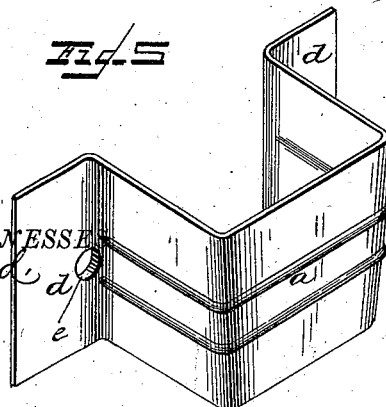
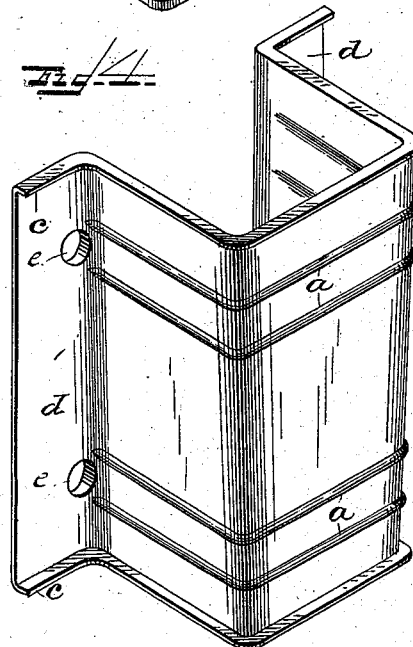
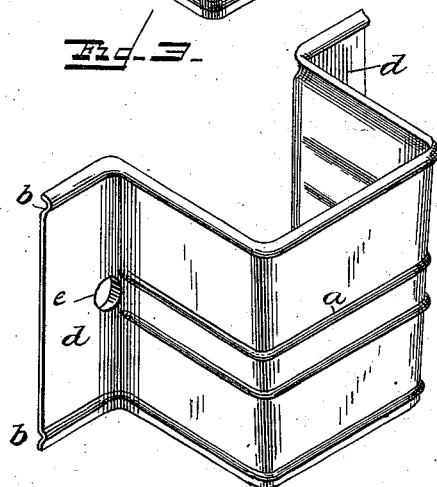
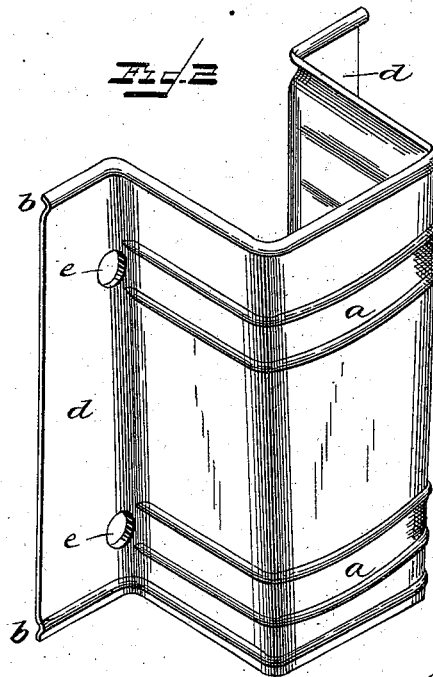
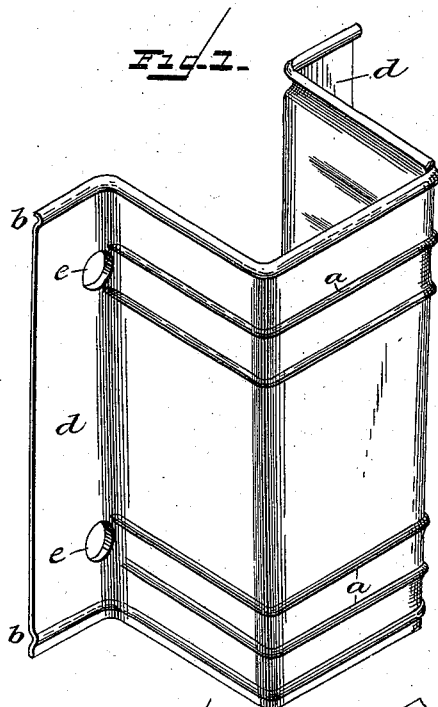


(No-Model.)

C. T. SCHOEN.
STAKE POCKET FOR CARS.

No. 381,174.

Patented Apr. 17, 1888.



WITNESSES
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UNITED STATES PATENT OFFICE.

CHARLES T. SCHOEN, OF PHILADELPHIA, PENNSYLVANIA.

STAKE-POCKET FOR CARS.

SPECIFICATION forming part of Letters Patent No. 381,174, dated April 17, 1888.

Application filed January 21, 1888. Serial No. 261,483. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. SCHOEN, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Stake-Pockets for Cars, of which the following is a full, clear, and exact description.

The pockets or holders to receive and sustain in useful position the stakes used upon the sides of platform or flat cars for railways heretofore, so far as I am aware, have been made as iron castings of great weight, and consequently constituting a very considerable item of expense in car construction. These stake-holders are subjected in use to enormous strain, and hence must of necessity be very strong.

I have demonstrated that wrought metal—such as Bessemer steel and other steels low in carbon—in the form of sheets or plates—say three-sixteenths of an inch thick and weighing about four and a half pounds to the pocket—can be employed practically and successfully in fulfilling all the conditions of strength and durability in a stake-pocket equally with cast-iron, and at less cost per pocket for production, and obviously of less weight. In producing such pockets of wrought metal, whether iron or steel, I prefer, from an economic standpoint, to use the die-forging process, though I do not limit my invention to any process or means of producing the pockets.

My invention, therefore, consists of a stake-pocket of wrought metal, constructed with flanges or beads to strengthen, re-enforce, or brace it, and also with projections, preferably in the form of beads, to receive the medium used to secure the pocket or holder to the car and prevent displacement thereof.

In the accompanying drawings, in the several figures of which like parts are similarly designated, Figure 1 is a perspective view of the preferred form of pocket, and Figs. 2, 3, 4, and 5 similar views of modifications.

The drawings illustrate the more common forms of stake-pockets now in use.

Where two clips or straps are employed to secure the pocket to the car, as in Figs. 1, 2, and 4, I form near each end of the pocket pairs of parallel beads or ribs *a*, extending on the three sides of the body of the pocket to re-

ceive such clips and prevent their displacement and the slipping or driving out from the clips of the pocket when the stake is inserted in the pocket. These ribs or beads serve also to re-enforce or strengthen the pocket, or to stiffen it, and to increase its resistance to the tendency to spread or become distorted under the strain of the stake. When only one clip is used, as in Figs. 3 and 5, then only one pair of beads is used, and these are usually arranged about midway between the ends of the pocket. The edges of the pocket likewise may be provided with re-enforcing beads or ribs *b*, as in Figs. 1, 2, and 3, or, instead of beads or ribs, flanges *c*, as in Fig. 4, may be used, or the end beads or flanges may be omitted, as in Fig. 5; but I much prefer to employ them, as the ends or openings of the pockets, and particularly their mouths, are the most vulnerable point, and therefore require to be of great strength. The beads or flanges preferably extend clear across the pockets.

As shown in Fig. 2, the metal between the ribs *a* may be bowed outwardly, so as to enable one to use curved instead of angular clips.

The flanges *d* are provided with the usual holes, *e*, for the passage of the clips.

I do not limit my invention to these forms of pockets, but include in it all forms which may be made of sheet or plate metal by die-forging or analogous metal-working processes or mediums.

The particular art of making stake-pockets from wrought metal in accordance with my invention forms the subject of my application for patent of even date herewith entitled "dies for making stake-pockets for cars."

What I claim is—

1. A stake pocket or holder constructed of wrought metal and having edge beads or flanges for bracing the same, and also provided with projections to hold in position the medium employed for fastening the pocket to the car and prevent displacement, substantially as described.

2. A stake-pocket struck up from sheet metal and formed with re-enforcing beads or flanges, which serve also to receive the strap or clip for securing the pocket to the car, substantially as described.

3. A stake pocket or holder for railway-cars,

constructed of sheet metal and having
strengthening beads or flanges on its edges,
and a suitable number of intermediate beads
or flanges, which, in addition to re-enforcing
5 the pocket or holder, also serve to receive the
fastening bands or clips, substantially as de-
scribed.

4. A stake pocket or holder constructed of
wrought metal and having edge beads or flanges
10 for bracing the same, and also having a suit-
able number of pairs of strengthening beads

or flanges, which additionally serve to receive
the medium employed for fastening the pocket
to the car and prevent displacement, substan-
tially as described.

In testimony whereof I have hereunto set
my hand this 20th day of January, A. D. 1888.

CHARLES T. SCHOEN.

Witnesses:

WM. H. LEWIS,
EDWIN A. SCHOEN.