Jan. 5, 1932. J. REED 1,839,440

RUNNER FOR RAILWAY HOUSE CARS

Filed July 9, 1930

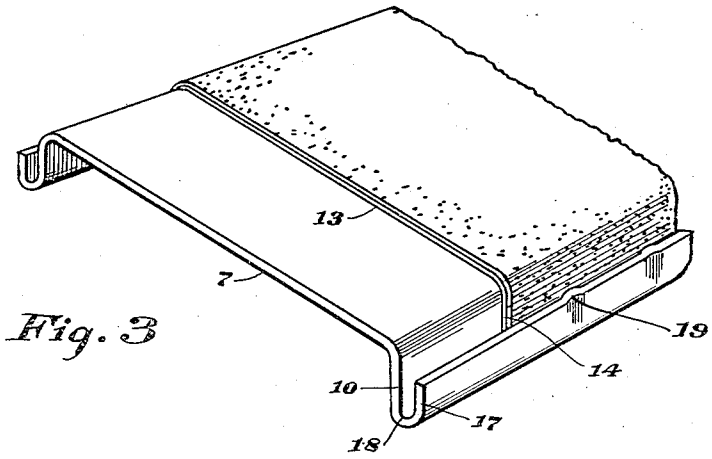


Fig. 3

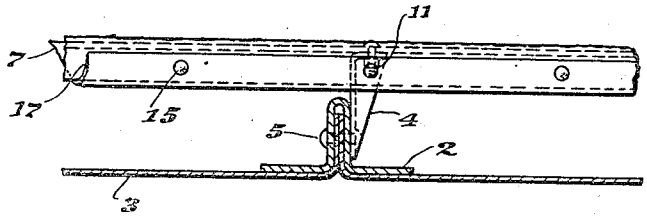


Fig. 2

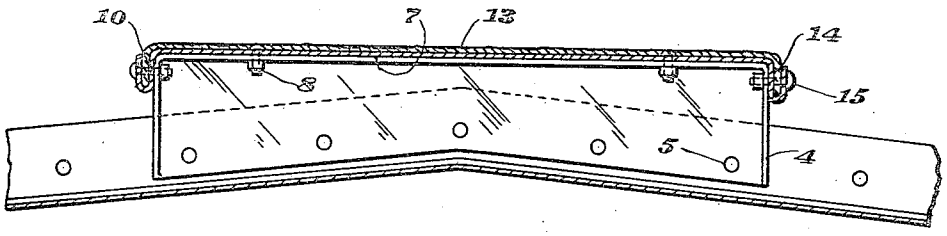


Fig. 1

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Patented Jan. 5, 1932 1,839,440

UNITED STATES PATENT OFFICE

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RUNNER FOR RAILWAY HOUSE CARS

Application filed July 9, 1930. Serial No. 466,697.

The invention relates to railway freight train cars and more particularly to box or other type of house cars which are equipped with running boards along the center of the top of the car to enable brakemen and others to pass along the car or from one car to the other.

The wooden running boards now in general use are dangerous to the brakemen because the hot sun warps them causing them to raise the securing bolts or screws so that they form trips for the brakemen to stumble over. This raising of the bolts or screws is augmented by the weaving of the car in service. These boards also split and break off causing another element of danger and, furthermore, lumber is increasing in cost each year. All of the factors make the present running board expensive as to first cost as well as maintenance.

The Interstate Commerce Commission by order entered March 13, 1911, provided, among other things, that running boards on box and house cars shall be made of wood. The Interstate Commerce Commission recognizing the danger of wooden running boards temporarily modified this order to the extent of permitting any carrier to equip, for purpose of investigation and test, a sufficient number of its box and other house cars with running boards of material other than wood which it is believed may provide a greater degree of safety than is provided by running boards made of wood.

The object of the invention is to provide a metallic runner so formed to provide a stiff and light beam between the runner support or saddles and to cover such metallic runner with a non-skid, waterproof and preferably flexible tread.

In the drawings:

Fig. 1 shows a vertical section through my improved runner and the associated parts of the car.

Fig. 2 is a side elevation of Fig. 1.

Fig. 3 is a perspective view of the runner.

In the form illustrated the car is provided with the usual carlines 2 which support the roof 3 and runner saddles 4 are supported by and attached to preferably each carline by rivets 5 and the runner 7 extends longitudinally of the car and is supported by the saddles 4 and attached thereto by bolts 8. The runner comprises a metallic plate having a flat surface extending longitudinally of the car and is preferably provided with a depending flange 10 at each longitudinal margin to strengthen it to carry the imposed load to the adjacent carlines. These flanges also preferably provide means for attaching the runner to the saddle by means of the bolt 11.

A non-skid and preferably waterproof tread 13 is laid over and rests upon the flat surface of the runner and is secured thereto, for instance, by the bolts 8 or may be cemented thereto. It is not desirable, however, to have any projection on the walking surface of the runner, therefore, I prefer to provide the tread with a depending portion 14 adjacent each longitudinal margin which engages and is secured to the depending flange 10 of the metallic runner by the bolts 15. The tread is also preferably flexible to accommodate the service movements of the car without cracking or tearing.

The depending flange 10 of the runner may be provided with an upwardly projecting reflange 17 forming a groove 18 into which the depending portion 14 of the tread is fitted. The reflange may be squeezed (19) against the flange to hold the tread in place or may be secured thereto by the bolts 15.

The non-skid flexible and waterproof tread may be made of any one of several compositions now on the market, but I prefer to use one comprising a roofing felt which has a base of burlap impregnated in asphalt on this felt and surfaced with sea gravel.

The accompanying drawings illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof, within the scope of the claims, will occur to persons skilled in the art.

I claim:

1. In a railway car, the combination of a plurality of saddles, a metallic runner having a flat surface extending longitudinally of the

car and supported by said saddles, and a separate non-skid tread resting upon said flat surface and secured to the runner.

2. In a railway car, the combination of a plurality of saddles, a metallic runner having a flat surface extending longitudinally of the car and supported by said saddles, and a separate non-skid flexible, waterproof tread resting upon said flat surface and secured to the runner.

3. In a railway car, the combination of a plurality of saddles, a metallic runner having a flat surface extending longitudinally of the car and supported by said saddles, said runner provided with a depending flange at each longitudinal margin, and a separate non-skid tread resting upon said flat surface, said tread having depending portions adjacent its longitudinal margins secured to the flanges of the runner.

4. In a railway car, the combination of a plurality of saddles, a metallic runner having a flat surface extending longitudinally of the car and supported by said saddles, said runner provided with a depending flange at each longitudinal margin, said flanges being reflanged to form grooves, a separate non-skid tread resting upon said flat surface, said tread having depending portions adjacent its longitudinal margins fitting into the grooves, and means to retain said portions in the grooves.

5. In a railway car, the combination of a metallic runner, and a separate non-skid flexible, waterproof tread secured to the runner.

JAMES REED.