No. 859,555. PATENTED JULY 9, 1907.

R. E. FRAME.

CAR STAKE.

APPLICATION FILED APR. 4, 1907.

Fig. 1.

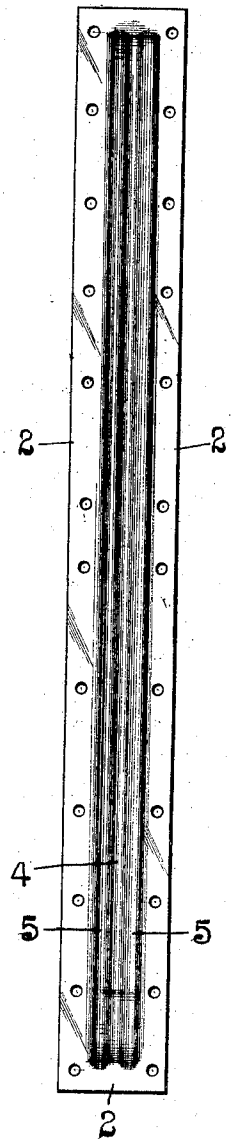


Fig. 2.

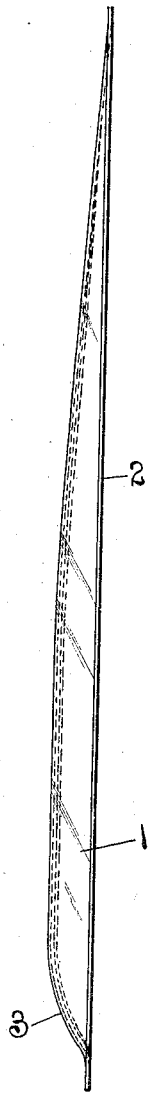
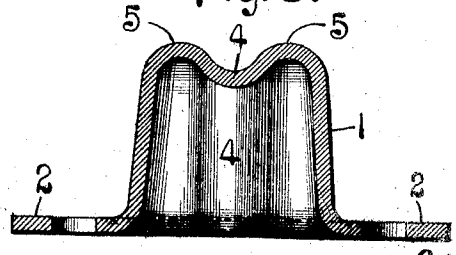


Fig. 3.



Witnesses
A. J. McCauley
Nellie L. Church

Inventor:
Robert E. Frame
BY
Bakewell & Cornwall
ATT'YS.

UNITED STATES PATENT OFFICE.

ROBERT E. FRAME, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

CAR-STAKE.

No. 859,555. Specification of Letters Patent. Patented July 9, 1907.

Application filed April 4, 1907. Serial No. 366,342.

To all whom it may concern:

Be it known that I, ROBERT E. FRAME, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Car-Stakes, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of a car stake constructed in accordance with my invention; Fig. 2 is an edge view of the stake shown in Fig. 1; and Fig. 3 is an enlarged cross sectional view of the stake.

This invention relates to car stakes.

The object of my invention is to provide a pressed metal car stake that will be strong and which will not project a great distance beyond the side of the car on which it is used.

The pressed metal car stakes which have heretofore been used to some extent were provided with a longitudinally extending strengthening rib that projected outwardly some distance beyond the body of the stake, thus adding considerably to the dimensions of the stake and accordingly necessitating a reduction in width of the car body on which the stake was used so that the extreme width of the car would not be greater than the width of tunnels and other openings which are constructed to receive cars of standard width. Consequently, stakes of the character referred to have not gone into general use for two reasons; first, because they could not be used on car bodies of standard width as they projected too great a distance beyond the sides of the car and prevented it from passing through openings of ordinary size, and second, because they could only be used on specially constructed car bodies, the carrying capacity of which was much less than the car bodies of standard size.

My improved stake is so constructed that it can be used on standard size car bodies and moreover, it is much stronger than the pressed metal stakes which have heretofore been used and also possesses other desirable features.

Referring to the drawings which represent the preferred form of my invention, 1 designates the body portion of a car stake formed from pressed metal, said body portion being approximately channel-shape in cross section, and 2 designates a continuous flange that projects laterally from the sides and top and bottom of the body portion, this flange being provided with openings to receive the fastening devices which secure the stake to the side of the car.

As shown in Fig. 2, the body portion 1 curves inwardly at 3 and merges into the flange at the lower end of the stake and from a point adjacent the center of the stake, said body portion gradually diminishes in depth toward the upper end of the stake where it merges into the flange at the top of the stake, thereby producing a stake which is closed at its upper and lower ends so that it will be impossible for moisture and dirt to get into the interior of the stake. The outer wall of the body portion 1 is provided with a longitudinally extending strengthening rib 4 that projects inwardly, thus forming two parallel ribs 5 closed at their opposite ends and extending the entire length of the stake. As the depth of the body portion of the stake does not exceed the depth or thickness of the ordinary wooden stakes and stakes formed from commercially rolled members I am able to use the stake on car bodies of standard size. Furthermore, the stake is very strong and rigid as it is provided with three parallel ribs that extend throughout its entire length.

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

1. A pressed sheet metal car stake having an approximately channel-shaped body portion, the outer wall of which is provided with an inwardly projecting strengthening rib; substantially as described.

2. A car stake formed of pressed sheet metal comprising a body portion of approximately channel shape in cross section provided in its outer wall with an inwardly projecting strengthening rib extending throughout the major portion of its length, and flanges on said body portion for securing the stake to the side of a car; substantially as described.

3. A car stake formed of pressed sheet metal and comprising a hollow body portion, the outer wall of which is provided with a plurality of parallel strengthening ribs that extend throughout the major portion of the length of the stake, and attaching flanges on said body portion; substantially as described.

4. A car stake formed of pressed sheet metal and comprising a body portion of approximately channel-shape in cross section, said body portion merging at its opposite ends into flanges, the outer wall of said body portion being provided with an inwardly projecting rib, and integral flanges at the sides of said body portion; substantially as described.

5. A car stake formed of sheet metal and comprising a hollow body portion of varying depth, and a continuous integral flange projecting laterally from the sides and top and bottom of said body portion, the outer wall of said body portion being shaped to form a plurality of parallel strengthening ribs that diminish in depth gradually from the lower to the upper end of the stake; substantially as described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this second day of April 1907.

ROBERT E. FRAME.

Witnesses:
WELLS L. CHURCH,
GEORGE BAKEWELL.