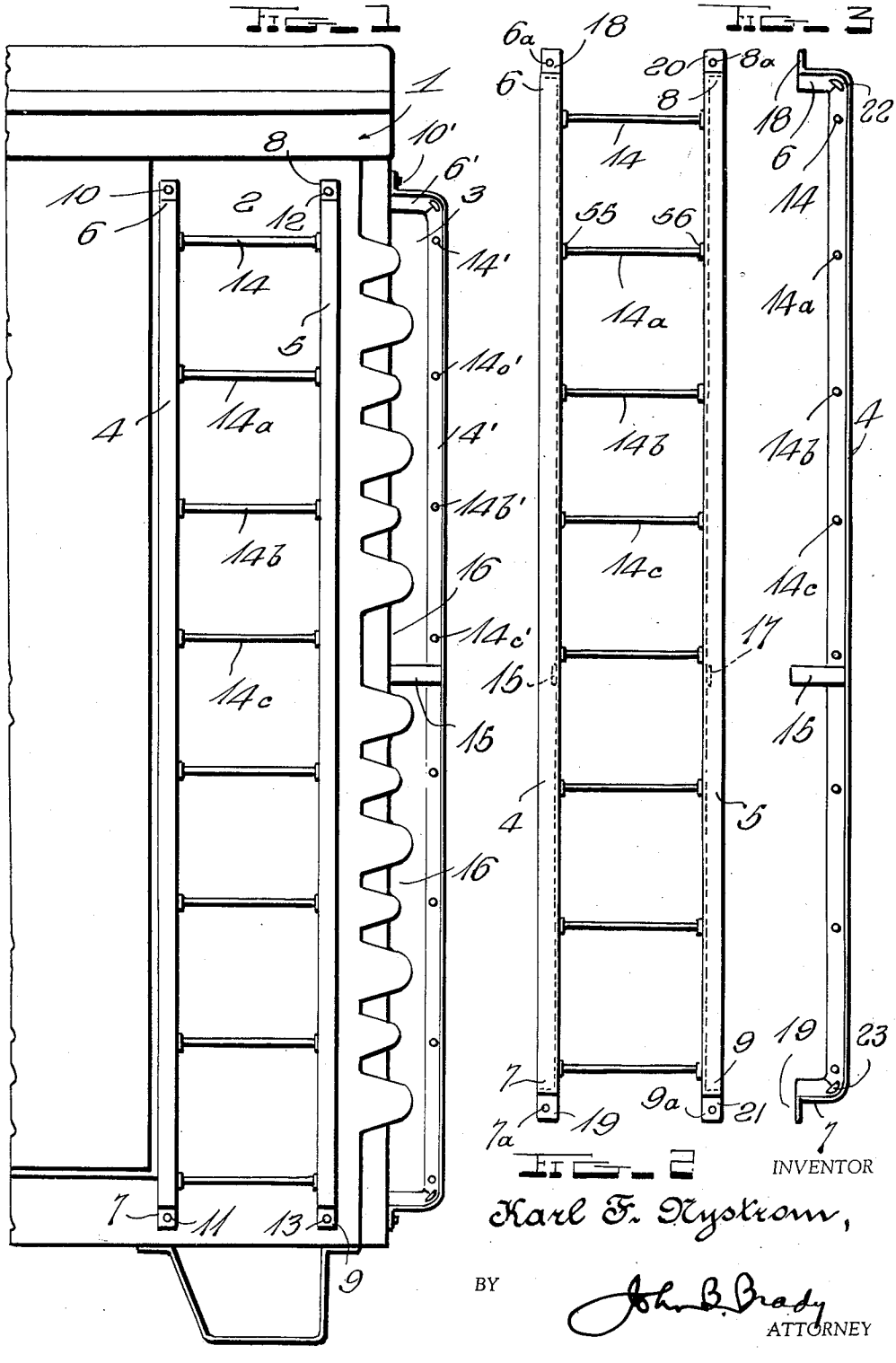
Nov. 6, 1956 K. F. NYSTROM 2,769,230

METHOD OF FABRICATING RAILWAY CAR LADDERS

Original Filed Feb. 1, 1952 4 Sheets-Sheet 1



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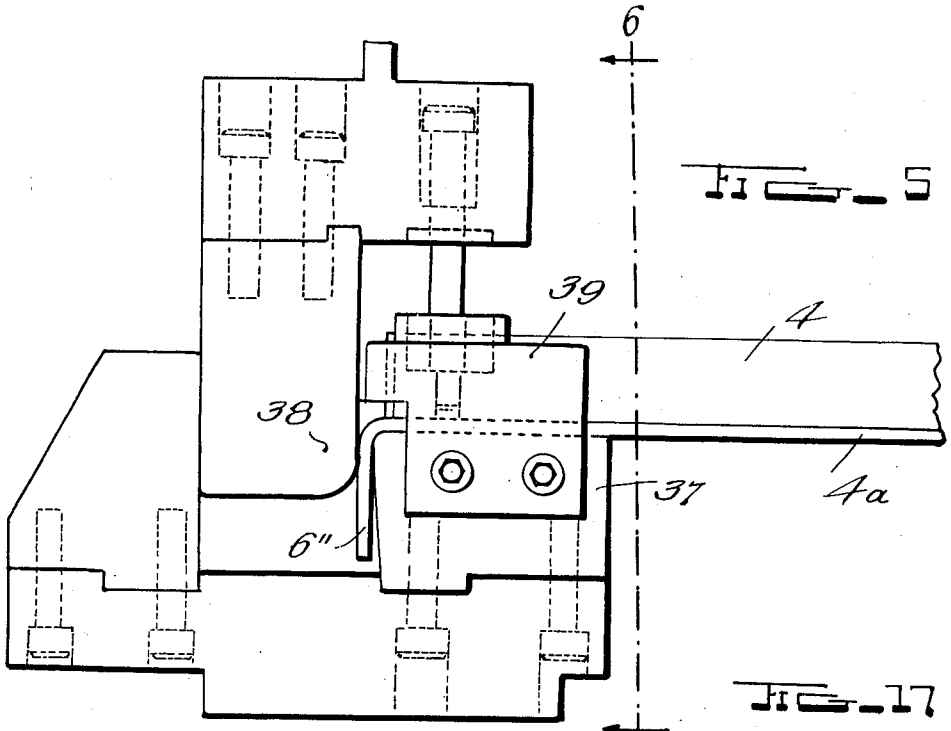


FIG. 5

FIG. 17

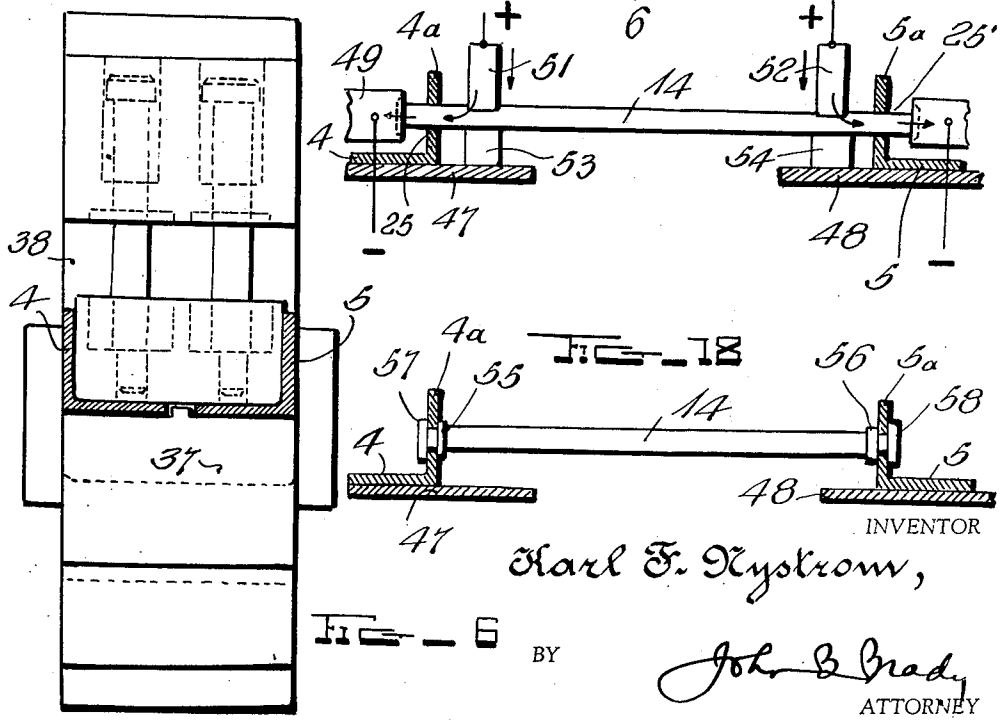


FIG. 18

FIG. 6

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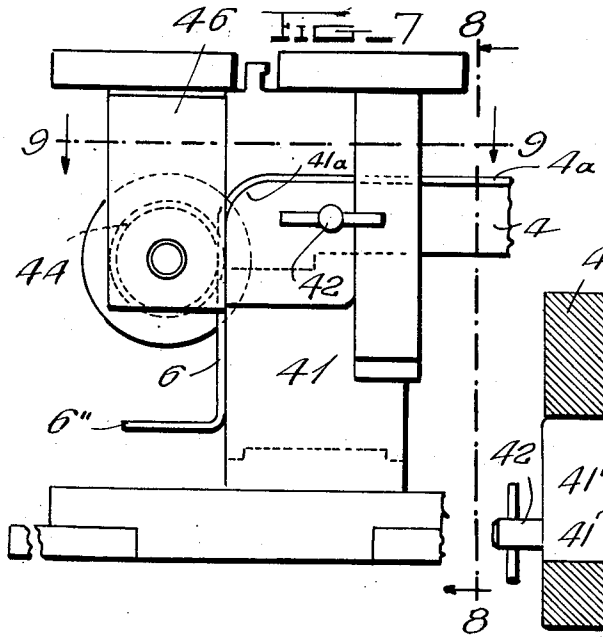


FIG. 7

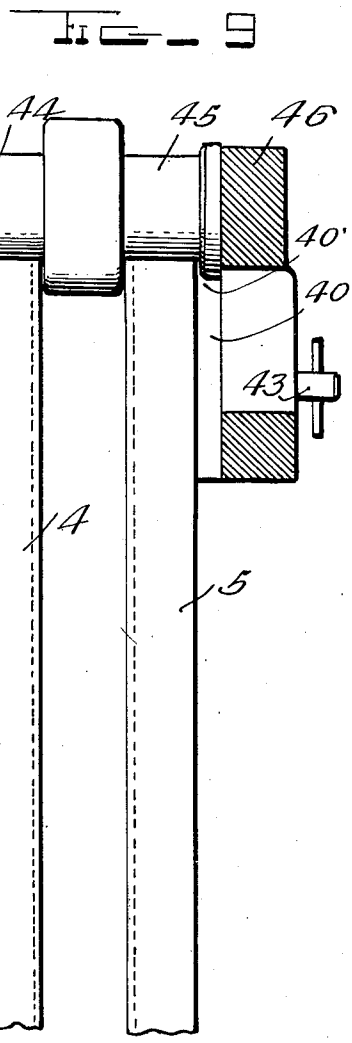


FIG. 9

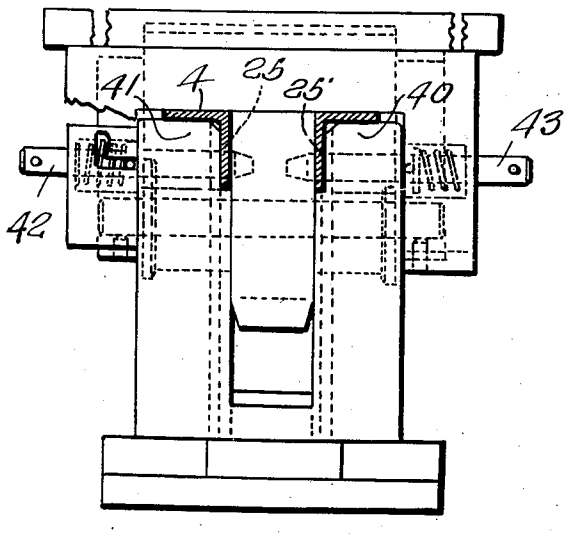


FIG. 8

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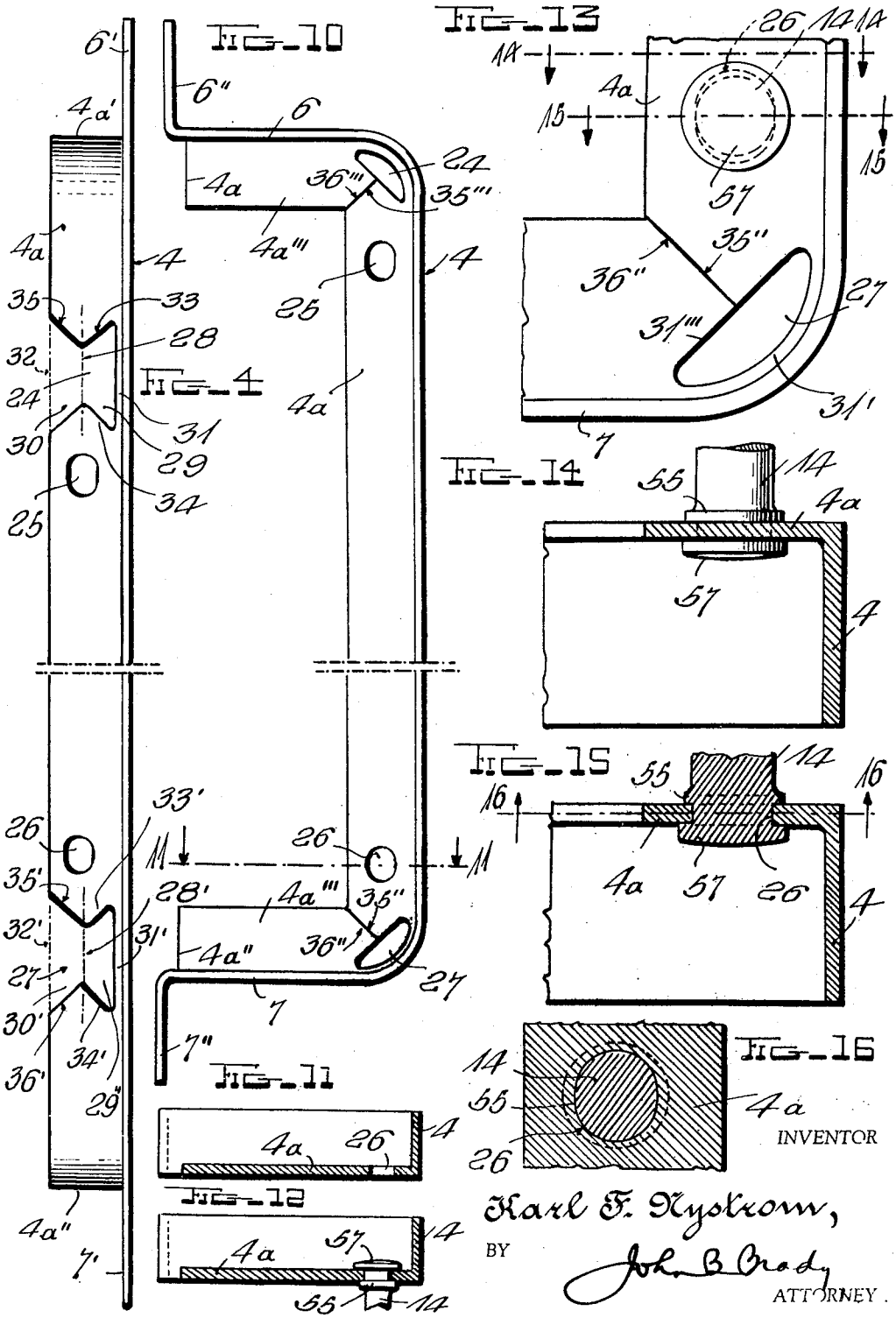
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METHOD OF FABRICATING RAILWAY CAR LADDERS

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METHOD OF FABRICATING RAILWAY CAR LADDERS

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Original application February 1, 1952, Serial No. 269,384. Divided and this application June 11, 1953, Serial No. 361,045

6 Claims. (Cl. 29—428)

My invention relates to an improved method for fabricating railway car ladders.

This application is a division of my application 269,384, filed February 1, 1952, for Construction of Ladder and Method of Fabricating Same, as a continuation-in-part of my application Serial No. 99,471, filed June 16, 1949, now Patent No. 2,630,261, dated March 3, 1953, for Railway Car Ladder.

One of the objects of my invention is to provide a method of fabricating railway car ladders inexpensively on a mass production scale where the attachment brackets for the ladder are formed integral with the rung-supporting portions of the ladder.

Another object of my invention is to provide a method of fabricating a railway car ladder from structural steel angle members in which parts of the webs of the angle members are symmetrically removed adjacent opposite ends thereof to enable the ends of the ladder to be formed into integrally connected brackets for facilitating the mounting of the ladder against the side or end of a railway car.

Other and further objects of my invention reside in the method of fabricating railway car ladders formed from rolled steel sections with integrally connected and supporting brackets as set forth more fully in the specification hereinafter following by reference to the accompanying drawings, in which:

Figure 1 is an elevational view showing the application of the ladder of my invention to the side and end of a conventional freight car;

Fig. 2 is a front elevational view of the railway car ladder prior to the application thereof to a railway car;

Fig. 3 is a side elevational view of the ladder shown in Fig. 2;

Fig. 4 is an elevational view of the rolled steel angle members showing the arrangement of die-punched recesses therein prior to the forming operation; the view being foreshortened in order to show the parts of the angle member in proper proportion on an enlarged scale;

Fig. 5 shows the first step in the forming operation utilizing the die-punched blank of Fig. 4, and showing the manner of forming the terminating ends of the brackets;

Fig. 6 is a view taken substantially on line 6—6 of Fig. 5;

Fig. 7 is a view showing the next succeeding operational step in forming the bracket at each end of the ladder after the terminating ends have been formed as in Figs. 5 and 6;

Fig. 8 is a view taken substantially on line 8—8 of Fig. 7 and illustrating the die-punched angle members in position for forming the brackets thereon;

Fig. 9 is a view taken substantially on line 9—9 of

Fig. 7 and showing more clearly the forming of the brackets on the ends of the die-cut blank of Fig. 4;

Fig. 10 is a side elevational view of the completed angle member prepared for receiving the ladder rungs, the view being foreshortened in order to illustrate the structure on an enlarged scale in proper proportions;

Fig. 11 is a transverse sectional view taken on line 11—11 of Fig. 10;

Fig. 12 is a view similar to the view shown in Fig. 11, but illustrating a rung secured in position;

Fig. 13 is an enlarged view of the corner portion of the ladder and integrally connected bracket and showing one of the rungs in position in the ladder;

Fig. 14 is a transverse sectional view taken on line 14—14 of Fig. 13;

Fig. 15 is a transverse sectional view taken on line 15—15 of Fig. 13;

Fig. 16 is a cross-sectional view taken on line 16—16 of Fig. 15 and illustrating particularly the manner of mounting the rungs in the angle members so that the rungs are maintained rigid with respect to the angle members and will not rotate;

Fig. 17 is a theoretical view illustrating the manner of electrically heating and processing the ends of each rung into rigid connection with the angle members in forming the ladders; and

Fig. 18 is a theoretical transverse sectional view of the completed ladder illustrating one of the rungs secured in position by the angle members according to the process shown in Fig. 17.

My invention is directed to a construction of steel ladders for freight cars wherein rolled steel angle members may be punched and die-pressed to shape for forming brackets on opposite ends of the angle members and prepared to receive the ladder rungs. Perforations of distorted circular shape approximating an ellipse are formed in the angle members for receiving the ladder rungs. The ladder rungs when placed in position through the perforations in the angle members are electrically heated and the metal of the rungs upset on both sides of the perforations in the angle members to secure the rungs in position in the angle members. The rungs are thus fastened as ladder treads in such manner that they remain permanently fixed and cannot rotate during the life of the ladder.

Referring to the drawings in more detail, reference character 1 designates a freight car on the side and end of which I have shown a steel ladder constructed in accordance with my invention installed in the positions 2 and 3. The front elevational view of the ladder shown at position 2 illustrates the manner in which the angle members 4 and 5 are contiguous with the mounting brackets 6, 7, 8 and 9 which are secured by fastening screws or bolts indicated at 10, 11, 12 and 13. The treads of the ladder are formed from rungs illustrated at 14, 14*a*, 14*b*, 14*c*, etc. The side elevational view of the installed ladder shown at position 3 in Fig. 1 illustrates angle member 4′ corresponding to angle member 4 of the ladder shown in position 2. Angle member 4′ is shown contiguous with mounting brackets 6′ and 7′ secured in position by fastening means 10′ and 11′. The angle members 4 and 5 are initially formed with the flanges 4*a* terminating short of the webs to provide adequate extensions of the web at each end of the angle member to provide terminating supporting ends 6′ and 7′ as shown in Fig. 4. After the processing of the angle members according to the method of my inven-

tion, these terminating ends 6′ and 7′ are displaced approximately 90 degrees to the positions shown at 6″ and 7″ in Fig. 10 beyond the terminating extremities 4*a*′ and 4*a*″ of the flange 4*a*. Thus the integral brackets at each end of the intermediate portion of the angle member serve to space the plane of the ladder treads from the wall surface to which the terminating ends 6″ and 7″ are attached. The horizontal projection of the ladder is strengthened by the short portions of the flange represented at 4*a*‴ and 4*a*⁗, each of which terminates in angularly disposed ends shown at 36″ and 36‴ as shown in Fig. 10. The edges 36″ and 36‴ form end abutments against which the abutting edges 35″ and 35‴ of intermediate flange 4*a* extend in aligned abutment on lines which extend approximately 45 degrees with respect to the horizontal axis of the flange of the angle member.

The upset ends of the rungs forming treads 14, 14*a*, 14*b*, 14*c*, etc. are indicated at 14′, 14*a*′, 14*b*′, 14*c*′, etc. The angle member 14′ is illustrated as being provided with an intermediate support constituted by spacer member 15 forming a foot attached to angle member 4′ and bearing against the end wall 16 of the freight car for stabilizing the ladder and positively spacing the ladder from the wall of the car intermediate the ends secured by attachment brackets 6′ and 7′.

In Fig. 2 I have shown the ladder of my invention prior to installation against the side or end of a freight car wherein a pair of spacer members 15 and 17 are represented as associated with the angle members 4 and 5. The flattened ends of the bracket members 6, 7, 8 and 9 are shown at 18, 19, 20 and 21, each perforated at 6*a*, 7*a*, 8*a* and 9*a* to receive the fastening means 10, 11, 12 and 13 heretofore explained.

In Fig. 3 I have shown the finished ladder of my invention in side elevational view and showing particularly the flattened ends of bracket members 6 and 7 at 18 and 19 preparatory to the fastening of the ladder with respect to the railway car. The perforation at 22 and 23 facilitates the forming of the mounting brackets integral with opposite ends of the angle member 4 as will be hereinafter described in more detail.

In Fig. 4 I have shown one of the rolled angle members which extends the full height of the freight car and which is prepared on a punch press having cut-out portions and perforations in flanges 4*a* as represented at 24, 25, 26 and 27. The cut-out portions are shown at 24 and 27 adjacent opposite ends of flange 4*a* of angle member 4, while the perforations for the first and last rungs of the ladder are represented at 25 and 26. The shape of the cut-out portions 24 and 27 and the perforations 25 and 26 are important features in carrying out the method of my invention, and it will be observed that these cut-out portions are each formed by a pair of adjacent trapezoids having a common intermediate boundary with the sides of the trapezoids extending outwardly in opposite directions from said common intermediate boundary. The intermediate boundary for the pair of adjacent trapezoids extends on the theoretical axis designated by dotted line 28 forming the two adjacent trapezoids, one of which is designated at 29 and the other of which is designated at 30. The trapezoidal figure 29 in the original cut-out portion 24 includes the parallel extending sides 28 and 31, while the adjacent trapezoidal figure 30 includes parallel extending sides 28 and 32. The other two sides of the trapezoidal figure 29 taper toward each other as represented at 33 and 34. The two nonparallel sides of trapezoidal figure 30 taper toward each other as represented at 35 and 36. The cut-out portion 27 is identical in shape with the cut-out portion 24, and for purposes of showing the symmetry of the figures, I have illustrated the elements by corresponding primed reference characters 28′—36′. The perforations for the ladder rungs are formed on distorted curves which are elongated in the direction of the axis of the flange 4*a* approximating the elliptical shapes as shown at 25 and 26. The angle member 4 thus punched out and perforated is fitted into the press brake shown in Fig. 5. The press brake is shown as including a bottom die section 37 and an upper die section 38 with a clamp 39 extending therebetween for solidly gripping each angle member as represented by angle member 4 and pressing the mounting bracket terminating end 6″ thereon as pressure is applied to the upper die section 38 forcing it to move downwardly across the projecting end of the angle member 4, causing the terminating end 6″ to be formed in a plane normal to the plane of the flange 4*a* as shown. Two angle members 4 and 5 are pressed simultaneously as shown more clearly in Fig. 6, from which it will be observed that the upper die section 38 forces the terminating ends of both angle members 4 and 5 over the forming edge of the bottom die section 37. The terminating end for the opposite end of each angle member 4 and 5 is similarly formed by reversing the position of the angle members 4 and 5 in the press brake illustrated in Figs. 4 and 6.

The terminating ends on the angle members having been formed, the integral brackets are next formed by insertion of the angle members 4 and 5 in another press brake of the construction illustrated in Figs. 7–9 in an inversed direction thus forming brackets on the angle members. In this operation the two angle members 4 and 5 are inserted, inversely with respect to the positions in which they were processed in the press brake shown in Figs. 5 and 6, over bottom die sections illustrated at 40 and 4 and clamped thereto by retractable and projectable spring actuated pins 42 and 43 which secure the angle members 4 and 5 in position by extension through perforations 25 and 25′ respectively. The bottom die sections 40 and 41 have curved corner faces represented, for example, at 40′ and 41′ in Fig. 9 with which the rollers 44 and 45 carried by the upper die 46 coact. The forced downward movement of upper die 46 rolls the bracket 6 on the end of the angle member 4 as represented in Fig. 7. Simultaneously, a similar bracket 8 is rolled on angle member 5 under the action of roller 45 operating over the curved face 40′ of bottom die section 40. Upon reversal of the ends of angle members 4 and 5, the brackets 7 and 9 are rolled onto the opposite ends of the angle members.

The deformation of the metal at each end of the angle members 4 and 5 which takes place is shown more clearly in Fig. 13 where it will be observed that the trapezoidal figure 29′ of cut-out 27 is distorted so that the original linear side 31′ and the nonparallel sides 33′ and 34′ become compositely the curved edge 31″ and the linear boundary edge 31‴ in Fig. 13, while the nonparallel sides 35′ and 36′ of the original trapezoidal figure 30′ abut edge-to-edge as represented at 35″ and 36″ along a substantially radially extending line passing through the segment bounded by arc 31″ and chord 31‴. A similar deformation occurs at each end of the angle members.

Fig. 17 illustrates the manner of applying the rungs which form the treads of the steel ladder. The angle members 4 and 5 are positioned longitudinally on spaced supports 47 and 48 with the steel rungs in the form of rods illustrated at 14 extending loosely through the aligned perforations of distorted shape represented at 25 and 25′ in the flanges 4*a* and 5*a* of the angle members 4 and 5 and projecting substantially beyond the interface of the flanges 4*a* and 5*a* as shown. The angle members 4 and 5 are moved to a position in a press where the projecting ends of run 14 are clamped between the transversely aligned pressure heads 49 and 50. Simultaneous with the application of pressure in an axial direction along run 14, the run 14 is gripped by clamping electrodes 51 and 52 which move downwardly against the steel run 14 immediately adjacent the sides of flanges 4*a* and 5*a* and in alignment with the anvil supports 53 and 54. The electrodes 51 and 52 are connected to one

side of a heavy current source, so that current of the same polarity is fed to each end of run **14**. The other side of the heavy current source connects to the pressure heads **49** and **50**. For purposes of explanation I have shown the positive side of the heavy current source connected with electrodes **51** and **52**, and the negative side of the heavy current source connected with pressure heads **49** and **50**. Under conditions of application of heavy current to the ends of the rung and application of pressure axially of the rung, the two ends of the rung are raised to a red heat and the metal of the rung softened sufficiently to upset the run, so that the metal of the rung is pliable and flows to produce a swaging of the metal between the electrode **51**, and aligned anvil **53** and the inside surface of the perforated flange **4***a* as represented at **55**, and a similar swaging of the metal at **56** between the inside surface of the perforated flange **5***a* and the electrode **52** and aligned anvil **54**. The upset ends of the rung **14** are pressed into the flattened heads represented at **57** and **58** thereby permanently securing the rung **14** in position against rotation. The angle members **4** and **5**, after being released from the clamping engagement by heads **49** and **50**, which are withdrawn therefrom in an axial direction, and after raising of electrodes **51** and **52**, which are withdrawn in a vertical direction, are moved to the next tread position in the ladder and the process heretofore explained repeated for securing the next succeeding run in position. This same process is repeated until all of the rungs of the ladder are permanently secured in position.

In Figs. 14–16 I have shown more clearly the manner in which the rung is permanently secured in position by the upset metal extending over each of the opposite parallel surfaces of the flange **4***a* of angle member **4**. In Figs. 13 and 16 the manner in which the metal of the rung flows into the elongated perforation **26** has been brought out which clearly illustrates the means provided for preventing rotation of the rungs. That is to say, the hot metal of the rungs flows into the distorted perforations in the flanges of the angle members and by virtue of the approximately elliptical or elongated shape of the metal section within the perforation, rotation is obstructed.

Right and left angle members are provided in the fabrication of each ladder. When viewed from the front of the ladder, the webs of the right and left hand angle members are directed away from each other with the flanges adjacent each other. By virtue of this construction, the upset ends **57** of the treads are substantially hidden from view when looking at the front of the ladder and cannot become obstructive as a source of ensnarement during use of the ladder.

I have found the method of manufacturing railway car ladders as set forth herein highly practical and the construction of such ladders efficient and useful. I realize, however, that modifications may be made, and I desire that it be understood that no limitations upon my invention are intended other than may be imposed by the scope of the appended claims.

What I claim as new and desire to secure by Letters Patent of the United States is as follows:

1. The method of fabricating railway car ladders with integral supporting brackets on each end thereof which comprises cutting-out portions of the flanges of angle members in portions spaced from the adjoining webs in shapes constituting pairs of trapezoidal cut-outs having a common hypothetical central boundary with the sides of the trapezoidal cut-outs diverging in opposite directions from said common hypothetical central boundary, with the terminating adjacent edge of one of the trapezoidal cut-outs spaced from the web of the angle member and the opposite side of the other of said trapezoidal cut-outs extending coincident with the longitudinal terminating edge of the first mentioned flange, forming the ends of said angle members into brackets with the first mentioned longitudinal edge of said first mentioned trapezoidal cut-out and the adjacent sides thereof forming an opening constituted by an open segment and chord and the side of the other of said trapezoidal cut-out adjacent the edge coincident with the longitudinal terminating edge of said flange forming abutting edge-to-edge limit stops extending on a line substantially normal to the said chord, and securing treads between the flanges of said angle members.

2. The method of fabricating railway car ladders which comprises perforating the webs of angle members at spaced intervals in elongated curved apertures approximating ellipses with their major axes extending longitudinally of said webs, projecting circular metallic rungs through the elongated curved apertures in a lineal direction normal to the planes of said webs and upsetting the metallic rungs on opposite sides of the elongated curved apertures in positions behind the flanges associated with the angle members for uniting the elongated curved apertures with the material of the metallic rungs for fixing the rungs permanently in said flanges.

3. The method of fabricating railway car ladders which comprises perforating the flanges of angle members adjacent opposite ends thereof to provide cut-outs in the shape of two edge-to-edge trapezoidal figures where each of the figures are bounded by opposite tapered sides tapered toward each other and meeting along a hypothetical common short side forming a boundary for each of the trapezoidal figures the long side of one trapezoidal figure terminating parallel to but spaced from the adjacent web of the associated angle member and the long side of the adjacent trapezoidal figure extending in longitudinal alignment with the terminating edge of the associated flange, bending the ends of a pair of angle members to form supporting brackets at each end thereof, pressing with the aforesaid trapezoidal figures to form abutting edge-to-edge supporting portions with an open segmental cut-out portion remaining adjacent the corner portion of the angle member and fixing ladder rungs between the flanges of the pair of the said angle members constituting ladder treads.

4. The method of fabricating railway car ladders from longitudinally extending angle members each having a web and a flange extending substantially normal to each other, the ends of said web extending beyond the ends of said flange, which consists in perforating the flange of an angle member adjacent opposite ends thereof forming spaced perforations in the said flange intermediate the aforesaid perforations, bending the ends of the web in planes normal to the plane of the longitudinally extending web, bending the angle members adjacent the first mentioned perforations to form brackets at the opposite ends thereof with portions of the web extending in planes normal to the terminating ends of the web and normal to the plane of the web intermediate the said brackets and securing ladder treads through the perforations in said flanges intermediate the first mentioned perforations.

5. The method of fabricating railway car ladders as set forth in claim 4 in which the first mentioned perforations are formed in the shape of pairs of contiguous trapezoidal cut-outs with their narrow sides coincidental and wherein said first mentioned perforations are displaced in forming said brackets to provide abutting edge-to-edge corner open supports contiguous with a corner cut-out constituted by a segmental curve and a subtending chord.

6. The method of fabricating railway car ladders as set forth in claim 4 in which the intermediate perforations in said flanges are formed in the shape of elongated curves having their axes coincident with the direction of the longitudinal axes of the angle members approximating ellipses and wherein the metallic treads which are inserted through the said intermediate perforations are upset at each end thereof to fill said perforations with the metal

thereof for preventing rotation of the treads, said upset portions of the opposite remote external ends of said treads being disposed behind the webs of the said flanges.

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