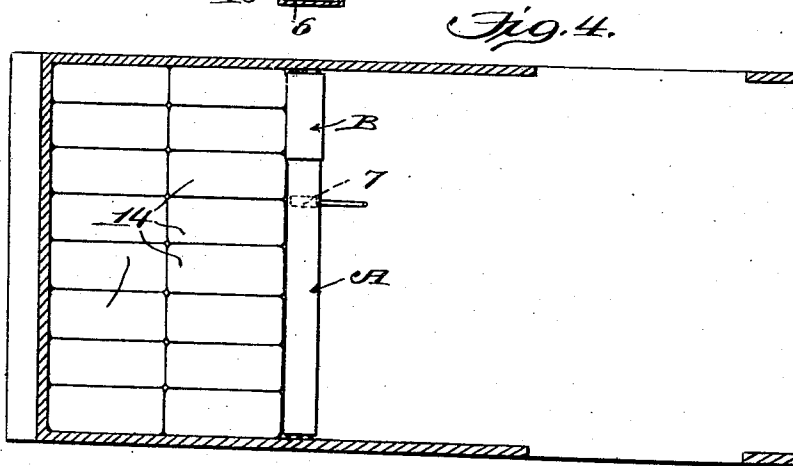
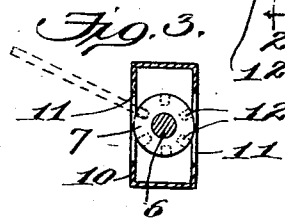
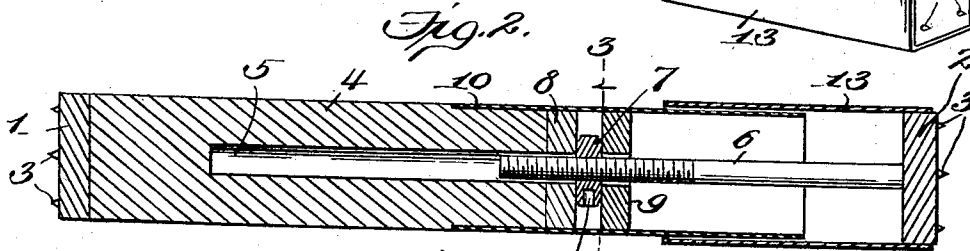
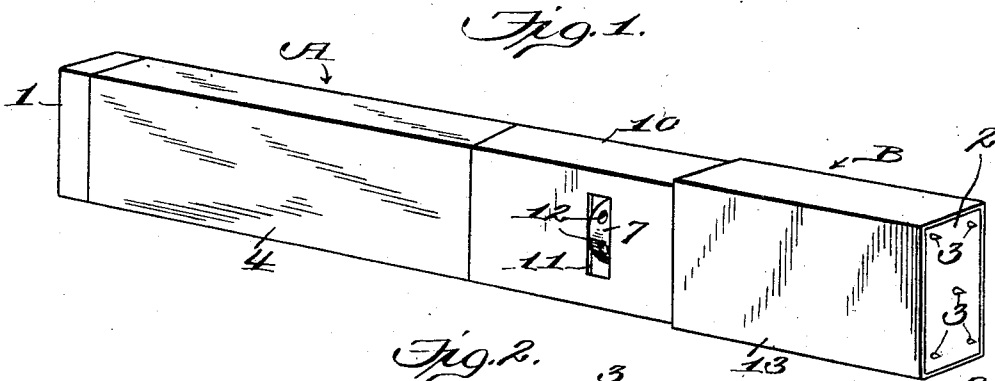


W. R. TEACHOUT.
 LOAD RETAINING ATTACHMENT FOR FREIGHT CARS AND THE LIKE.
 APPLICATION FILED MAR. 14, 1910.

969,002.

Patented Aug. 30, 1910.



Witnesses:

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UNITED STATES PATENT OFFICE.

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LOAD-RETAINING ATTACHMENT FOR FREIGHT-CARS AND THE LIKE.

969,002.

Specification of Letters Patent. Patented Aug. 30, 1910.

Application filed March 14, 1910. Serial No. 549,176.

To all whom it may concern:

Be it known that I, WILLIAM R. TEACHOUT, a citizen of the United States, residing at Huntingdon, in the county of Carroll and State of Tennessee, have invented new and useful Improvements in Load-Retaining Attachments for Freight-Cars and the Like, of which the following is a specification.

The present invention is a load-retaining attachment for freight-cars and the like, and its object comprehends the production of a device in the nature of a sectional beam which may be readily set up and held in place in any position and at any joint in a freight-car so as to act as an obstruction for retaining the freight in position and preventing movement and consequent injury thereof.

More especially, the invention resides in the production of a device of the above specified type, the sections of which are telescopically connected together, the movable section being operated by an adjusting mechanism wholly inclosed within a casing which serves not only to preclude contact of the freight with said mechanism, but also to strengthen the device at its point of attachment to the same.

A structural embodiment of the invention is illustrated in the accompanying drawings, wherein:

Figure 1 is a perspective view of said invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse section taken on the line 3—3 of Fig. 2. Fig. 4 is a sectional view of a car showing the application of the invention.

The device, as shown in said drawings, is in the form of a beam composed of two sections, designated in a general manner by the reference characters A and B. These sections are of rectangular construction, and are provided at their outer ends with cast metal blocks 1 and 2 having a plurality of spurs or similar pointed and sharpened elements 3 projecting laterally outward therefrom. The inner end of one section, in the present instance, the major section A, is telescopically fitted in that of the minor section B, the later section being arranged for movement toward and from the first section by means of an adjusting mechanism, to vary the length of the beam and permit its connection to cars of different widths.

In the construction illustrated, the section A comprises a body 4 of wood or other suit-

able material wherein is formed a longitudinal bore or seat 5 in which works a feed screw 6 constituting one element of the afore-mentioned adjusting mechanism. This feed screw is operated by a nut 7 mounted axially thereon and held between two cast metal blocks 8 and 9, the former of which is arranged directly against the inner end of the wooden body 4, said blocks being provided with central perforations alining with each other and with bore 5. The blocks 8 and 9 are inclosed within an open-ended sheet metal casing 10, which is fitted upon and secured in any preferred manner to the slightly reduced end of said body, said casing extending a considerable distance beyond the outer block 9. At its opposite sides, the casing is formed with slots 11 which afford access to the tool-receiving seats 12 in the adjusting nut 7, the diameter of said nut being such that it lies wholly within the casing, as shown in Fig. 3. The spurred block 1 is secured to the outer end of the body 4.

The section B is substantially hollow and comprises merely a sheet metal casing 13, of the same shape as the casing 10, but of slightly greater dimensions than said casing, so as to admit of the latter having a telescoping or sliding movement therein. The feed screws 6 is connected to, or formed integral with the spurred block 2, which is securely fitted within the outer end of casing 13.

In utilizing the beam, it is placed in position within the car directly against the freight, with the spurred block 1 of the major section A engaged with the adjacent car wall. Rotation of the nut 7 in the proper direction will then effect an outward movement of the minor section B until the spurs of the block 2 of that section are forced into the opposite wall, whereupon the beam will be maintained in its adjusted position and will be held against displacement. By reason of the complete inclosure of the adjusting mechanism within the casings 10 and 13, injury to said mechanism from contact with the freight will be avoided, and in like manner, injury to the freight itself from such contact will be prevented. Also, it will be observed that by the employment of metallic casings, the beam will be strengthened at its weakest point, namely, the joint or point of telescopic connection of its two sections.

While susceptible of use in the manner

above described for holding any type or species of freight in place in a car, the beam is especially well adapted and is, in fact, primarily designed for use in refrigerating cars, to brace the blocks of ice therein and to prevent movement of the same with resultant injury to the car, in which connection the invention is diagrammatically illustrated in Fig. 4. The ice blocks 14 are shown in this figure as packed side by side in rows, the beam being arranged against the innermost row. When so utilized, the inclosure of the adjusting mechanism within the casings is a matter of special importance, since said mechanism, if exposed to contact with the ice, would quickly rust and become useless.

I claim as my invention:

1. A device of the class specified, comprising a pair of telescopically-connected sections, one of which is formed with a longitudinal bore; a feed screw extending at one end into said bore and having its opposite end secured within the other section; and a member rotatably mounted on said screw for operating the latter, to produce a relative movement of said sections, said member being arranged wholly within the first named section.
2. A device of the class specified, comprising a pair of telescopically-connected sections, one of which is provided at its inner end with a pair of spaced blocks formed with alining perforations; a feed screw provided upon the other section and extending through said perforations; and a nut arranged between said blocks and mounted upon said screw for producing a relative movement of said sections.
3. In a device of the class described, the combination of a major section comprising

a body, an open-ended casing fitted on the inner end thereof, and a pair of spaced blocks arranged within said casing and formed with alining perforations; a minor section comprising an open-ended casing in which the first-mentioned casing telescopes, and a closure for the outer end thereof; and an adjusting mechanism inclosed within said casings and comprising a feed screw connected to said closure and extending through said perforations, and a nut arranged between said blocks and mounted upon said screw for producing a relative movement of said sections.

4. In a device of the class described, the combination of a major section comprising a body formed with a longitudinal bore, a spurred block secured to the outer end of said body, an open-ended casing fitted on the inner end thereof, and a pair of spaced blocks arranged within said casing and formed with perforations alining with each other and with said bore; a minor section comprising an open-ended casing in which the first-mentioned casing telescopes, and a spurred block fitted in the outer end thereof; and an adjusting mechanism comprising a feed screw rigidly connected to the last-mentioned spurred block and extending through said perforations and into said bore, and a nut arranged between said pair of blocks and mounted on said screw, the first-mentioned casing being slotted to permit access to said nut.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM ROSS TEACHOUT.

Witnesses:

C. A. TEACHOUT,
A. E. HALL.