F. M. WHYTE.

CAR LADDER.

APPLICATION FILED DEC. 6, 1917.

Patented Nov. 19, 1918.

2 SHEETS—SHEET 1.

1,285,520.

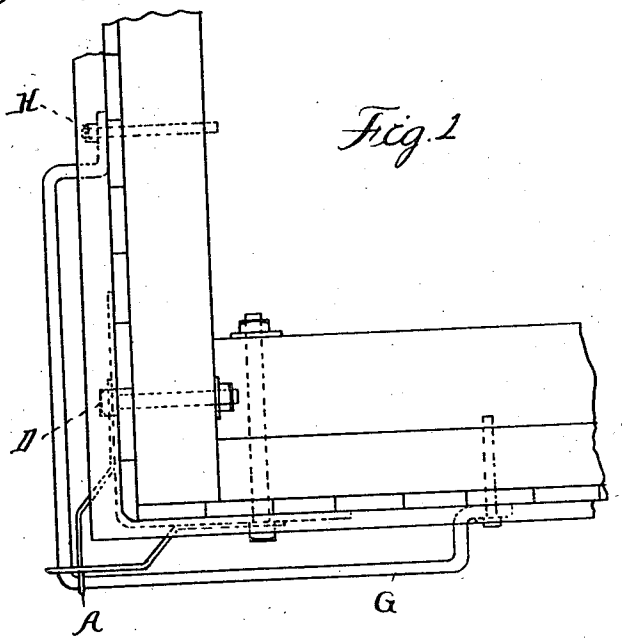


Fig. 1

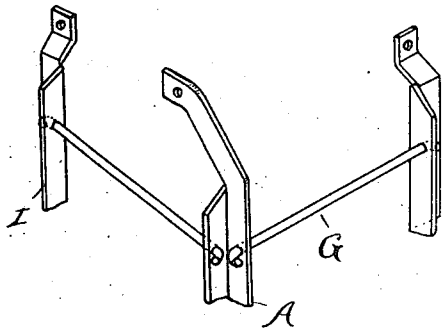
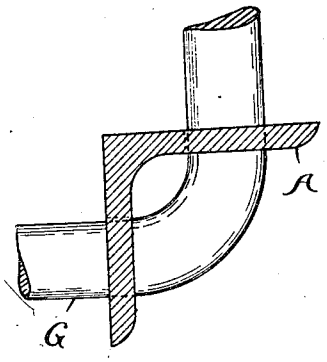


Fig. 5.

Fig. 4.



Inventor

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2 SHEETS—SHEET 2.

Fig. 2

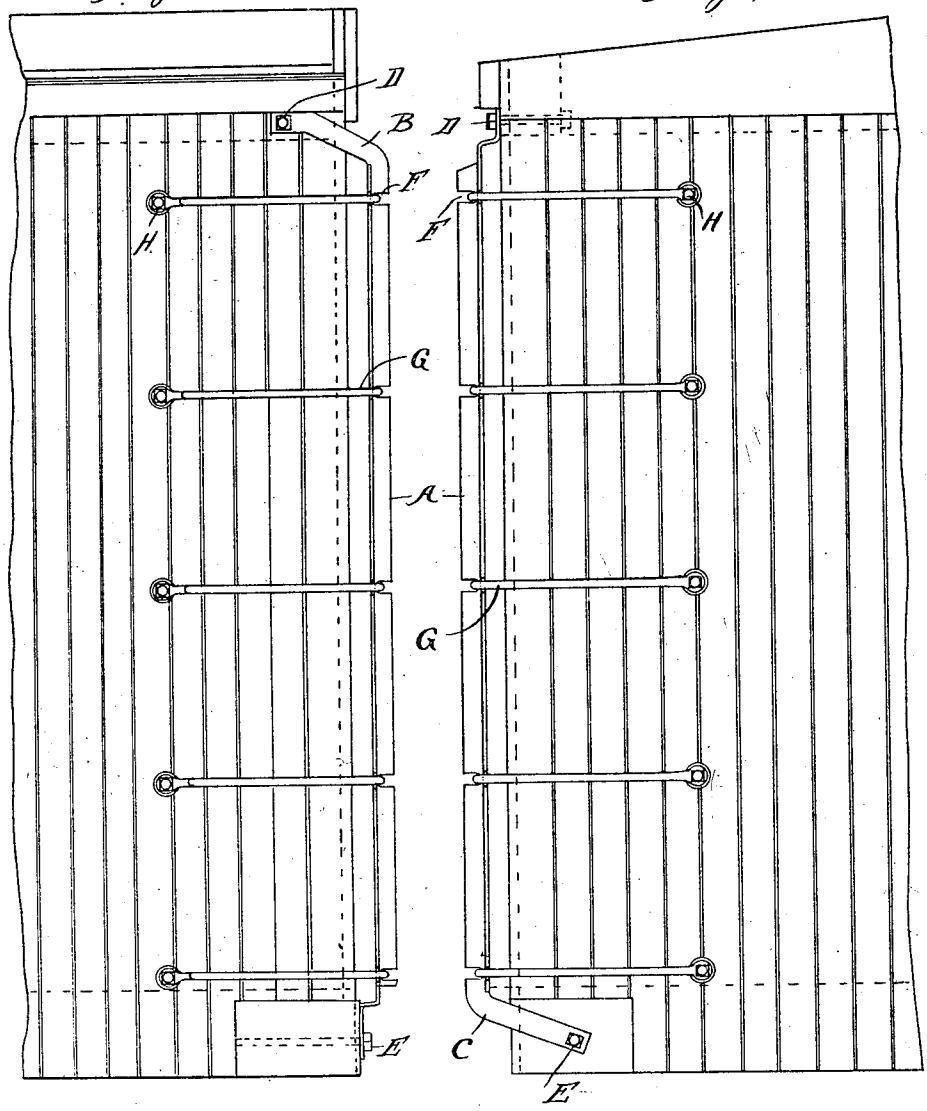


Fig. 3

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UNITED STATES PATENT OFFICE.

FREDERICK M. WHYTE, OF TARRYTOWN, NEW YORK, ASSIGNOR TO HUTCHINS CAR ROOFING COMPANY, OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

CAR-LADDER.

1,285,520. Specification of Letters Patent. Patented Nov. 19, 1918.

Application filed December 6, 1917. Serial No. 205,778.

To all whom it may concern:

Be it known that I, FREDERICK M. WHYTE, a citizen of the United States of America, residing at Tarrytown, in the county of Westchester and State of New York, have invented certain new and useful Improvements in Car-Ladders, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to car ladders such as are applied to the sides and ends of box cars, and it is the object of the invention to obtain, first, a construction which has a greater element of safety; and second, one which may be easily manufactured and installed. With these objects in view the invention comprises the construction as hereinafter set forth.

In the drawings:

Figure 1 is a plan view of a construction having a single stile;

Figs. 2 and 3 are respectively a side elevation and an end elevation thereof;

Fig. 4 is an enlarged section through the stile;

Fig. 5 is a perspective view showing a modified construction having three stiles.

In the present state of the art railway box cars are usually provided with ladders at the end adjacent to one side and also a ladder at the side adjacent to the end. This permits of the trainman passing from end to side or vice versa to avoid danger. It is, however, the practice to place these ladders inside of the corner for a short distance so that it is necessary to reach around and feel for the round of the ladder on the other side, and there is always the chance of missing one's hold. I have avoided this danger by a construction in which the ladder is substantially continuous around the side and end, permitting the trainman to perceive as well as to feel his way around.

As shown in Figs. 1 to 4, A is a metallic bar or stile, preferably of angle cross section and arranged diagonally opposite the corner of the car. The upper and lower ends of this stile are secured to the car body by feet B and C bent to extend respectively along the side and at the end of the car, and secured by suitable means, such as the bolts D and E passing through the side plate and end sill of the car body. The stile A is further provided with a series of apertures or slots F for engagement with the rungs G. These extend from the corner stile to the side and end of the car and are preferably continuous, as shown in Fig. 1, but may be made in separate pieces as shown in Fig. 5. The rounds are secured at their opposite ends either by individually bolting them to the car body, as indicated at H, or by securing them to stiles I, as shown in Fig. 5.

With the construction described, the stile A being positioned as described, the rungs on the end and side are in view from either position, and with the construction shown in Fig. 1 are continuous. Thus the trainman can quickly pass from one side to the other. At the same time the construction is simplified in that it dispenses with at least one stile, and the fact that this stile is secured by the rounds at both the side and the end of the car gives an additional element of security.

What I claim as my invention is:

1. A ladder for cars comprising a stile arranged diagonally opposite the corner of the car and having feet at its opposite ends respectively secured to the side and end of the car body, and rungs for the side and end sections supported by said common stile.

2. A ladder for cars comprising a stile of angle cross section arranged diagonally opposite the corner of the car with its apex inward, the upper and lower ends of said stile having feet bent laterally to engage the side and end of the car body, the flanges of said stile being provided with a series of apertures therein, and rounds engaging said apertures and extending along the side and end of the car.

3. A ladder for cars comprising a stile of angle cross section arranged diagonally opposite the car corner with its apex inward, said stile having bent feet at the opposite ends thereof for engaging respectively the side and end of the car body, the flanges being slotted at intervals, and a series of rounds engaging the slots in said flanges and secured at their opposite ends to the side and end of the car.

In testimony whereof I affix my signature.

FREDERICK M. WHYTE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."