No. 893,165.

PATENTED JULY 14, 1908.

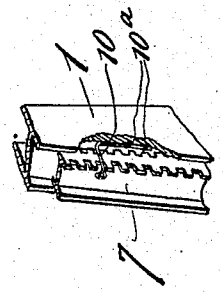
S. HALEY.

CAR STAKE.

APPLICATION FILED SEPT. 3, 1907.

2 SHEETS—SHEET 1.

Fig. 2.



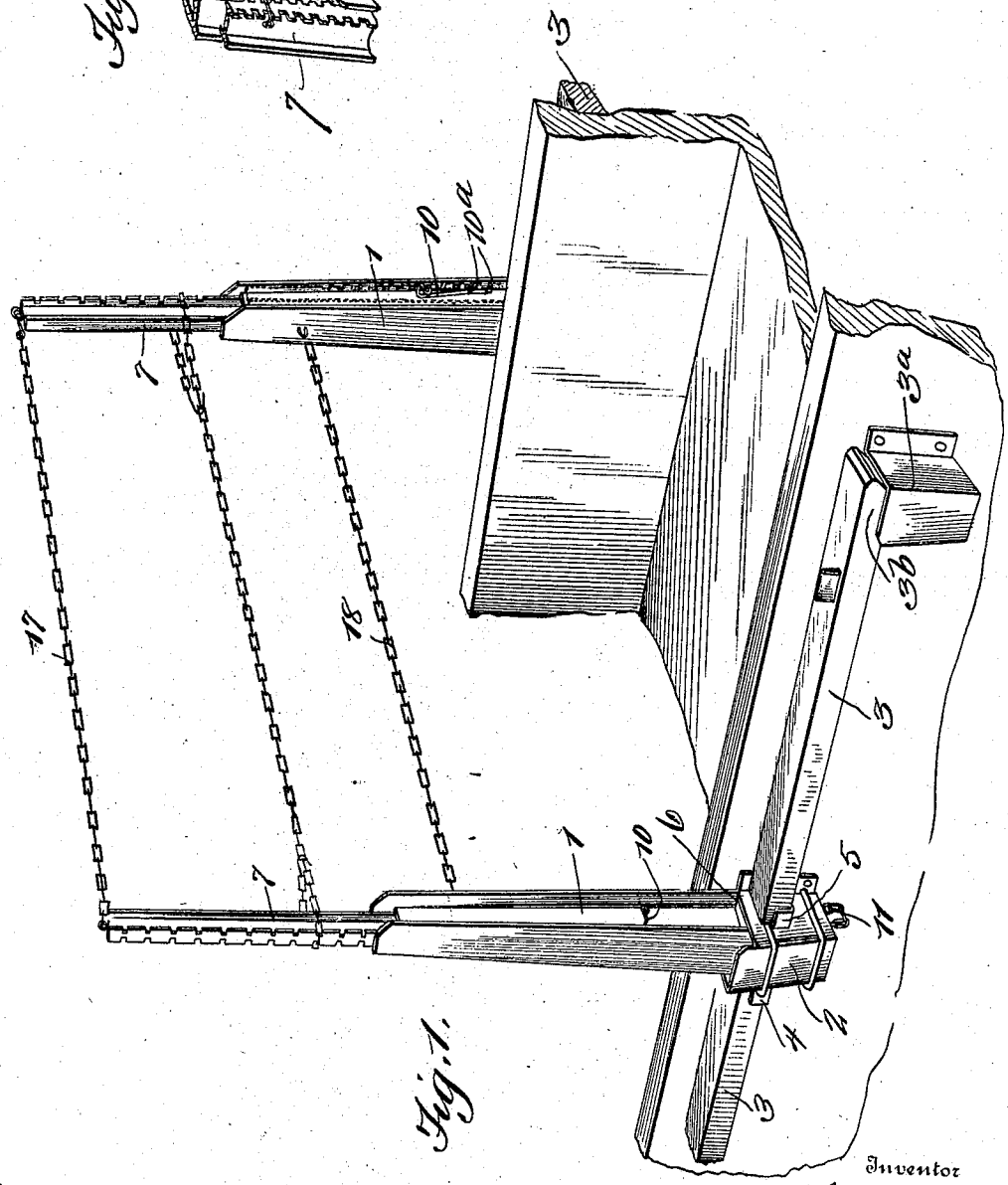


Fig. 1.

Witnesses

P. C. Bonnell.

M. O. Bowling.

Inventor

S. Haley

By D. Swift & Co.

Attorneys

No. 893,165. PATENTED JULY 14, 1908.

S. HALEY.

CAR STAKE.

APPLICATION FILED SEPT. 3, 1907.

2 SHEETS—SHEET 2.

Fig. 2.

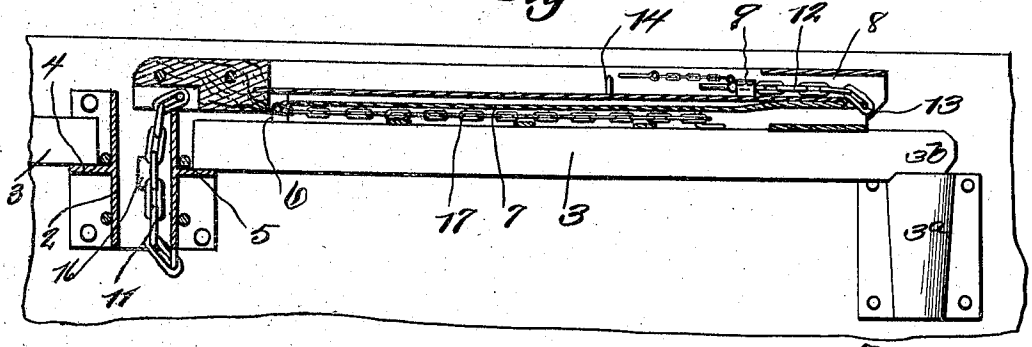


Fig. 4.

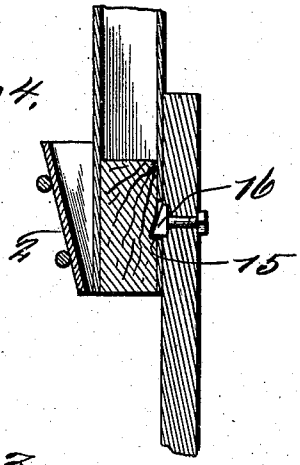


Fig. 5.

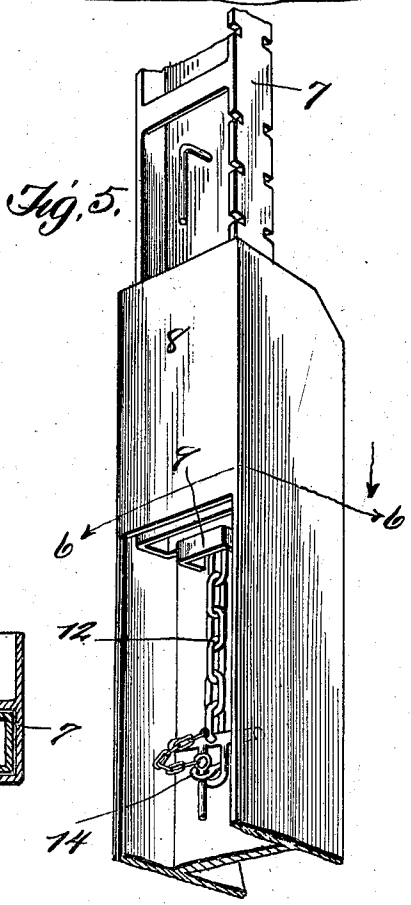
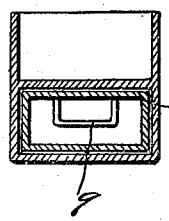


Fig. 3.

Fig. 6.



Witnesses

W. C. Bowling.

Inventor

S. Haley

By D. Swift & Co.

Attorneys

UNITED STATES PATENT OFFICE.

SAMUEL HALEY, OF ASHLAND, WISCONSIN.

CAR-STAKE.

No. 893,165. Specification of Letters Patent. Patented July 14, 1908.

Application filed September 3, 1907. Serial No. 391,193.

To all whom it may concern:

Be it known that I, SAMUEL HALEY, a citizen of the United States, residing at Ashland, in the county of Ashland and State of Wisconsin, have invented a new and useful Car-Stake; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to car-stakes, and has for its object to provide a simple and inexpensive device of this character, capable of being attached to flat cars and gondola cars, and which can be compactly folded when not in use.

With these and other objects in view the invention consists in a novel construction and arrangement of parts hereinafter described, and particularly pointed out in the appended claims.

In the drawing, Figure 1 is a perspective view of a portion of a car showing the improved car stakes applied thereto. Fig. 2 is a side elevation of a portion of the car showing a car stake in a folded position, and other parts of the construction partly in section. Fig. 3 is a vertical sectional view through the car stake and its connections between it, and the car. Fig. 4 is a sectional view of line 4—4 of Fig. 3. Fig. 5 is a perspective view of the central portion of the car stake, showing the connection between the two members 7 and 8. Fig. 6 is a sectional view on line 6—6 of Fig. 5. Fig. 7 is a detail view of the second section of the standard, showing the same in a folded position.

Referring to the drawings, 1 designates a vertical standard pivotally mounted in a socket 2 and adapted to lie in a horizontal position when not in use. When the standard 1 is disposed horizontally it rests upon supporting members 3, said supporting members being supported at their ends 3^b, by the supports 3^a, as shown. The socket 2 is also provided with horizontally disposed receiving members 4 and 5, which extend in opposite direction and are adapted to support one end of the supporting members 3. The lower end of the standard 1 is provided with a shoulder 6 which rests upon socket 2 thus holding it in the desired position. The upper end of standard 1 is provided with a smaller standard 7, which is pivotally mounted in a socket 8 formed on the upper end of standard 1. When in its normal position standard 7 rests upon a U-shaped bracket 9 as clearly illustrated, and when folded within standard 1, the two are held in engagement with each other by means of a spring 10. This spring is secured to the standard 1, as at 10^a, and the free portion of the spring is shaped in such wise as to engage the smaller standard 7, that is, when it is folded in the position shown in dotted lines in Fig. 1.

Standard 1 is held in engagement with socket 2 by means of a chain 11, connected with the lower part of said socket. Standard 7 is also provided with a chain 12, which is connected with a hook 13, as clearly shown. When it is desired to lock standard 7, in its vertical position, the same is accomplished by connecting the chain with an O-shaped arm 14, as will be readily understood. The standard 1 is provided with a recess 15, which is engaged by a lug 16, thus locking said standard in its socket when it is in operative position, that is to say, one of the chains connecting the upper portions of the standard is drawn sufficiently taut so as to draw the standards toward one another; in this manner, the recess 15 will continually engage the lug 16, so as to prevent upward movement of the standard. Standard 7 is provided with a hooked chain 17, which is designed to connect the upper ends of standards on opposite sides of the car, as will be readily understood. Standard 1 is also provided with a chain 18, designed for a similar purpose.

The upper stakes are provided with a plurality of notches for the purpose of adjusting the cross chains, to the height of the load, as will be readily understood.

What is claimed is,

1. In a device as set forth, the combination of a car body having sockets provided upon opposite sides thereof, with horizontally disposed receiving members 5, a car stake comprising two members, one supported within the other, received by said socket, supporting members 3 for supporting the car stake when folded in a horizontal position, said receiving members 5 designed to hold the adjacent ends of said supporting members 3, supports 3^a for the outer ends of said supporting members, one of the members of said stake being provided at its lower end with a recess, a lug disposed upon the inside of the

socket to engage said recess, and a chain for anchoring the standard permanently to the socket.

2. In a device as set forth, the combination of a car body having sockets provided upon opposite sides thereof, with horizontally disposed receiving members 5, a car stake comprising two members, one supported within the other, received by said socket, supporting members 3 for supporting the car stake when folded in a horizontal position, said receiving members 5 designed to hold the adjacent ends of said supporting members 3, supports 3^a for the outer ends of said supporting members, one of the members of said stake being provided at its lower end with a recess, a lug disposed upon the inside of the socket to engage said recess, one of the members of the stake having a shoulder to engage the upper portion of the socket, and provided with a recess having one end of a chain secured therein, the other end of the chain being secured to the car body so as to anchor the stake to the socket and a chain for anchoring the two members of the stake together.

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

SAMUEL HALEY.

Witnesses:
CARL A. RUDQUIST,
C. L. JACOBSON.