

Dec. 31, 1940.

F. G. LOVE

2,226,667

LADING STRAP ANCHOR

Filed June 15, 1939

2 Sheets-Sheet 1

FIG. 1.

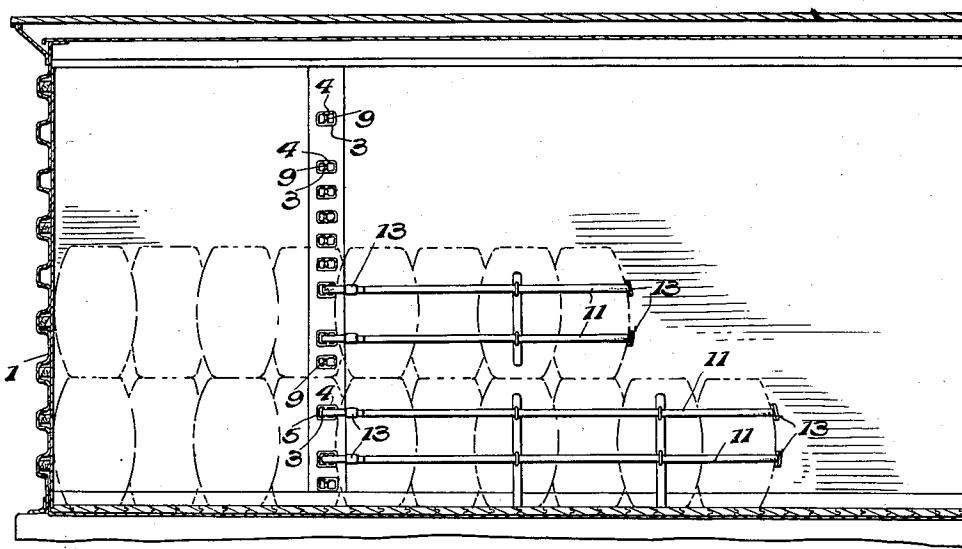
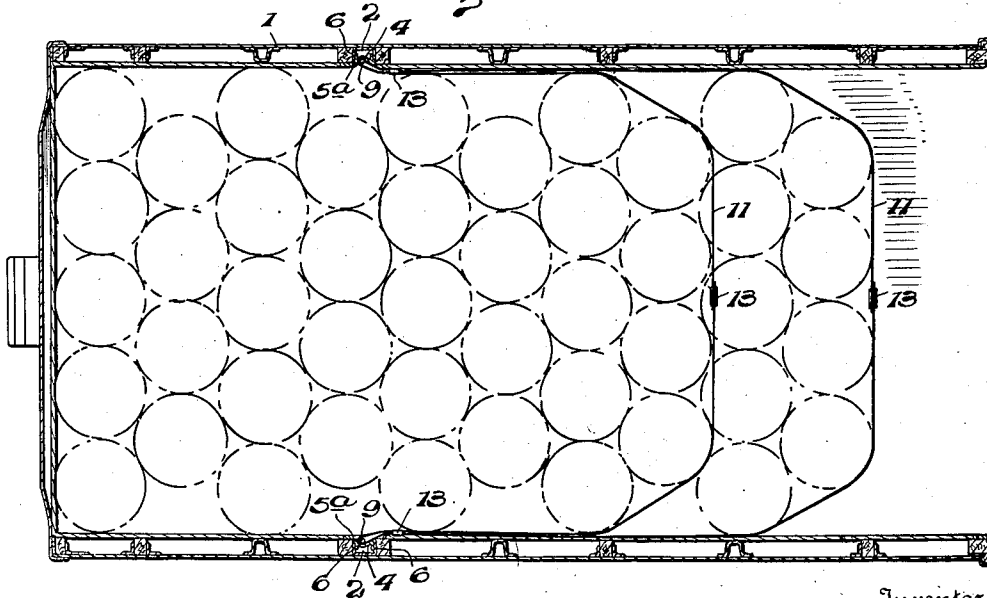


FIG. 2.



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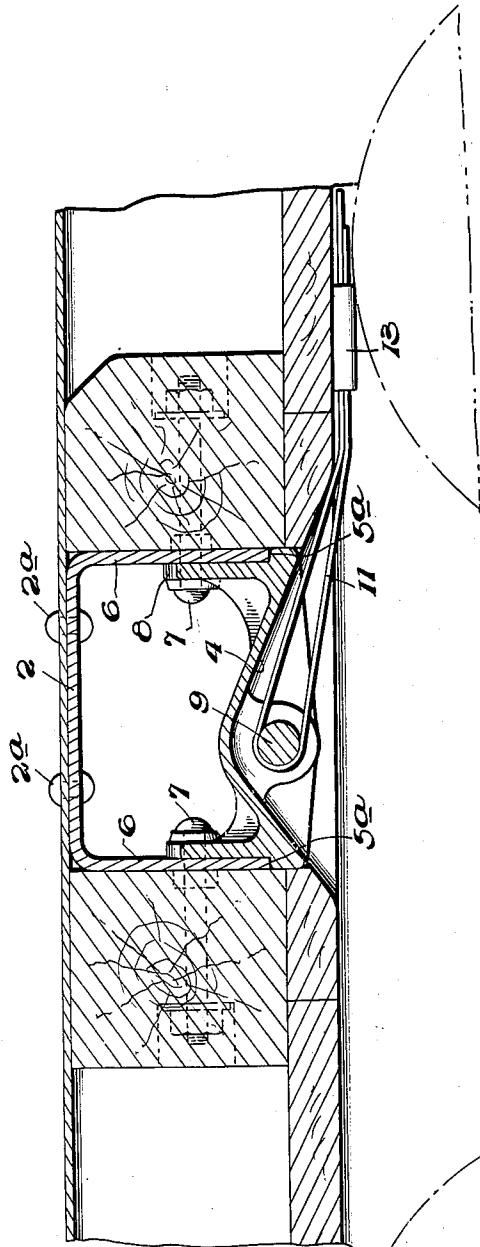


FIG. 3.

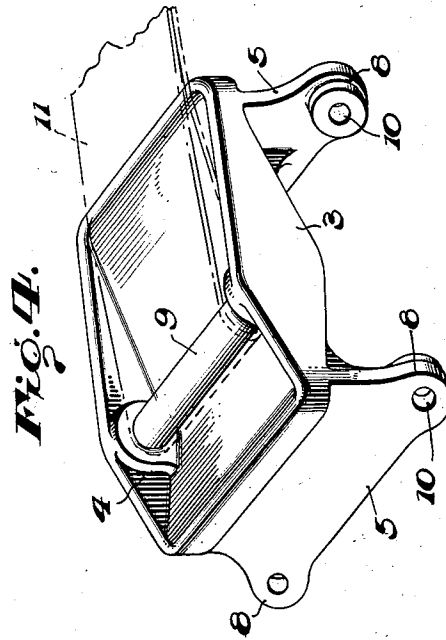


FIG. 4.

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UNITED STATES PATENT OFFICE

2,226,667

LADING STRAP ANCHOR

Frank G. Love, Yonkers, N. Y., assignor to The New York Central Railroad Company, a corporation of New York

Application June 15, 1939, Serial No. 279,354

1 Claim. (Cl. 105—369)

My invention relates to means for anchoring or bracing merchandise, et cetera, in freight cars.

Heretofore the movement of "stop off" cars has been retarded due to the methods employed in the bracing of part loads in cars, which has been a source of annoyance to both shippers and the carriers.

Another objection to the method heretofore employed is that railroad equipment was damaged due to the fastening and removal of temporary anchoring means employed.

The primary object of my invention is to provide a car with anchoring means permanently secured to the car and flush with the inner face of the wall of the car.

Another object of my invention is to provide an anchoring means for attaching temporary bulkheads or partitions for mixed or part loads in a car.

Another object of my invention is to eliminate the possibility of injury to the lading loaded in cars.

Another object of my invention is to so arrange my improved anchoring brace in the car that the car may be loaded to a plurality of consignees whereby one consignee may remove his consignment without disturbing the remaining consignments in the car.

Another object of my invention is to provide a brace that is adapted to anchor incomplete layers of lading; and with these, and other objects in view, my invention consists of the parts and combination of parts hereinafter described.

In the drawings:

Figure 1 is a vertical longitudinal section of one end portion of a car embodying my invention.

Figure 2 is a longitudinal transverse sectional view on one end portion of a car embodying my invention.

Figure 3 is an enlarged detail longitudinal transverse sectional view of a portion of a car wall with my invention in place.

Figure 4 is an enlarged perspective view of my improved anchor.

The reference numeral 1 designates a car wall into which my improved anchor is countersunk with the face of the anchor flush with the inner face of the car wall.

My improved anchor comprises an anchor support or casing 2, shown as U-shape in cross section, the flanges 6 thereof extending toward the inner face of the car wall, the portion of said support being secured to the wall sheathing of the car by means of rivets, or the like, 2a. The anchor member 3, which fits within the inner side of the anchor support or casing 2, comprises a face plate which is concaved as at 4 and is pro-

vided with flanges 5 which, when the parts are assembled, fit within the anchor support and are positioned against the inner faces of the flanges 6 of the anchor support, the shoulders 5a being seated on the outer ends of the flanges 6 of the support. The support 2 and anchor 3 are secured to the car structure by means of the bolts 7. The anchor is provided with bosses or lugs 8 on the side walls of the concave portion between which an anchor bar 9 extends, said bar being integral with said lugs 8.

The flanges 5 of the anchor 3 are provided with bolt openings 10 which register with bolt openings in the support through which the bolts 7 pass, said bolts passing through the element which is a part of the car wall structure.

As shown in Figure 1, these anchors are arranged in a vertical row and these rows are positioned at predetermined points throughout the face of the inner wall of the car in order that my improved anchoring means may be used in car-load shipments, or mixed loads may be braced in a "stop off," or other car to prevent shifting of the lading and to facilitate the removal of each batch of lading at its destination without disturbing the bracing of the balance of the lading in the car.

Partitions or bulkheads may also be secured in the car by my invention to separate different lots of lading.

The lading, for example, may consist of barrels. In this case the tie strap 11, which may be, for example, a steel band, one end of which is passed under and over the bar 9 and the end portion lapped over the body portion of the tie and locked against movement on the tie by means of a suitable lock 13; the tie is then passed around a specific lot of lading and the other end of the tie is secured to another anchor on the opposite wall, and in some instances on the same wall, the tie being tightly drawn. Layers of ladings of different lengths may be secured in position also.

What I claim is:

A device for fastening lading in a freight car comprising a vertically extending U-shaped anchor support fastened to the car side posts, an anchor member fitting between the sides of said support and having a concaved outer face, shoulders on said anchor designed to engage the edges of the sides of the U-shaped support, flanges extending from said member against the sides of the support, fastening means connecting said flanges to the sides of the support, and an anchor bar positioned within said concavity and connected at both ends to the anchor member and parallel with said flanges of the anchor member.

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