

(No Model.)

J. P. CAGIGAL.
STAKE POCKET FOR CARS.

No. 494,409.

Patented Mar. 28, 1893.

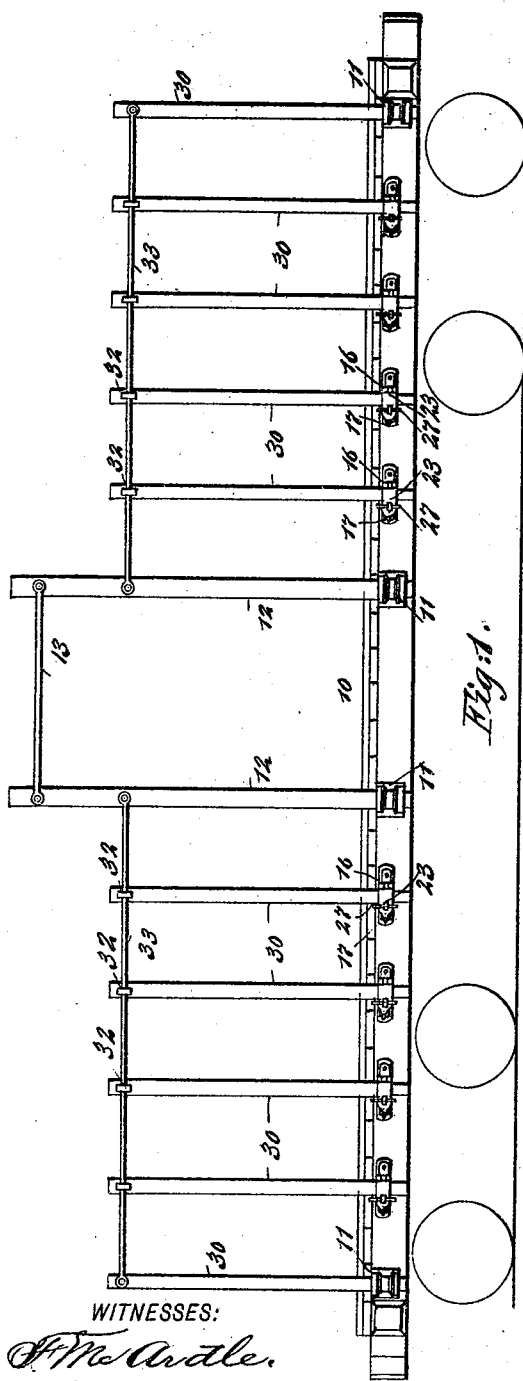


Fig. 1.

WITNESSES:

J. M. Apple
C. Bedgwick

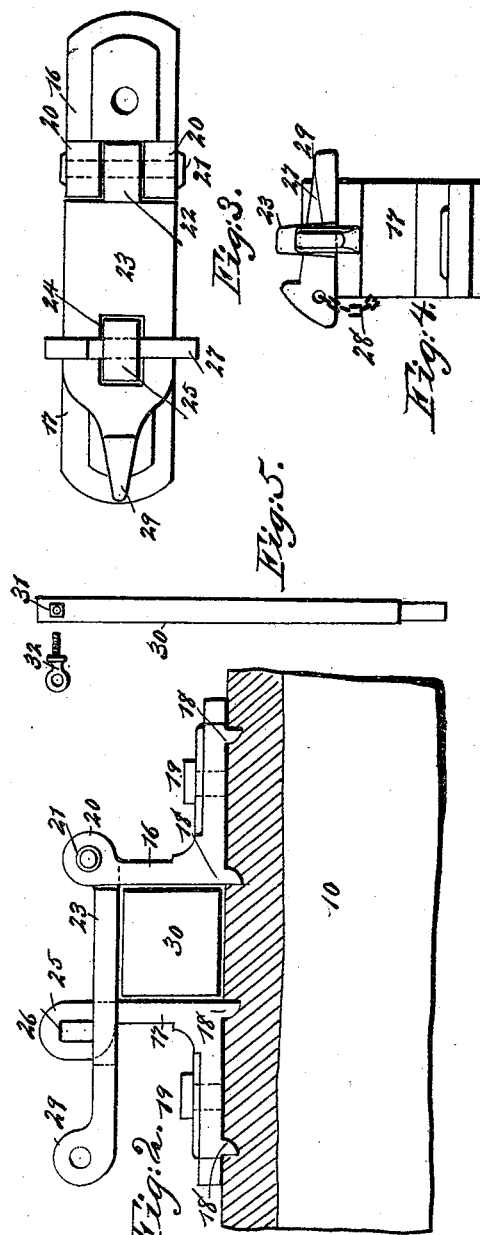


Fig. 2.



Fig. 3.

Fig. 5.

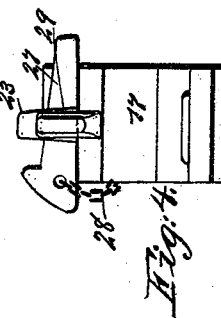


Fig. 4.

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JUSTO PEREZ CAGIGAL, OF SAN AUGUSTIN, CUBA.

STAKE-POCKET FOR CARS.

SPECIFICATION forming part of Letters Patent No. 494,409, dated March 28, 1893.

Application filed December 3, 1892. Serial No. 453,915. (No model.)

To all whom it may concern:

Be it known that I, JUSTO PEREZ CAGIGAL, a citizen of the United States, at present residing in San Augustin, Cuba, have invented
5 new and useful Improvements in Stake-Pockets for Cars, of which the following is a full, clear, and exact description.

My invention relates to improvements in pockets and also in stakes, or rather in the
10 arrangement of stakes for flat cars.

The object of my invention is to construct the pockets and arrange the stakes of a flat car in such a way that the car may be conveniently loaded and unloaded, and the stakes
15 easily fastened and unfastened and also slipped to one side when necessary.

A further object of my invention is to construct the pockets in such a way that they may be very cheaply made, and substantially
20 as strong as the ordinary rigid pockets.

To these ends, my invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

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

Figure 1 is a side elevation of a car provided with my improved pockets and stakes.
30 Fig. 2 is an enlarged plan view of one of the pockets, showing the same applied to a car and in position to hold the stake. Fig. 3 is a front elevation of a pocket. Fig. 4 is a side elevation or end view of the pocket; and Fig.
35 5 is a detail view of one of the stakes and of the stake eye by which it is fastened to its supporting bar.

The car 10, is the usual flat car, and it is
40 provided near the center and on both sides with rigid pockets 11, of the usual kind, to which the long main stakes or posts 12 are secured, and the two stakes 12 on each side of the car are connected near the top by a brace
45 or cross bar 13. On the side of the car and between the ends of the stakes 12 are a plurality of my improved pockets, which are suitably spaced, and each pocket consists of a pair of bracket plates 16 and 17, a hasp uniting
50 the plates, and a fastening device to secure the hasp in locked position. The bracket plates 16 and 17 are also angle plates, and

their inner sides, that is, the sides which fit against the car are provided with spurs 18, adapted to be embedded in the sides of the
55 car so as to prevent any slipping of the brackets, and so as to take the strain from the bolts 19, by which the brackets are fastened to the car. The bracket plate 16, has at its outer end parallel lugs 20, arranged one above another, which receive the pin 21, and the latter
60 serves as the pintle for a knuckle 22, which is held between the lugs 21, and is formed on one end of the hasp 23, which hasp is adapted to extend across the front side of the pocket
65 and confine the stake.

The hasp 23 is provided with a hole or recess 24 near its free end, which is adapted to receive the lug 25 formed on the outer end of the bracket plate 17, and this lug is perforated
70 vertically, as shown at 26, so as to receive the fastening pin 27, and the pin when inserted in the perforation, prevents the hasp from being opened. The pin 27 is held by a chain 28
75 to the side of the car, to prevent its loss. The free end of the hasp 23 is preferably turned up so as to form the handle 29.

These pockets just described are adapted to receive stakes 30, and each stake has near the top and on its outer side a metallic socket
80 31, in which is screwed an eye-bolt 32, by which the stake is fastened to the supporting bar 33. There are two of these bars on each side of the car, and each bar extends from one of the stakes 12 to the end stake 30
85 the car. These end stakes 30 may be secured if desired, in the usual rigid pocket 11, as shown in Fig. 1.

A car when provided with the pockets and stakes constructed and arranged as described, is especially adapted for conveying
90 cane to the mill, as the pockets may be easily opened and a portion of the stakes slipped to one side so as to permit the ready loading or unloading of the car, while the bars 33 and
95 eye-bolts 32 prevent the stakes from being detached and lost, and also prevent them from being fed to the cane mill with the cane, an accident which sometimes occurs with disastrous results where the old style of stakes is
100 used.

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

1. A stake pocket comprising a pair of angle brackets 16, 17, the inner members of which have bolt holes for use in bolting them to the side of a car and the outwardly projecting members of which are parallel; a vertically apertured lug 25 being formed on the outer edge of the angle bracket 17, and a hasp 23 hinged by a vertical pintle 21 to the outer edge of the bracket 16 and having an aperture 24 through which lug 26 projects, substantially as set forth.

2. A stake pocket consisting in the two angle brackets 16 17 having spurs 18 on their faces next to the car and also having apertures for the bolts 19, a lug 25 projecting from the outer vertical edge of the bracket 17 and provided with a vertical aperture 26, a hasp 23 hinged to the outer vertical edge of the bracket 16 and having an aperture 24 to re-

ceive the lug 25 and the locking pin 27, substantially as set forth.

3. The combination, with the car body and the stake pockets having means for opening them and releasing the stakes, of a plurality of stakes strung on a horizontal supporting rod 33 and adapted to enter the pockets, substantially as described.

4. The combination of the car, a plurality of pockets capable of being opened, a plurality of stakes adapted to rest in the pockets, and means, as the horizontal rod and the eyes on the stakes, for supporting the upper ends of the stakes, substantially as described.

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Witnesses:

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