Feb. 15, 1949. W. T. PEYTON 2,461,767

CARLOAD BRACING SPUR CLEAT

Filed Nov. 22, 1948

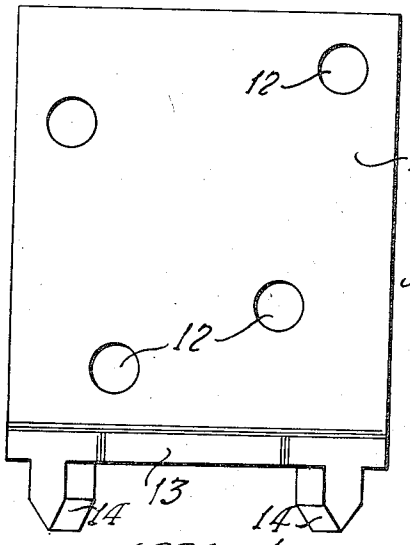


Fig. 1

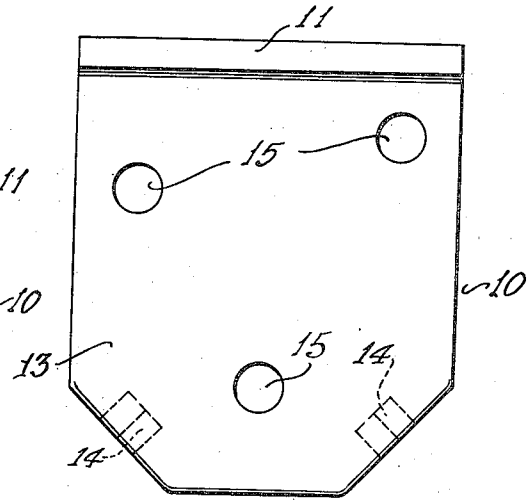


Fig. 2

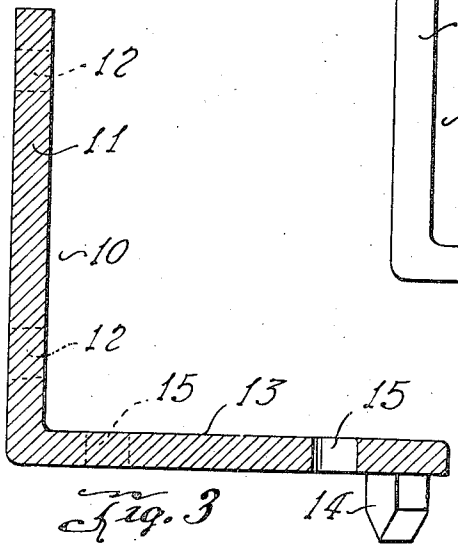


Fig. 3

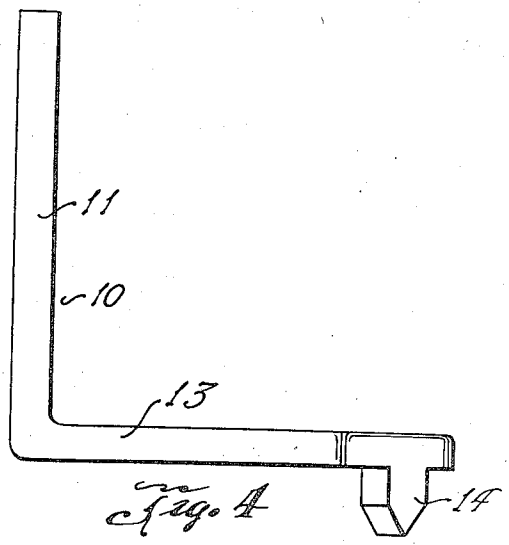


Fig. 4

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CARLOAD BRACING SPUR CLEAT

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Application November 22, 1948, Serial No. 61,347

1 Claim. (Cl. 105—369)

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This invention relates to devices for stabilizing freight shipments, especially in railroad cars and it has particular reference to improvements in what is generally known as spur cleats.

With the advent of Diesel powered railroad locomotives, the speed of trains has materially increased, resulting in a corresponding increase in dislocated and broken shipments, caused chiefly by insecure anchorage inadequate to resist the tremendous centrifugal force imposed thereon while the cars are traveling around curves, not to mention the shocks and jolts to which the freight laden cars are subjected in switching and other necessary railroad operations.

The principal object of the invention is to provide a carload bracing cleat of extremely simple and economical construction supplanting the conventional wooden blocks which latter are objectionable for a variety of reasons, notable among which is the fact that these blocks, while requiring considerable manual labor and skill to place and secure, they split easily under excessive lateral strain, permitting the shipment to yield to movements of the car. In addition to this condemning characteristic, the heavy spikes employed in anchoring the wooden blocks do irreparable damage to the walls and floors of the railroad cars which soon deteriorate to such condition that they will refuse to retain spikes driven therein to hold the blocks.

Another object of the invention is to provide a substantially chair-shaped, heavy steel body defining a shipment abutting portion and an anchoring portion, the latter possessed of downwardly directed prongs whose angular relationship with the said anchoring portion of the body is calculated to preclude or resist lateral displacement of the latter, the said prongs being supplemented by auxiliary holding means such as nails or screws insertable through apertures both in the shipment abutting portion and the anchoring portion.

Still another object of the invention is to provide a carload bracing spur cleat which will minimize installation costs, reduce dunnage and will afford maximum anchorage of shipments for indefinite periods of time since, unlike wooden blocks, the cleat can be used many times without deterioration.

With the foregoing objects in view, the invention has further reference to certain features of accomplishment which will become apparent as the description proceeds, taken in connection with the accompanying drawing wherein:

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Figure 1 is a front elevational view of a carload bracing spur cleat constructed according to the present invention.

Figure 2 is a plan view.

Figure 3 is a view in vertical section, and

Figure 4 is a side elevational view.

This application is a continuation-in-part of application Serial No. 765,049, filed July 31, 1947.

Continuing with a more detailed description of the drawing, reference numeral 10 denotes generally a right angle steel body whose upright portion 11 provides a shipment engaging plate having apertures 12 through which may be passed nails, lag-screws or the like to secure the shipment. For reasons which will become apparent, it is preferred that the metallic plate from which the body 10 is fabricated be not less than three-sixteenths of an inch in thickness. The right angular or anchoring portion 13 of the body is formed with two prongs 14 of substantially square cross-section, one at each outer corner and their longitudinal axes, in turn, are in a plane at right angles to the plane of the anchoring portion 13 of the cleat, yet their individual planes are differentially disposed in relation to the plane of the anchoring portion or base plate 13 of the cleat in order to resist lateral and longitudinal slippage or displacement. The plate 13 too, has a series of nail or screw receiving apertures 15 therein.

The body 10, in the form illustrated, is produced by first bending the metallic plate transversely at its approximate midsection to provide the two legs 11 and 13; the leg 11 forming the load engaging portion of the body while the other leg 13 constitutes the floor anchoring portion thereof. The two free corner portions of the latter portion are bent downwardly substantially normal to the anchoring portion to form the sharpened prongs 14 whose angle of bend is disposed obliquely to the leg 11 or load engaging portion of the cleat. The upper portions of the prongs 14 are cut away after bending in order that the major portions thereof will be of substantially square cross-section as above set forth and of constant shape and size.

Unlike stabilizing blocks of wood, the spur cleat described occupies a comparatively small space and can be located in otherwise inaccessible places where the more bulky wood block cannot be employed. While anchoring of the improved cleat is accomplished, in part by nails, the damage these do to the walls and floor is materially less than that caused in securing the blocks of wood for the reason that frequent replacement

of the latter is often necessary through premature splitting while the cleat of the invention is immune to deterioration and, since its body strength is not dependent upon bulk, maximum anchoring effect of the nails is obtained and for the same reason, a considerable saving in weight is realized by the shipper who otherwise must pay for dunnage, railroad tare or dead weight on which no revenue is earned.

To install the described cleat, it is necessary only to properly locate a freight shipment in a railway car whether it consists of crates, boxes, barrels, lading on skids, pallets or other merchandise such as bulkheads, barricades and grain doors which serve to retain uncrated commodities. The described cleat is positioned in such manner that the portion 11 will bear against the shipment or barricade as the case may be, after which the prongs 14 are driven into the floor or wall of a car. Subsequently, nails or screws are driven into both the crates or barricades through the apertures 12 and 15 of the body portions 11 and 13 respectively.

Manifestly, the construction as shown and described is capable of some modification and such modification as may be construed to fall within the scope and meaning of the appended claim is also considered to be within the spirit and intent of the invention.

What is claimed is:

As a new article of manufacture, a carload bracing spur cleat comprising a relatively thick metallic plate body having a thickness of not less than $\frac{3}{16}$ of an inch, and bent entirely across the plate at an angle forming two legs, one leg forming a load engaging portion and the other leg forming a substantially rectangular floor anchoring portion, the two free corner portions of the latter portion being bent downwardly substantially normal to the anchoring portion and forming sharpened prongs adapted to penetrate the floor or walls of the car, the angle of the bend of the prongs being thereby disposed obliquely to the load engaging portion, and said load engaging and anchoring portions of the body having openings therein for receiving anchoring means auxiliary to said prongs, the upper portions of the prongs being cut away after bending, whereby the major portions of the entire prongs will be of substantially square cross-section and of constant shape and size.

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No references cited.