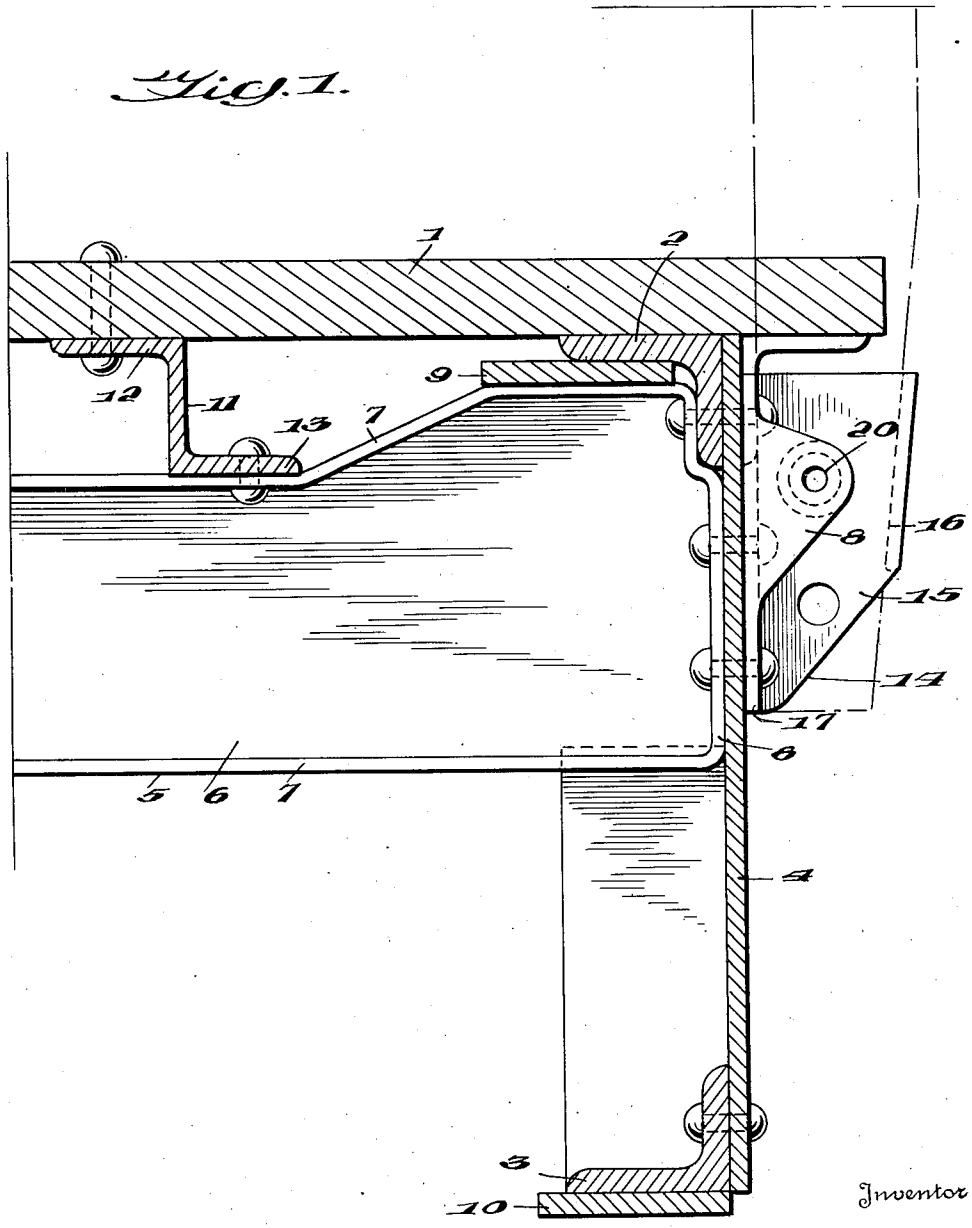
Sept. 13, 1949. B. R. JONES 2,481,598

ANCHOR FOR LADING RETAINING BANDS FOR FLAT TOP RAILWAY CARS

Filed July 20, 1948 2 Sheets-Sheet 1

Fig. 1.



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Fig. 2.

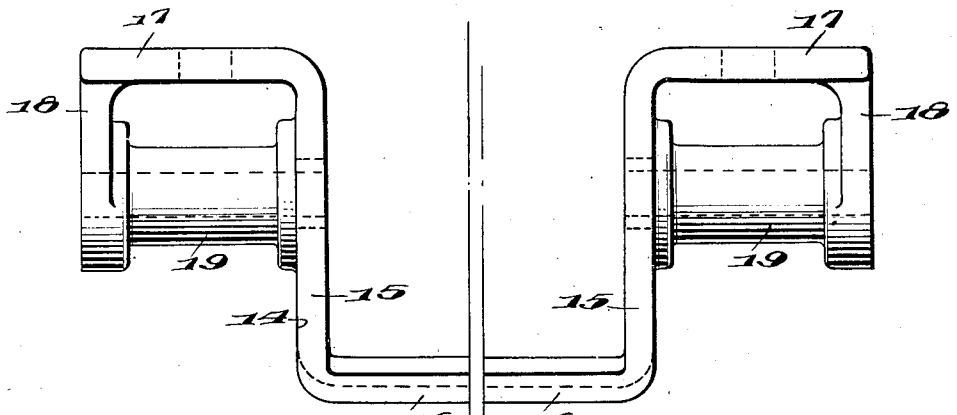


Fig. 3.

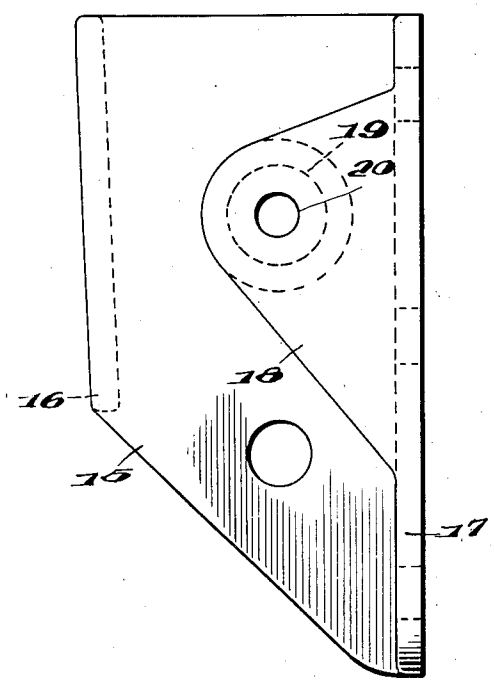
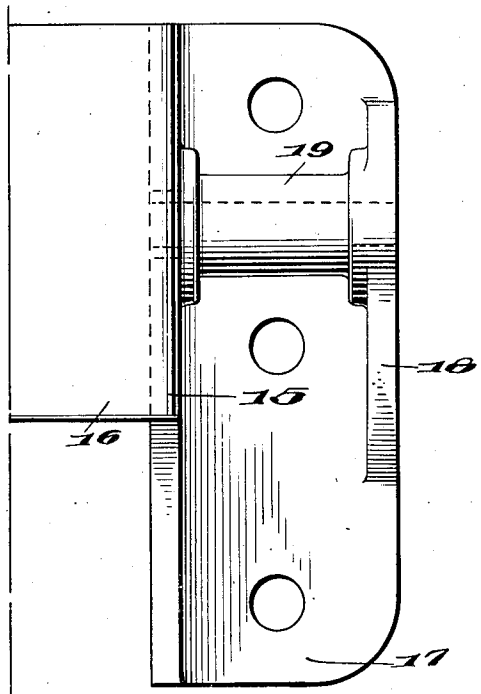


Fig. 4.



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2,481,598

UNITED STATES PATENT OFFICE

2,481,598

ANCHOR FOR LADING RETAINING BANDS FOR FLAT TOP RAILWAY CARS

Bert R. Jones, West Haven, Conn.

Application July 20, 1948, Serial No. 39,683

5 Claims. (Cl. 105—369)

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My invention relates to anchors for high tension lading bands for retaining pipes, long pieces of lumber and the like on flat top railway cars.

The principal object of the invention is to provide an effective anchor for lading bands which may be easily applied to new flat bottom cars as well as to similar cars now in service.

One of the primary features of the invention consists in providing an anchor for a lading retaining band which is incorporated with a stake receiving pocket for a flat bottom railway car.

Another feature of the invention consists in providing an anchor for a lading retaining band with a stake receiving pocket for a flat bottom car, the pocket having oppositely projecting plate portions for attachment to the car and the anchor being spaced outwardly from one of said plate-like portions.

A further feature of the inventon consists in providing an anchor for a lading retaining band with a stake receiving pocket for a flat bottom railway car, the pocket being formed with oppositely projecting plate portions whereby it may be secured to the car and one of said plate portions terminating in an outwardly projecting flange, the anchor for the lading receiving band being formed integrally with said flange and the adjacent side of the pocket.

Further and more specific features of the invention, residing in advantageous forms, combinations and relations of parts, will hereinafter appear and be pointed out in the claims.

In the drawings,

Figure 1 is a fragmentary transverse sectional view of a flat bottom railway car showing the invention applied thereto.

Figure 2 is a plan view of the combined stake receiving pocket and anchor for the lading retaining band.

Figure 3 is a side elevational view of the structure shown in Figure 2.

Figure 4 is a front elevational view of the right half of the device shown in Figure 2.

Referring more particularly to the drawings, 1 indicates the floor of a flat bottom railway car of the type chosen for illustrating the invention. The floor, of course, may be made either of wood or of metal. A side sill formed of upper and lower angle members 2 and 3 respectively connected by a plate 4 may advantageously be employed. The side sills on opposite sides of the car are connected to the center sill (not shown) by one or more cross bearers or the like 5. As may be seen in Figure 1, each cross bearer is preferably of dish shape having a web 6, upper

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and lower marginal flanges 7 and an end flange 8 which is connected to the adjacent side sill by means hereinafter described. For structural reasons, a bar 9 may advantageously by interposed between the upper web 7 of the cross bearer and the overlying horizontal top flange 2. A second bar 10 may be secured to the under side of the horizontal flange of the lower angle 3.

Inwardly of its ends, the cross bearer 5 may be of decreased depth so that a floor supporting member may be interposed between it and the floor. In the car chosen for purposes of illustrating the invention, an angular bar 11 of Z section is employed for this purpose, the upper horizontal flange 12 of the Z bar being secured to the under side of the floor by a rivet or the like and the lower horizontal flange 13 being similarly secured to the upper marginal flange of the underlying cross bearer.

The pocket 14 for receiving the conventional stake of a flat bottom car is generally of U-shape having legs 15 connected by a web 16. Projecting from opposite sides of the legs 15 are plate portions 17 by which the pocket is attached to the adjacent side sill of the car. As shown, each of the plate-like portions is formed with three openings for receiving rivets which pass through the end flanges 8 of the cross bearer and thus serve to firmly secure the stake receiving pocket to the car.

The two laterally extending plate portions 17 each terminate in an outwardly projecting flange 18 which may conveniently be of substantially triangular shape in elevation. Integrally connecting each flange 18 with the adjacent side of the pocket is means 19 to which a lading retaining band (not shown) may be anchored. This means whose periphery may advantageously be circular is spaced from the adjacent plate portion 17 so that a lading retaining band may be easily inserted between it and the adjacent plate portion.

The lading retaining band anchors may conveniently be bored, as indicated at 20, to reduce their respective weights. Also to prevent the unnecessary use of metal, the web 16 of the pocket for receiving the stake terminates considerably above the lower edges of the plate portion 17 and the lower edges of the legs 15 of the pocket preferably incline downwardly, as shown in the drawings, to the lower edges of the plate portions 17.

To practice the invention, it is, of course, not necessary to provide anchors for lading retaining bands on both sides of the side stake receiv-

ing pocket. However, such a construction has been illustrated in the drawings so as to eliminate the necessity of providing "rights" and "lefts" and at the same time to enable the lading retaining band to pass over the lading resting on the car floor at substantially right angles to the edges of the floor.

Various modifications in details of construction of the embodiment of the invention here illustrated and described may, of course, be made without departing from the spirit of the appended claims.

What I claim is:

1. A member for receiving a side stake for a flat bottom railway car, said member comprising a pocket for the lower end of the side stake, plate-like means on opposite sides of said pocket to receive devices for attaching the member to the car, and means rigid with said member and spaced laterally from one of said plate-like means adapted to be encircled by a load retaining band.

2. A member for receiving a side stake for a flat bottom railway car, said member comprising a pocket for the lower end of the side stake, plate-like means on opposite sides of said pocket to receive devices for attaching the member to the car, and means integral with one of the walls of said pocket and spaced laterally from one of said plate-like means around which a load retaining band is adapted to be encircled.

3. A member for receiving a side stake for a flat bottom railway car, said member comprising a pocket having side and end walls for receiving the lower end of the side stake, plate-like means on opposite sides of said pocket to receive devices for attaching the member to the car, and means integral with one of the side walls of the pocket and spaced laterally from the adjacent plate-like means adapted to be encircled by a load retaining band.

4. A member for receiving a side stake for a flat bottom railway car, said member comprising a pocket having end and side walls for receiving the lower end of the side stake, plate-like means on opposite sides of said pocket to receive devices for attaching the member to the car, one of said plate-like means being integrally formed at its outer edge with an outwardly projecting portion, and means formed integrally with said outwardly extending portion and the adjacent side wall of said pocket and spaced laterally from the adjacent plate-like means adapted to be encircled by a load retaining band.

5. A member for receiving a side stake for a flat bottom railway car, said member comprising a pocket for the lower end of the side stake, plate-like means on opposite sides of said pockets to receive devices for attaching the member to the car, and means disposed on opposite sides of said pocket and integral therewith spaced laterally from said plate-like means around which a load retaining band is adapted to be encircled.

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No references cited.