H. H. SEAMAN.

FOLDING CAR STAKE.

APPLICATION FILED AUG. 23, 1907.

907,183. Patented Dec. 22, 1908.

2 SHEETS—SHEET 1.

Fig. 1.

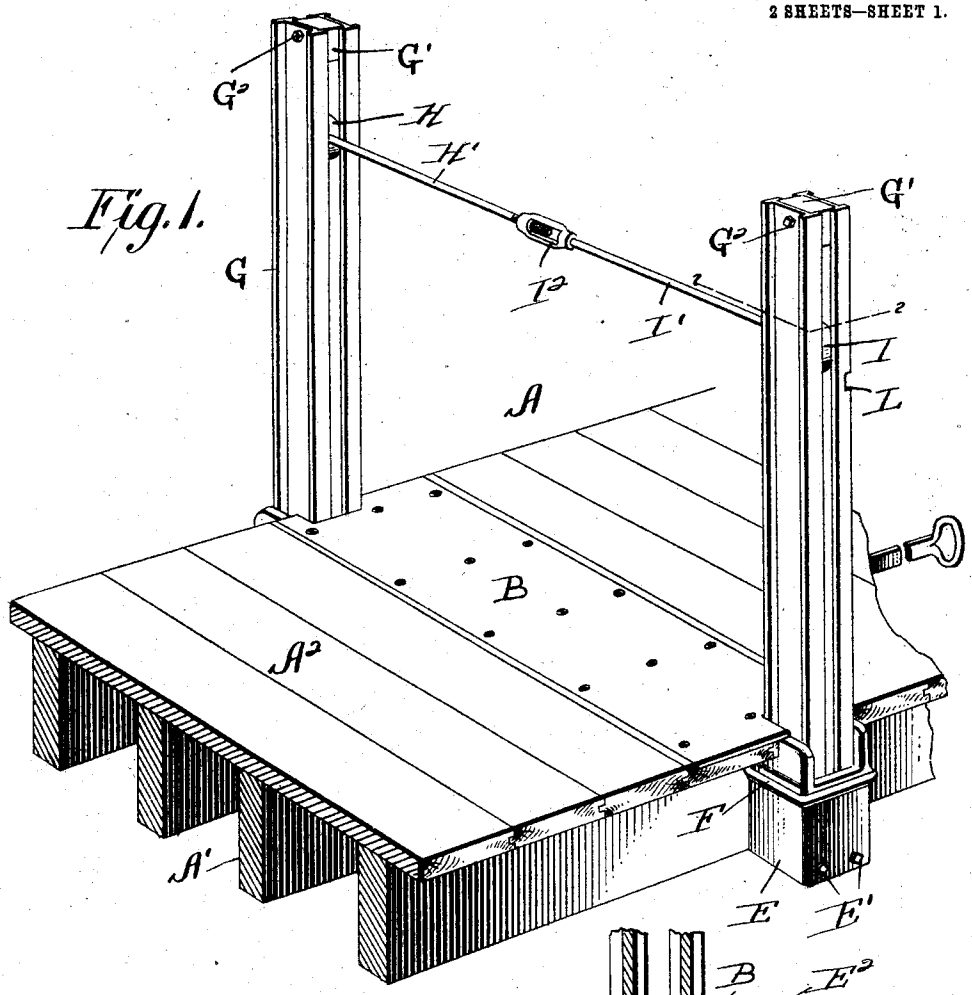


Fig. 2.

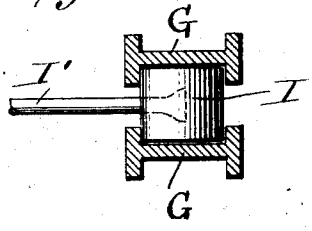
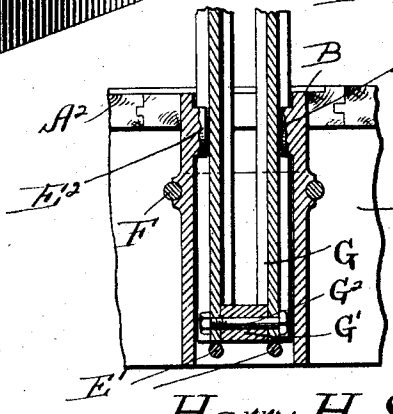


Fig. 3.



Witnesses

Alice W. Holmes

Asa P. Albright

Inventor

Harry H. Seaman,

By O'Meara & Brock

Attorneys

THE NORRIS PETERS CO., WASHINGTON, D. C.

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2 SHEETS—SHEET 2.

Fig. 4.

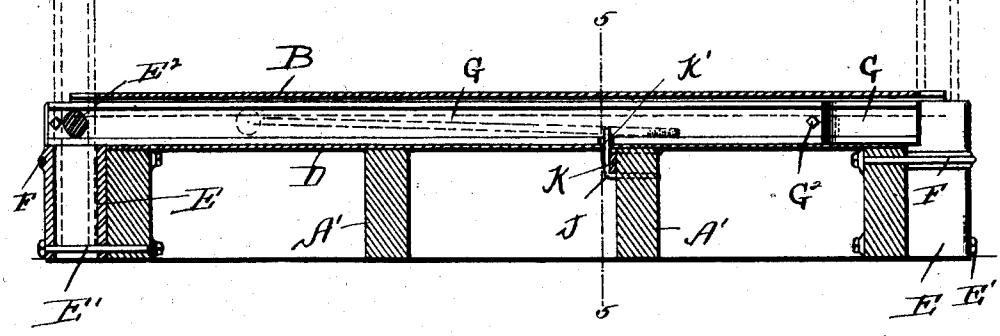


Fig. 5.

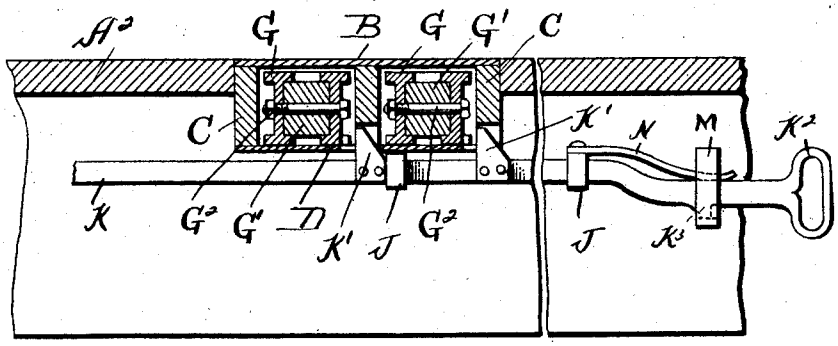
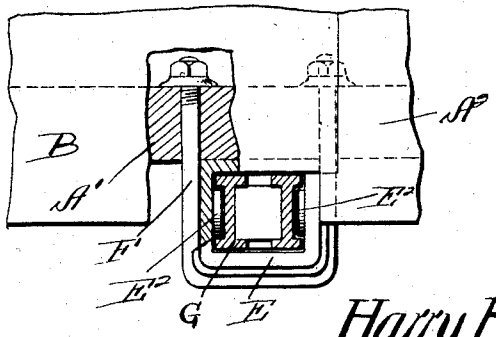


Fig. 6.



Inventor

Harry H. Seaman,

By O'Meara & Brock

Attorneys

Witnesses

Oliver W. Holmes

Asa P. Albright

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HARRY H. SEAMAN, OF EVERETT, WASHINGTON.

FOLDING CAR-STAKE.

No. 907,183. Specification of Letters Patent. Patented Dec. 22, 1908.

Application filed August 23, 1907. Serial No. 389,896.

To all whom it may concern:

Be it known that I, HARRY H. SEAMAN, a citizen of the United States, residing at Everett, in the county of Snohomish and State of Washington, have invented a new and useful Improvement in Folding Car-Stakes, of which the following is a specification.

This invention relates to certain new and useful improvements in my application for patent for folding car stake, filed Feb. 4, 1907, Serial Number 355,728, the object being to simplify the general construction and to form the stake connecting rod in two pieces so that it can be swung in between the stake when the stake is folded.

Another object of my invention is to form a stake out of a pair of **I**-shaped bars spaced apart forming guideways and casings for the connecting rod.

Another object of my invention is to provide very novel locking means for locking the stakes in a folded position, so as to prevent the same from accidentally slipping out from one side.

Another object of my invention is to provide a very novel socket for holding the stake which will support the stake in a rigid vertical position.

With these objects in view, the invention consists in the novel features of construction, combination and arrangement of parts, hereinafter fully described and pointed out in the claims.

In the drawings forming a part of this specification:—Figure 1 is a perspective view of an end portion of a flat car showing my improved stake arranged thereon in a vertical position. Fig. 2 is a section taken on line 2—2 of Fig. 1. Fig. 3 is a detail vertical sectional view through the socket and a portion of the stake. Fig. 4 is a transverse sectional view through the car showing my improved stake folded. Fig. 5 is a section taken on the line 5—5 of Fig. 4. Fig. 6 is a detail plan view, a portion of the car and socket partly broken away showing the manner of connecting the socket to the side-sill.

Referring to the drawings A indicates the top of an ordinary flat car formed of the usual car-sills A′ and planking A^2, a plank being left off adjacent each end of the car forming an opening which is closed by a metal plate B. Notches are formed in the top of the inner-sills, in which are secured cross-beams C which are inclosed by a metal plate D at their bottom, forming spaced casings for the purpose hereinafter fully described. The outside sills are notched to opposite sides of the transverse center of the notches of the inner sills, over which on the outside of the sills are secured sockets E, by **U**-shaped bolts F which fit into an annular groove formed in a boss on the outside of the socket, and extends through the outside sill and are locked by the ordinary nut. The lower end of the sockets are secured to the sills by bolts E′ forming stops for the purpose hereinafter fully described. The outer side of the sockets at their upper ends, are notched and projecting inward from opposite sides of the sockets, adjacent their upper edges, are curved lugs E^2.

Mounted in each of the sockets is a stake formed of a pair of **I**-shaped bars G, spaced apart at their ends by blocks G′ which are secured together by bolts G^2, adapted to engage the lugs of the sockets which work in the grooves of the bars, and prevent the stakes from being removed, the bolts E′ forming stops on which the lower ends of the stakes are adapted to rest when in a vertical position.

Mounted in the guide-ways formed between the two bars of the stakes are curved blocks H and I, the block H carrying a rod H′ having a threaded end, and the block I carrying a rod I′ on which is mounted a turn-buckle I^2 adapted to engage the threaded end of the rod H′ and securely lock the stakes together and in a vertical position. When it is desired to fold the stakes the bars are disconnected, and swung down in the guide-ways, the stakes are then drawn upwardly and swung outwardly until they rest on the upper edge of the notch of the sockets. They are then shoved inwardly into the casings, the bottom plate of which forms guideways for the same. For locking the stakes in this position I secure on the inside of one of the middle sills, guide-members J, in which is mounted a locking bar K which extends the whole length of the car, and is provided with upwardly extending locking lugs K′ adjacent each end, adapted to work through openings formed in the casing, and fit into notches L formed in the flanges of the bars of the stake for securely locking the stakes in a folded position, so as to prevent the same from working to the side of the car. The locking bar K is provided with a handle K^2 at one end, for operating the bar, and a lug K^3 adapted to be held into engagement with a bracket M

by a spring N mounted on one of the guide-members J. It will be seen that when it is desired to release the stakes, the bar is moved upwardly and drawn outwardly, so as to throw the locking lugs out of engagement with the notches of the stake, so as to allow the stakes to be drawn outwardly and put in position to be used.

From the foregoing description it will be readily seen that I have provided very novel stakes, which are exceedingly simple and cheap in construction and which can be folded and pushed under the platform of the car, and securely locked out of the way.

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

1. In a folding car stake, the combination with sockets, of stakes having interlocking and sliding connection with said sockets and sliding means for locking said stakes in a folded position.

2. The combination with sockets, of stakes having interlocking and sliding connection with said sockets, blocks slidably mounted in said stakes, means connecting said blocks and sliding means for locking said stakes in a folded position.

3. The combination with notched sockets and slotted stakes mounted in said sockets, blocks slidably mounted in said stakes, means connecting said sockets, and sliding means for locking said stakes in a folded position.

4. The combination with notched car sills, having casings arranged therein, of sockets secured on the outside sills, stakes having an interlocking and sliding connection with the sockets, adapted to slide in said casings, and means slidably mounted in brackets carried by the car for locking said sockets in said casings.

5. In a folding car stake, the combination with notched car sills having casings arranged therein, of sockets secured on the outside of said sills, of stakes slotted throughout, their length, mounted in said sockets, blocks slidably mounted in said stakes carrying means for connecting said stakes, and means for locking said stakes in a folded position.

6. The combination with a car having notched sills, having spaced casings arranged therein, of notched sockets arranged over the notches of the outside sills, grooved stakes arranged in said sockets having an interlocking and sliding connection with the sockets adapted to slide into said casings and means for locking said stakes in said casings.

7. The combination with notched sills, having notched sockets secured over said notches, stakes having interlocking and sliding connection with the said sockets, said stakes having notches formed therein, and a bar provided with locking lugs adapted to fit in said notches when said stakes are in a folded position, for the purpose described.

8. In a folding car stake, the combination with notched sills having casings arranged therein, of notched sockets arranged over the notches of the outside sills, said sockets being provided with oppositely disposed lugs, stakes provided with guide-ways arranged in said sockets having an interlocking and sliding connection therewith, a locking bar slidably mounted on one of said sills provided with locking lugs, adapted to engage notches formed in said stakes, when in a folded position, for the purpose described.

HARRY H. SEAMAN.

Witnesses:
L. C. PLAYFORD,
J. E. SWALWELL.