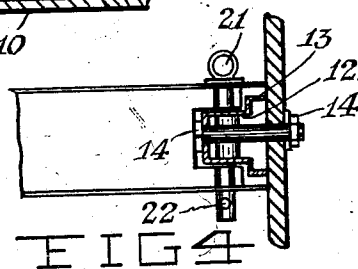
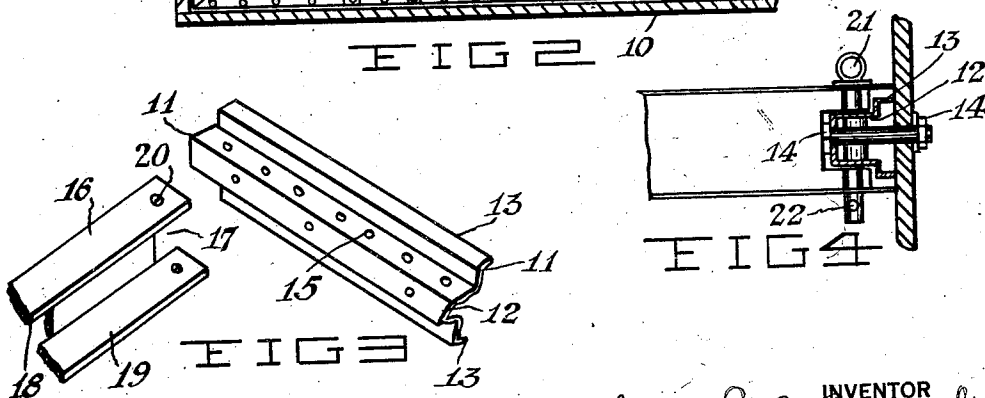
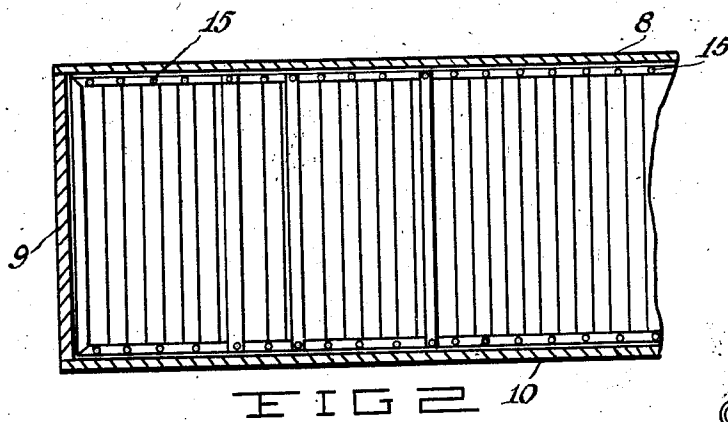
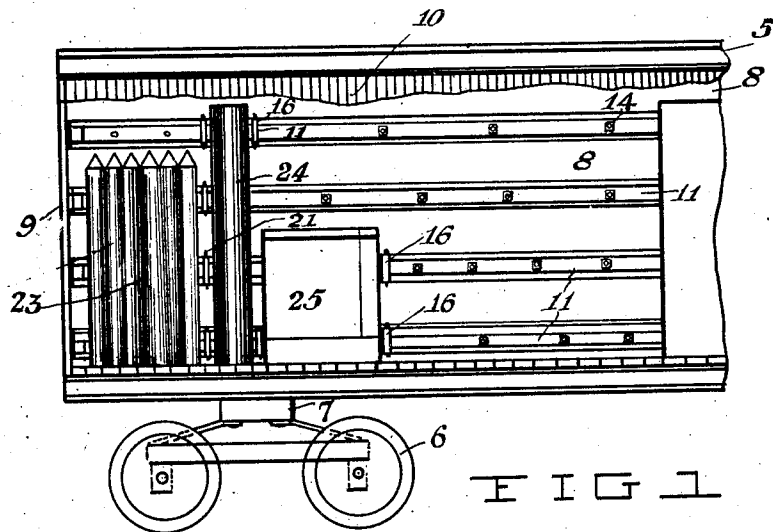


Aug. 24, 1926.

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E. M. McMAHAN
MERCHANDISE BRACE
Filed March 27, 1925



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MERCHANDISE BRACE.

Application filed March 27, 1925. Serial No. 18,726.

This invention relates to means for holding or chucking freight in position in freight cars. It is of great importance to see to it that when freight is spotted for shipment in freight cars that it shall be fixed in spotted position, and, especially is this so in connection with fragile goods and wares and liquids, and explosives. It is of the utmost importance that explosive containers shall have no movement whatever, and the present method of nail chucking is entirely valueless for any fixing of spotted goods in freight cars, on account of the sudden impacts to which these cars are almost continuously subjected.

A simple method for taking care of the situation is comprehended in my invention, shown on the accompanying sheet of drawings,

Figure 1 is a fragment of a freight car, with invention applied, holding units of commodity,

Figure 2 is a plan view with roof removed, and showing the invention in place,

Figure 3 is a perspective of the retaining rail and an end of the retainer, and

Figure 4 is a detail in section showing the assemblage of rail and retainer.

The car 5, wheels 6 and bolsters 7 constitute no part of the invention, but, equidistantly disposed about the inside of the car walls 8, 9 and 10 are metallic rails 11 constituted, preferably of a one-piece rib, formed of a head 12 and flanges 13 that are adapted to bear against the inside of the walls 8, 9 and 10 of the car. This flange is held to the car walls in any suitable manner for instance by bolts 14 passing through the head 12 and into the said walls. The top

and bottom faces of the head 12 are provided with holes 15 in registry with opening 20, the purpose of which may be explained later. As to the method of fastening these rails, that is a matter of mechanical judgment and it does not matter, so far as this invention is concerned.

For association with these rails as mentioned, are bars 16, formed in any suitable manner and preferably of channel steel and they have their ends bifurcated at 17 to fit the head 12 of the rail 11 and through the flanges 18 and 19 of this channel steel bar openings 20 are formed to correspond with the openings 15 in the head 13 and through these openings a pin 21 is dropped and it having an opening 22 may receive a nail, cotter-pin or other retainer.

In Figure 1 the bars are retaining units 23, 24 and 25 of different capacity or bulk.

It is to be understood that so far as the invention is concerned it is primarily directed to the idea of making a holding place for cross bars in a freight car, and the character of these holders and the size and shape of the bars may be varied within the scope of the invention.

Having thus set forth the invention, I claim—

A freight car having walls, a rail having a head and secured to said walls, and having openings, bars co-operating with the head and being bifurcated, and a pin for holding the head and the bar in co-operative contact.

In testimony whereof I have signed my name.

EDMOND M. McMAHAN.