Aug. 20, 1957 I. JOHNSEN, JR 2,803,200

LADING STRAP ANCHOR

Filed Dec. 1, 1951 2 Sheets-Sheet 1

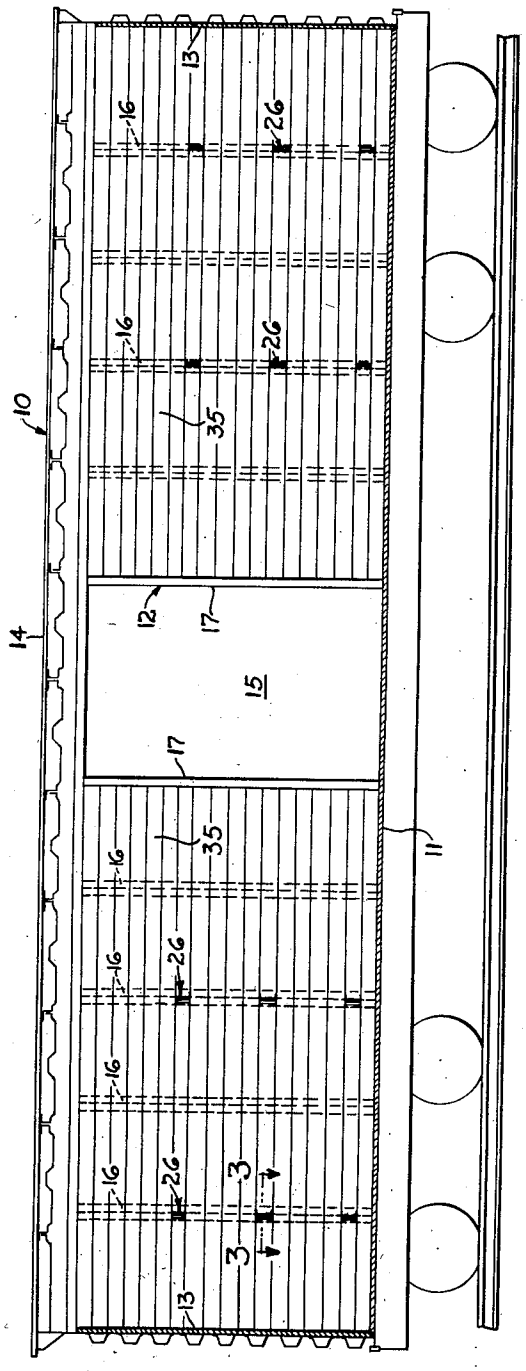


Fig. 1

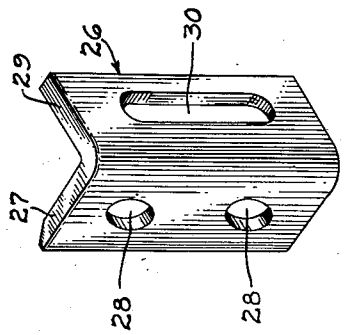


Fig. 2

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LADING STRAP ANCHOR

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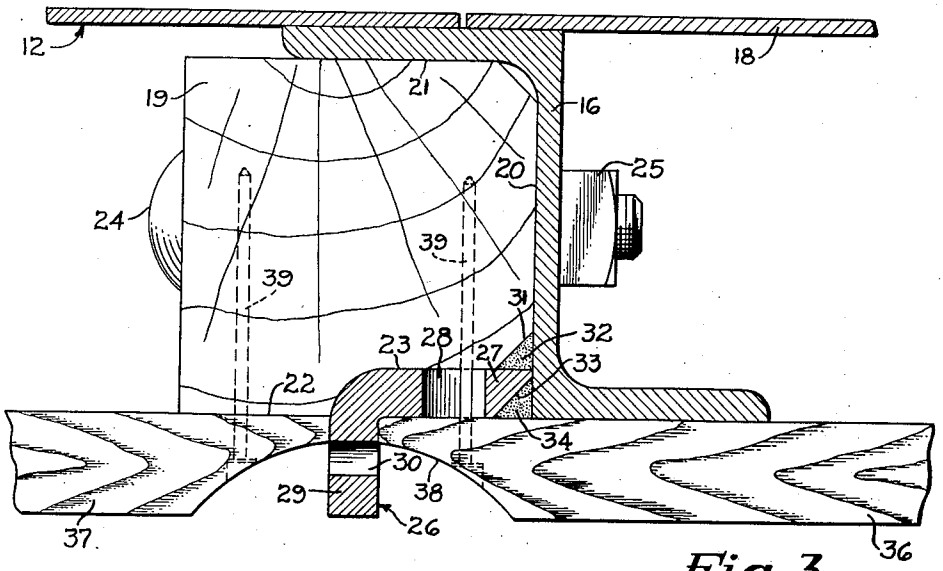


Fig. 3

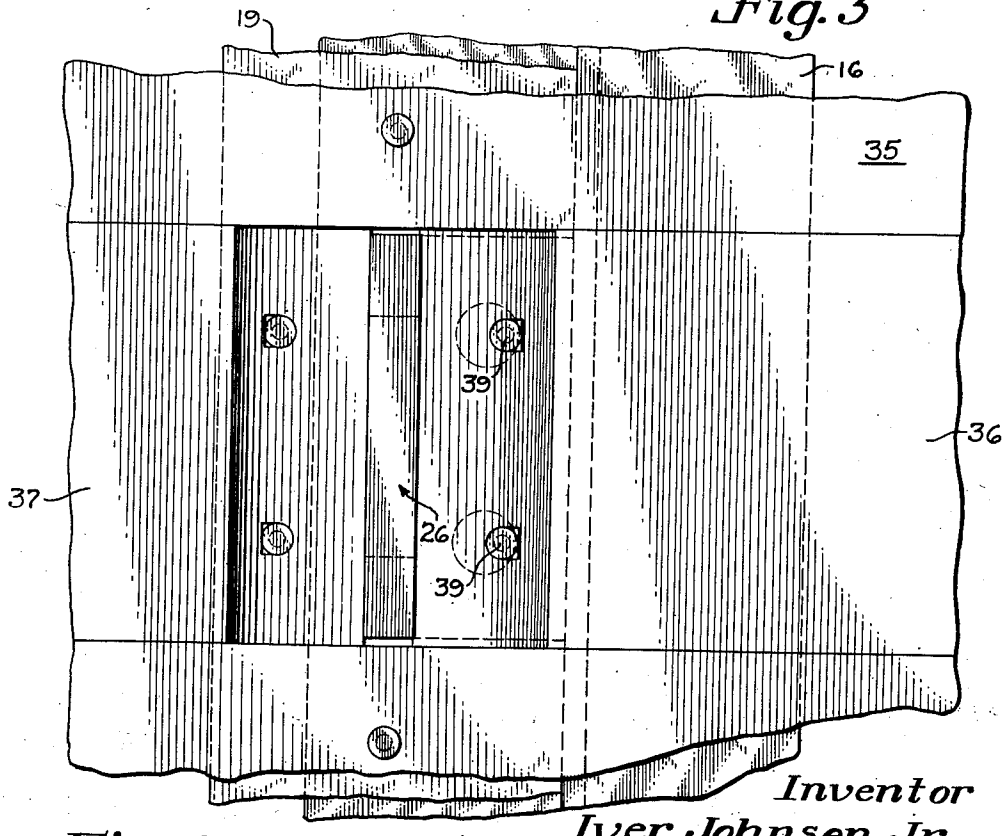


Fig. 4

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LADING STRAP ANCHOR

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8 Claims. (Cl. 105—369)

This invention relates to lading strap anchors for railway freight cars and is primarily concerned with lading strap anchors adapted to be secured to the posts on the vertically disposed walls of railway box cars.

The principal object of the invention is to provide a lading strap anchor having flanges arranged at an angle, one of the flanges being adapted for attachment to a freight car wall and the other flange being provided with a lading strap opening therein.

A more specific object of the invention is to provide a lading strap anchor having a flange provided with a plurality of spaced openings therein and an integral flange arranged at right angles and provided with a lading strap opening therein.

An important object of the invention is to provide in combination with a railway freight car wall, including a post member having a furring strip secured thereto, an angular-shaped lading strap anchor comprising a flange positioned against said furring strip and secured to said post member, and a second flange projecting toward the center of the car, provided with a lading strap opening therein, a board on one side of said projecting flange and secured to the furring strip, and a second board on the other side of the projecting flange and secured to the furring strip.

Another object of the invention is to provide in combination with a railway freight car wall, including a post member having a furring strip secured thereto, an angular-shaped lading strap anchor comprising a flange positioned against said furring strip and secured to said post member and a second flange projecting toward the center of the car, provided with a lading strap opening therein, a board on one side of said projecting flange, a second board on the other side of the projecting flange and secured to said furring strip, and a securing element penetrating the first board and extending through the first-named flange of the anchor and into said furring strip.

A further object of the invention is to provide in combination with a railway box car side wall having a side sheathing and an intermediate side post, and a furring strip positioned against one side of the post and secured thereto and provided with a recess, an L-shaped lading strap anchor including a flange provided with a plurality of spaced holes therein and positioned in the recess in the furring strip and welded to the post, and a flange integral with the first flange and projecting toward the center of the car, a first board having one end positioned on one side of the projecting flange and against the first named flange, a second board having one end positioned on the other side of the projecting flange and secured to the furring strip, the first board and the second board being cut away to provide a guide way for a lading strap, and securing elements penetrating the first board and extending through the holes in the first named flange into the furring strip.

The foregoing and other objects of the invention are attained by the construction and arrangement illustrated in the accompanying drawings wherein—

Fig. 1 is a longitudinal sectional view of a railway box car showing the inside lining, the intermediate side posts, and the lading strap anchors on the posts;

Fig. 2 is a perspective view of the lading strap anchor;

Fig. 3 is a view taken on the line 3—3 of Fig. 1; and

Fig. 4 is an enlarged fragmentary view of the intermediate side post, the furring strip, the lading strap anchor, and the inside lining, shown in assembled relation.

The invention proposes a novel lading strap anchor and arrangement for a railway box car. The anchor comprises a first flange and a second flange arranged at an angle with respect to the first flange and integral with the first flange, the first flange being provided with nailing openings and the second flange being provided with a lading strap opening therein. In the arrangement an elongated member, such as a side post, is secured to one of the walls of the car and a furring strip is positioned against one side of the post and secured thereto. The first flange of the anchor is positioned against the furring strip and secured to the post and the second flange projects toward the center of the car. A first inside lining board is positioned on one side of the projecting flange and overlies the first flange of the anchor. A second inside lining board is positioned on the other side of the projecting flange and secured to the furring strip. The adjacent ends of the first and second boards are cut away in a manner to provide a guideway for a lading strap threaded through the lading strap opening in the projecting flange. A plurality of securing elements, such as nails or screws or bolts, extend through the first board and project through the nailing openings in the first flange into the furring strip. Thus the boards at both sides of the anchor are secured to a single furring strip and the anchor is secured directly to the post member.

In the drawings, 10 generally designates a railway box car having a floor 11, side wall 12, end walls 13, and roof 14. The side wall 12 has a doorway 15 therein and is comprised of elongated members or intermediate side posts 16 and door posts 17, extending between and secured to the floor and the roof, to which a side sheathing or outer sheathing 18 is secured by welding.

A vertically disposed furring strip 19 has a side 20 positioned against one side of the side post 16 and a side 21 adjacent the first named side 20 extending in the same direction as and located adjacent to the side sheathing 18 and a side 22 opposite the second named side 21 provided with a plurality of spaced vertically extending recesses 23 therein contiguous with the first named side 20. A plurality of vertically spaced carriage bolts 24 extend through the furring strip 19 and the intermediate side post 16 and each of the bolts has a nut 25 threaded thereon, the bolts 24 and nuts 25 securing the furring strip to the post.

An angular or L-shaped lading strap anchor 26 is comprised of a first flange 27 which is provided with a plurality of longitudinally spaced holes 28 therein and a second flange 29 is arranged longitudinally of and at right angles with the first flange 27 and integral therewith. The second flange 29 has a lading strap opening or slot 30 therein extending longitudinally of the flange. The first flange 27 has a length greater than its width and the second flange 29 has a length greater than its width. The first flange 27 of anchor 26 is positioned in the recess 23 in the furring strip 19 and the furring strip 19 is cut away at 31 to provide for a weld 32 which fixedly secures the first flange to the intermediate side post 16. The first flange 27 has its free side beveled at 33 and another weld 34 further secures the first flange to the intermediate side post 16. The double welds, meaning the welds 32 and 34, insure that the anchor 26 will be rigidly secured to the intermeriate side post 16. A single weld may be utilized however to secure the anchor

if desired. The second flange 29 of the anchor projects away from the side 22 of the furring strip 19 and toward the center of the car.

The inside lining 35 is continuous from end wall to door post between vertically spaced anchors 26 but the horizontally extending portions of inside lining which would intersect the anchors are cut into separate boards as will be apparent from Fig. 1. A first horizontally disposed inside lining board 36 has one end positioned on one side of the flange 29 of the anchor and overlying the first flange 27. A second horizontally disposed inside lining board 37 has one end positioned on the other side of the flange 29. The end of the board 36 and the end of the board 37 are each cut away adjacent the flange 29 in a manner to provide a guideway 38 for a lading strap. A plurality of securing elements or nails 39 are driven into the guideway portion of the first board 36 and extend through the board and through the holes 28 in the flange 27 of the anchor and into the furring strip 19. The additional securing elements or nails 39 are also driven into the guideway portion of the board 37 and into the furring strip 19.

Thus, it will be seen that the anchor is welded directly to the intermediate side post in a manner to permit the boards at both sides of the anchor to be secured to a single furring strip secured to the post. Since the boards are secured to a single furring strip, this avoids the necessity of providing a second furring strip on the other side of the post. Referring to Fig. 1, three anchors are shown welded to a single side post but it will be seen that as many anchors can be welded on a post as desired. It will be noted that some of the intermediate side posts do not have any anchors thereon, however, anchors may be provided on all of the posts or on as many of the posts as desired. Looking at Fig. 3, it will be seen that the anchor does not project beyond the exposed face of the inside lining and therefore, the anchor cannot possibly damage any lading within the car. The anchor is a simple one-piece structure which is made by simply forming the holes and the lading strap opening therein and forming the angular shape by a simple bending operation. It will be noted that the lading strap anchor arrangement is the essence of simplicity and consists of the very minimum of parts. Since the anchor itself is easily formed and consists of a single part the device will be economical to manufacture and apply.

From the foregoing it will be seen that there has been provided a lading strap anchor arrangement, which has the anchor secured directly to the intermediate side post permitting the inside lining on opposite sides of the anchor to be secured to a single furring strip mounted on the post and eliminating the need for a second furring strip and provides an anchor that does not project beyond the exposed face of the inside lining thereby eliminating the possibility of damage to the lading, and being the essence of simplicity, is economical to manufacture.

What is claimed is:

1. In a railway freight car having a wall having a member secured to said wall and a furring strip having a side positioned in opposed relation to one side of said member and secured thereto and having a side adjacent the first named side extending in the same direction as and located adjacent to said wall, an angular-shaped lading strap anchor comprising a first flange and a second flange provided with a lading strap opening therein and secured to said first flange, said first flange being positioned against the side of said furring strip opposite the second named side and secured to said member and said second flange projecting away from the third named side of said furring strip, a first board positioned on one side of said second flange and secured to said furring strip, and a second board positioned on the other side of said second flange and secured to said furring strip.

2. In a railway freight car having a wall having a member secured to said wall and a furring strip having a side positioned in opposed relation to one side of said member and secured thereto and having a side adjacent the first named side extending in the same direction as and located adjacent to said wall, an angular-shaped lading strap anchor comprising a first flange and a second flange provided with a lading strap opening therein and secured to said first flange, said first flange being positioned to overlie the side of said furring strip opposite the second named side and secured to said member and said second flange projecting away from the third named side of said furring strip, a first board positioned on one side of said second flange, a second board positioned on the other side of said second flange and secured to said furring strip, and at least one securing element extending through said first board and said first flange of said anchor and into said furring strip.

3. In a railway freight car having a wall having a member secured to said wall and a furring strip having a side positioned against one side of said member and secured thereto and having a side adjacent the first named side extending in the same direction as and located adjacent to said wall, an L-shaped lading strap anchor comprising a first flange and a second flange provided with a lading strap opening therein integral with said first flange, said first flange being positioned to overlie the side of said furring strip opposite the second named side and secured to said member and said second flange projecting away from the third named side of said furring strip, a first board having one end positioned on one side of said second flange, a second board having one end positioned on the other side of said second flange and secured to said furring strip, said one end of said first board and said one end of said second board being cut away to provide a guideway for a lading strap, and securing elements extending through said first board and said first flange of said anchor and into said furring strip.

4. In a railway freight car having a wall having a member secured to said wall and a furring strip having a side positioned against one side of said member and secured thereto and having a side adjacent the first named side extending in the same direction as and located adjacent to said wall and having a side opposite the second named side provided with a recess therein contiguous with the first named side, an L-shaped lading strap anchor comprising a first flange provided with a plurality of spaced holes therein and a second flange provided with a lading strap opening therein integral with said first flange, said first flange being positioned in said recess and secured to said member and said second flange projecting away from the third named side of said furring strip, a first board having one end positioned on one side of said second flange and overlying said first flange, a second board having one end positioned on the other side of said second flange and secured to said furring strip, said one end of said first board and said one end of said second board being cut away to provide a guideway for a lading strap, and securing elements extending through said first board and through said holes in said first flange into said furring strip.

5. In a railway box car having a side wall having a side sheathing and an intermediate side post secured to said side sheathing and a vertically disposed furring strip having a side positioned against one side of said post and secured thereto and having a side adjacent the first named side extending in the same direction as and located adjacent to said side sheathing and having a side opposite the second named side provided with a vertically extending recess therein contiguous with the first named side, and L-shaped lading strap anchor comprising a first flange provided with a plurality of spaced holes therein and a second flange provided with a lading strap opening therein integral with said first flange, said first flange being positioned in said recess and welded to said post and said second flange projecting away from the third named side of said furring strip, a first horizontally disposed inside

lining board having one end positioned on one side of said second flange and overlying said first flange, a second horizontally disposed inside lining board having one end positioned on the other side of second flange and secured to said furring strip, said one end of said first board and said one end of said second board being cut away to provide a guideway for a lading strap, and securing elements extending through said first board and through said holes in said first flange into said furring strip.

6. In a freight vehicle having a wall including an outer sheathing and a member secured to the sheathing and an inner lining bearing against the member, an angular-shaped lading strap anchor comprising a first flange and a second flange, said first flange being positioned between the outer sheathing and the inner lining and against the member and said second flange projecting through the inner lining, said second flange being provided with a lading strap receiving opening therein, and means securing the first flange to the member.

7. In a freight vehicle having a wall including an outer sheathing and a member secured to the sheathing and an inner lining bearing against the member, an L-shaped lading strap anchor comprising a first flange and a second flange, said first flange being positioned between the outer sheathing and the inner lining and against the member and said second flange projecting through the inner lining, said second flange being provided with a lading strap receiving opening therein, and means securing the first flange to the member.

8. In a freight vehicle having a wall including an outer sheathing and a member secured to the sheathing and an inner lining bearing against the member, an L-shaped lading strap anchor comprising a first flange and a second flange, the first flange being positioned between and arranged in parallel relation with the outer sheathing and the inner lining, the second flange projecting through the inner lining and being provided with a lading strap receiving opening therein, said first flange having a part bearing against the member, and a weld joining said part of the first flange with the member and thereby securing the anchor to the member.

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