

(No Model.)

A. MORISON.
CAR STAKE.

No. 428,567.

Patented May 20, 1890.

Fig. 1.

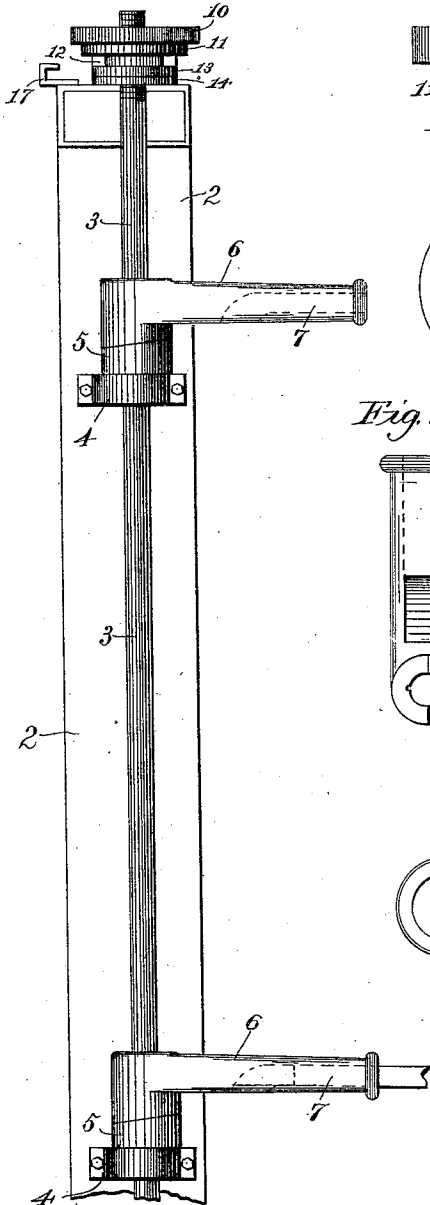


Fig. 5.



Fig. 6.

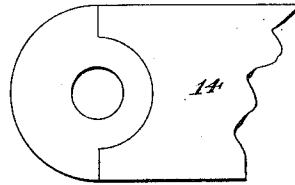


Fig. 2.

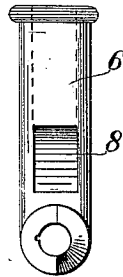


Fig. 3.

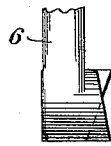
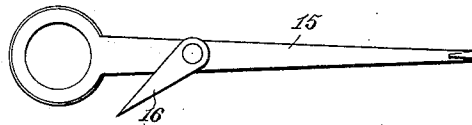


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

ALEXANDER MORISON, OF ALPENA, MICHIGAN, ASSIGNOR OF ONE-HALF TO
GEORGE G. SPEECHLY, OF SAME PLACE.

CAR-STAKE.

SPECIFICATION forming part of Letters Patent No. 428,567, dated May 20, 1890.

Application filed June 10, 1889. Serial No. 313,814. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER MORISON, of the city of Alpena, in the county of Alpena and State of Michigan, have invented a new and useful Improvement in Car-Stakes, of which the following is a full, clear, and exact description.

The object of my invention is to provide railroad platform-cars or logging-cars with suitable stakes or stanchions for holding in place lumber, timber, telegraph-poles, saw-logs, or other commodity, and having such construction and accessory appliances that the same may be removed to liberate the load with facility and expedition and without endangering the operator; and to these ends my invention consists of the peculiar construction and arrangement of parts, as hereinafter more fully set forth.

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

Figure 1 is a vertical projection of the apparatus, showing the same attached to the sills of a platform-car. Fig. 2 is a side view of the detached stake or stanchion proper. Fig. 3 is an edge view of the same. Fig. 4 is a lever with dog attached for the purpose of turning the screw-threaded wheel shown in Fig. 5. Fig. 6 is a crotched brace to prevent any lateral motion of the wheel shown in Fig. 5.

In Fig. 1, 1 and 2 represent the end and side sills, respectively, of a platform-car.

3 is a rod of iron or other suitable material passing through the boxes 4 4, which are firmly fastened to the sill 2. Said boxes have a projection on one side of the same 5 5 in the form of a screw-clutch. This screw-clutch engages its counterpart at the foot of the socket-stanchion 6 6, which stanchion is firmly fixed and keyed to rod 3.

7 is a hole or socket in stanchion 6 to receive a stake in case it is desired to lengthen the stanchion, and 8 of Fig. 2 is an opening at the bottom of said socket to prevent any rubbish from collecting therein and to permit the same to fall through. Rod 3 is threaded at the end 9, and wheel 10 has a con-

cave threaded orifice engaging the threaded end of rod 3, and also a notched periphery to engage the dog 16 of Figs. 1 and 4.

11, 12, and 13 of Fig. 5 are solid fixed parts of the wheel 10. The crotched brace 14 of Figs. 1 and 6 is fixed to the sill 1, and engages the flange 13 of the wheel 10 in such manner as to prevent any lateral motion of wheel 10.

15 is a lever fitting and turning freely upon that portion of the wheel marked 11, and by means of which lever, together with the dog 16, engaging said toothed or notched periphery, the wheel 10 may be easily turned upon the rod 3.

17 is an adjustable swinging hook attached to sill 1 to hold lever 15 when at rest.

Fig. 1 shows the stakes or stanchions 6 6 in an upright position for holding logs or poles, the screw-clutches of the same locked to their counterparts 5 5. Now, to unlock the clutches and free the stakes or stanchions so as to permit the load to roll off or be discharged, the threaded wheel 10 is turned on the rod 3, by which means, wheel 10 being held by a crotch-brace 14, rod 3, with its stanchions 6 6, is drawn toward wheel 10, whereupon said stakes 6 6 swing over down to an inverted position below the side of the car, rod 3 turning in the boxes 4 4. Wheel 10 may be turned either by the hands or by the lever 15, and rod 3 and stanchions 6 6 may be held from swinging while inverted by locking with wheel 10. Said stanchions 6 6 may have planks attached thereto for holding sand, coal, stone, or other loose material.

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

1. The hollow socket-stanchion 6, with the opening 8, and clutch for holding the same in position, as set forth.

2. The clutch bracket or box 4 5, in combination with said stanchions 6, substantially as and for the purpose described.

3. The combination of stanchion and box 4 5 with rod 3 and wheel 10, substantially as and for the purposes represented.

4. The combination, in a platform or log-

ging car appliance for a car-stake, of the wheel 10, with the fixed crotch-brace 14, and lever 15, with attached dog 16, substantially as and for the purposes described.

- 5 5. The combination, in a platform or logging car appliance for a car-stake, of the socket-stanchion 6, having a clutch-fastening keyed to a rod turning in boxes 4 4, fastened to the lateral sill of a car, also a threaded
10 wheel adapted to be turned upon the rod 3 to

force the same longitudinally, together with the lever and dog for turning said wheel, and the crotch-brace for holding said wheel in place, all substantially as and for the purposes described.

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Witnesses:

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