecting from this disk is a radial arm 4. A casing 5 which is also secured to the base plate 1 fits over the disk 3 and forms a housing for the same, one side of the casing being formed with an opening which receives the radial arm 4 and admits of the said arm being either swung upwardly into a vertical position or downwardly into a horizontal position upon one side of the car. For the purpose of locking the arm 4 in an upright position a latch 6 is utilized, the latch being slidably mounted upon the arm and being designed to engage a pair of notches 7 formed in the base plate 1 and the casing 5 respectively.

The stake proper is secured to the arm 4 and comprises a lower section and an upper section which are pivotaly connected to each other and are adapted either to be swung against each other or extended into alinement. The lower stake section comprises the outer strips or side pieces 8<sup>a</sup> and the intermediate strips 8<sup>b</sup> which are arranged between the upper portions of the outer strips and are spaced both from the outer strips and from each other. The lower ends of the outer strips or side pieces 8<sup>a</sup> fit upon opposite sides of the arm 4 and are rigidly connected thereto in any suitable manner as by the bolts 9. The lower ends of the intermediate strips 8<sup>b</sup> abut against and are secured to a transverse partition which connects the outer strips 8<sup>a</sup> and rests upon the top of the arm 4. The upper stake section comprises the three spaced strips 11 which are designed to be either extended into alinement with the lower stake section or folded between the spaced strips 8<sup>a</sup> and 8<sup>b</sup> of the lower stake section. The three spaced strips 11 are pivotaly mounted at one end upon a bolt or pin 12 extending through the strips 8<sup>a</sup> and 8<sup>b</sup> of the lower stake section toward the ends thereof. The strips of the lower stake section are formed at their extremities with the extensions 13 which are offset upon one side of the stake section and are provided with the notches 14 designed to engage a latch 15 which is slid-



ably mounted upon the upper stake section. It will also be observed that the various strips of the upper stake section are provided at their pivot ends with the offset extension 16 and when the upper stake section is swung into alinement with the lower stake section these extensions engage a plate 17 which is hinged to one side of the lower stake section and is swung across the various strips thereof.

When the upper stake section is collapsed the various strips 11 thereof are received within the spaces between the strips 8<sup>a</sup> and 8<sup>b</sup> of the lower stake section, a transverse strip 18 being applied to the lower stake section upon one side thereof to engage the strips 11 and limit the swinging movement thereof. In a somewhat similar manner the outer ends of the strips 11 of the upper stake section are provided with a transverse strip 19 which coöperates with the before mentioned strip 18 to limit the swinging movement of the upper stake section and also has a cable 20 connected thereto, the said cable being designed to be drawn across the load placed upon the car. It may also be mentioned that when the two sections of the stake are thus collapsed the swinging plate 17 fits over the upper end of the latch 15 so as to prevent the same from being jolted up and down by the movements of the car. When it is desired to extend the stake the upper stake section is swung upwardly beyond a position in alinement with the lower stake section and the plate 17 then swung transversely across the strips of the lower stake section. When the upper stake section is then swung backwardly into alinement with the lower stake section the extensions 16 thereof will then engage the plate 17 and the latch 15 may be dropped into the notches 14. The two stake sections are then locked rigidly in alinement with each other and will operate in the usual manner to retain the load upon the car or like member in connection with which the stake is being employed. Should it not be found desirable to utilize the stake the two sections thereof are collapsed and are folded downwardly into an out-of-the-way position upon one side of the car after lifting the latch 6 out of the notches 7. Where a number of these stakes are applied to each side of the car it is preferred that those stakes at one end of the car swing in an opposite direction to the stakes at the opposite end of the car, although such is by no means essential to the invention.

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

1. A car stake comprising two hinged sections, each of the sections being formed of spaced strips and the sections being designed to be swung either into alinement with each other or collapsed, the strips of one section

being received within the spaces between the strips of the opposite section when in the latter position.

2. A car stake comprising a pair of hinged sections adapted to be swung into alinement with each other or collapsed, each of the sections being formed of a number of spaced strips and the strips of one section being received within the spaces between the strips of the opposite section when the two sections are folded against each other, and a latch carried by one of the sections for locking the sections in alinement with each other.

3. A car stake comprising a pair of hinged sections adapted to be either folded against each other or swung into alinement with each other, one of the sections being formed at its hinged end with a notched extension which is offset upon one side thereof, and a latch plate slidably mounted upon the opposite section and adapted to be moved into engagement with the notched extension to lock the two sections in alinement with each other.

4. A car stake comprising a pair of hinged sections adapted to be either folded against each other or swung into alinement with each other, each of the said sections being formed at its hinged end with an extension which is offset upon one side of the section, and means coöperating with the extensions to lock the sections in alinement with each other.

5. A car stake comprising hinged sections adapted to be folded against each other or swung into alinement with each other, a notched extension upon one of the sections, an extension upon the hinged end of the opposite section, a latch upon the said opposite section for engaging the notched extension, and a transverse plate upon the first mentioned section for engaging the second mentioned extension, the said plate and latch coöperating with each other to lock the sections in alinement.

6. A car stake comprising a pair of hinged sections adapted to be folded against each other or swung into alinement with each other, a notched extension projecting from one of the sections and offset therefrom, a second extension projecting from the opposite section, a latch upon the said opposite section for engaging the notched extension, and a transverse plate upon the first mentioned section for engaging the second mentioned extension, the said plate and latch coöperating with each other to lock the sections in alinement.

7. A car stake comprising a pair of hinged sections adapted to be folded against each other or swung into alinement with each other, a notched extension projecting from one of the sections and offset therefrom, a second extension projecting from the opposite section and also offset therefrom, a latch mounted upon the said opposite section



tion for engaging the notched extension, and a swinging plate mounted upon the first mentioned section and adapted to engage the second mentioned extension, the plate and latch cooperating with each other to lock the two sections in alinement.

8. A car stake comprising a pair of hinged sections adapted to be folded against each other or swung into alinement with each other, each of the sections being formed with a plurality of spaced strips and the strips of one section being received within the spaces between the strips of the opposite section when the two sections are folded against each other, a notched extension at the hinged end of one of the stake sections, an extension at the hinged end of the opposite stake section, a latch slidably mounted upon the said opposite stake section and designed to engage the notched extension, and a swinging plate mounted upon the first mentioned stake section and adapted to engage the second

mentioned extension, the swinging plate and latch cooperating with each other to lock the two stake sections in alinement.

9. The combination of a base plate, a disk pivoted upon the base plate and formed with an arm, the lower stake section formed with a plurality of spaced strips, a pair of strips being secured to the arm of the disk, means for locking the lower stake section in an operative position, an upper stake section hinged to the lower stake section and adapted to be swung into alinement therewith or folded into the spaces between the strips of the lower stake section, and means for locking the two stake sections in alinement with each other.

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

ROBERT J. BRAUN. [L. S.]

Witnesses:

L. C. STEWART,  
D. K. SHANKS.