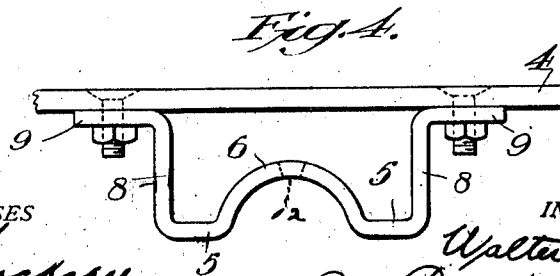
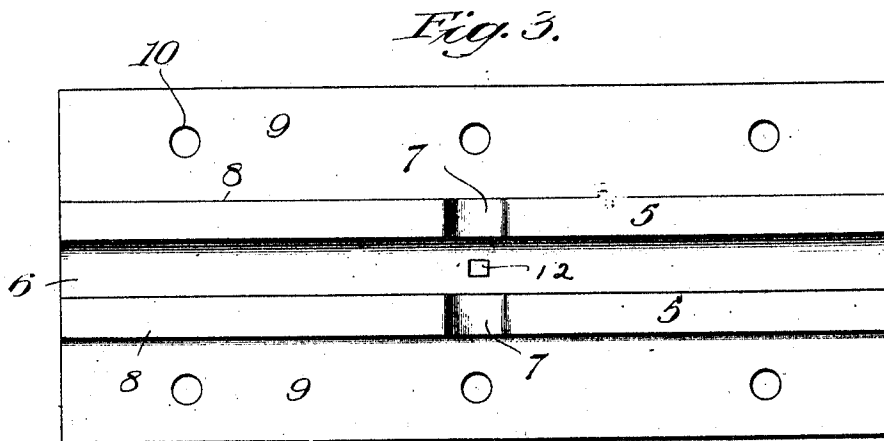
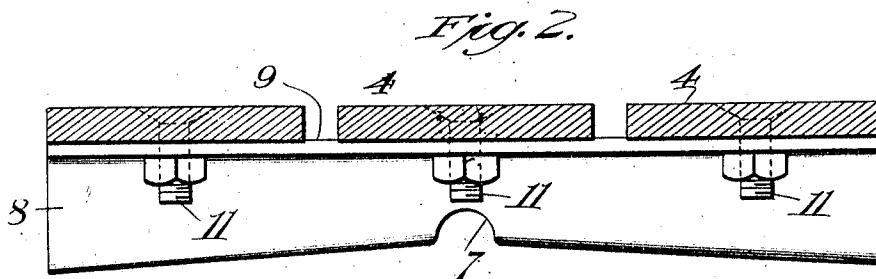
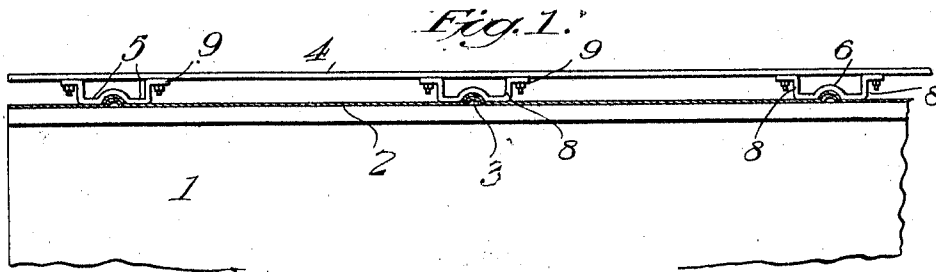


W. P. MURPHY.
 RUNNING BOARD SADDLE.
 APPLICATION FILED JAN. 11, 1911.

989,028.

Patented Apr. 11, 1911.



WITNESSES
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UNITED STATES PATENT OFFICE.

WALTER P. MURPHY, OF CHICAGO, ILLINOIS.

RUNNING-BOARD SADDLE.

989,028.

Specification of Letters Patent.

Patented Apr. 11, 1911.

Application filed January 11, 1911. Serial No. 602,065.

To all whom it may concern:

Be it known that I, WALTER P. MURPHY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Running-Board Saddles, of which the following is a specification.

In the drawings—Figure 1 is a detail longitudinal section of the roof of a freight car, with my invention applied; Fig. 2 is a side elevation of my improved saddle, showing the running boards (in section) secured thereto; Fig. 3 is a bottom plan view of my improved saddle board, and Fig. 4 is an enlarged detail view of the saddle with the running board secured thereto.

This improved all-metal saddle board is designed to supplant the wooden saddles which split and rot, thus allowing the securing nails and screws to become loose and work out, whereby the running boards get loose, leaving them free to warp and fly up and trip the trainmen in going over cars.

The object of my invention is to provide an all-metal saddle of strong, simple and inexpensive construction that will be free from the defects and disadvantages of the wooden saddle and at the same time give a maximum spread for the running boards with a minimum bearing on the roof; and with these and minor objects in view, my invention consists of the construction and arrangement of parts as will be hereinafter set forth.

1 represents a freight car broken away, 2 the usual roof with a rolled or other standing seam 3.

4 are the running boards.

My improved running-board saddle is of all metal construction and consists of a lower member 5 conforming to the pitch of the roof and crimped longitudinally to form a hollow strengthening rib 6.

7 is a crimp transverse of the member 5.

8 are upright spacing members at both edges of the lower member; the transverse groove 7 extending through said spacing members.

9 are horizontal members projecting outwardly from the spacing members.

10 are bolt openings in the longitudinal members to receive the bolts 11, whereby the running boards 4 are secured to the saddle.

The upper members 9 are flat and horizontal.

In applying my improved saddle to a car, it straddles the ridge with the transverse crimp over the ridge seam if there be one, while the crimps 6 straddle the roof seams 3, thus locking the saddle against longitudinal and transverse movement of the car. It is rigidly secured in this position by means of the usual bolt at the ridge passing through the opening 12, shown in dotted lines in Fig. 4.

It will be seen from the drawing that the bearing of the saddle on the roof of the car is reduced to a minimum, thereby reducing wear due to friction on the roof sheets, and at the same time the flat longitudinal upper members 9 provide a maximum bearing for the running boards. Another advantage of this construction of saddle is that snow and ice are not liable to pack between the boards 4 on the saddle, as it will fall between the boards and be conducted away by the lower member 5 and discharged at the outer ends of the saddle onto the roof. The saddle being constructed of metal will last indefinitely, will not warp and provides a firm, rigid foundation to which the running boards can be fastened with bolts, thereby preventing them from tilting and thus eliminating the danger of the trainmen tripping.

What I claim is:—

1. An integral running-board saddle, comprising a lower member conforming to the pitch of a car roof, upright spacing members at both edges of the lower member and horizontal members projecting outwardly from the spacing members.

2. An integral running-board saddle, comprising a lower member conforming to the pitch of the roof, horizontal members projecting beyond the edges of the lower member, and upright spacing members integral with the upper and lower members and connecting the outer edges of the lower member with the inner edges of the upper members.

3. A running-board saddle of  shaped section, one member of which is shaped to conform to the pitch of a car roof, and is provided with longitudinal and transverse grooves therein.

4. A running-board saddle comprising a member of  shaped section, the lower portion thereof having a pitch conforming to the pitch of a car roof.

5. A sheet metal running-board saddle comprising flat horizontal upper members,

a member below said upper members conforming to the pitch of a car roof, and crimped longitudinally throughout its length and transversely at its ridge to strengthen
5 it and provide four-way grooves in its under face.

6. As a new article of manufacture, a metal running-board saddle having a body of channel section, an integral hollow rib
10 projecting upward from and extending lon-

gitudinally of said body, integral flat horizontal members extending outwardly from the upper edges of said body.

In testimony whereof I affix my signature in presence of two witnesses.

WALTER P. MURPHY.

Witnesses:

HARRY W. STANNARD,
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