

No. 825,028.

PATENTED JULY 3, 1906.

E. I. DODDS.
CAR STAKE.

APPLICATION FILED JULY 31, 1905.

Fig. 1.

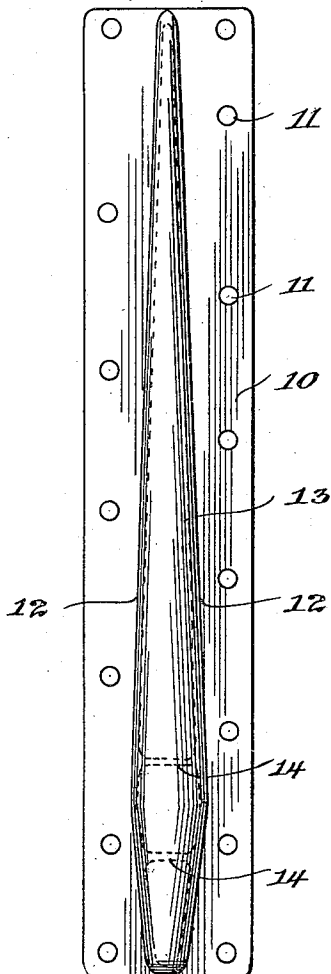


Fig. 2.

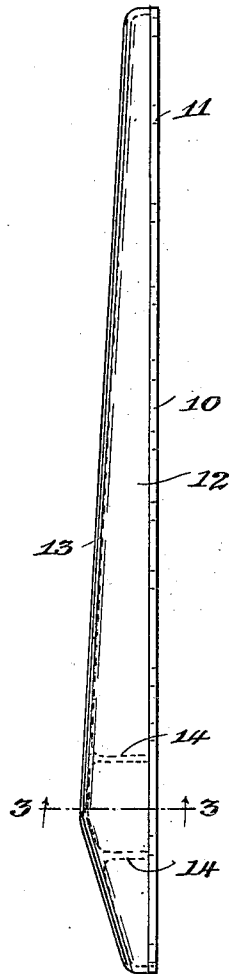
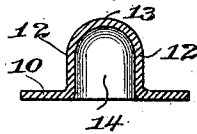


Fig. 3.



Witnesses,
S. D. Mann,
Walter M. Fuller.

Inventor,
Ethan I. Dodds

By *Clifford, Towle & Linticum*
Attys.

UNITED STATES PATENT OFFICE.

ETHAN I. DODDS, OF PULLMAN, ILLINOIS, ASSIGNOR TO THE PULLMAN COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

CAR-STAKE.

No. 825,028.

Specification of Letters Patent.

Patented July 3, 1906.

Application filed July 31, 1905. Serial No. 272,051.

To all whom it may concern.

Be it known that I, ETHAN I. DODDS, a citizen of the United States, residing at Pullman, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Stakes, of which the following is a specification.

In order to provide a cast-metal car-stake which shall be formed and proportioned to withstand its strains without the employment of any unnecessary metal, I have invented a stake which in its best and preferred form is illustrated on the accompanying drawings and described below. The greatest strain on a stake riveted or bolted to the side or to the end sill of a car is at the point approximately on the level of the top sill, and the strain decreases toward the ends of the stake. In order, therefore, to so form a stake that no needless metal shall be used, I have invented a stake which has the usual base-plate with a longitudinal hollow rib, the plate being open under the rib and the rib comprising two side portions which taper toward the base at their opposite ends and which also converge toward each other as they approach the ends of the base. These sides are joined for their full length by an outer rounded integral connecting portion or back, and I also provide one or more transverse webs integral with and uniting the side portions and also integral with the connecting outer portion.

On the accompanying drawings, which form a part of this specification, I have illustrated a form of stake embodying my invention.

Figure 1 is a face view of the stake. Fig. 2 is an edge view of the same, and Fig. 3 is a cross-section on the line 3 3 of Fig. 2.

The stake comprises a rectangular base-plate 10, having holes 11 along its edges, so that the same may be secured by means of bolts or rivets to the sill and side or end of the car. This base-plate is supplied with an integral hollow longitudinal rib along substantially the full length of its central portion, the rib comprising two outstanding webs 12 12, united at their outer edges by the integral rounded connecting or back portion 13, base-plate 10 being open under this rib for its full length, as is shown in Figs. 1 and 3. The webs 12 are widest at that portion of the stake which would be opposite the upper

part of the sill to which it is intended to be attached. This widest portion is approximately on the line 3 3 of Fig. 2, and the two webs 12 taper from this line toward the base as they extend to the ends of the stake, said webs 12 also converging toward one another from the line 3 3 to the opposite ends of the stake. Near the point where they are most widely separated I provide the transverse webs 14, which connect the two side webs of the rib to each other and to the rounded outer portion or back 13. From the foregoing it will be seen that the side webs 12 are widest at the place where they receive the greatest strain and that they are spaced apart, though firmly joined together, at this point by the short transverse ribs 14.

It will be evident to those acquainted with the art to which this invention pertains that the car-stake hereinabove described and shown possesses a form and structure well adapted to withstand the strains to which it is subjected and at the same time carries no useless or surplus metal. Minor variations in form and structure might be made therein without departing from the substance of the invention or sacrificing the benefits and advantages thereof.

This patent is intended to embrace only so much of the disclosure made herein as is covered by the claims.

I claim—

1. A stake for a car, having a base-plate, a longitudinal rib comprising two side portions, and one or more webs connecting said side portions, substantially as described.

2. A stake for a car, having a base-plate, a longitudinal rib comprising two side portions, one or more webs connecting said side portions, and a connecting portion joining the outer edges of said side portions, substantially as described.

3. A stake for a car, having a base-plate, a longitudinal rib comprising two converging side portions, and one or more webs connecting said side portions, substantially as described.

4. A stake for a car, having a base-plate, and a longitudinal rib comprising two side portions which converge as they extend toward the opposite ends of the base, and one or more webs connecting said side portions, substantially as described.

5. A stake for a car, having a base-plate

and a longitudinal rib comprising two side portions which converge as they extend toward the opposite ends of the base, one or more webs connecting said side portions, and a connecting portion joining the outer edges of said side portions, substantially as described.

6. A stake for a car, having a base-plate with a longitudinal rib, said plate being open beneath said rib and said rib comprising two converging side portions connected together one or more webs, substantially as described.

7. A stake for a car, having a base-plate with a longitudinal rib, said plate being open 15 beneath said rib, and said rib comprising two side portions which converge as they extend toward the ends of the base, one or more webs connecting said side portions, and a rounded connecting portion joining the outer 20 edges of said side portions and the web or webs, substantially as described.

ETHAN I. DODDS.

Witnesses:

FREDERICK C. GOODWIN,
WALTER M. FULLER.