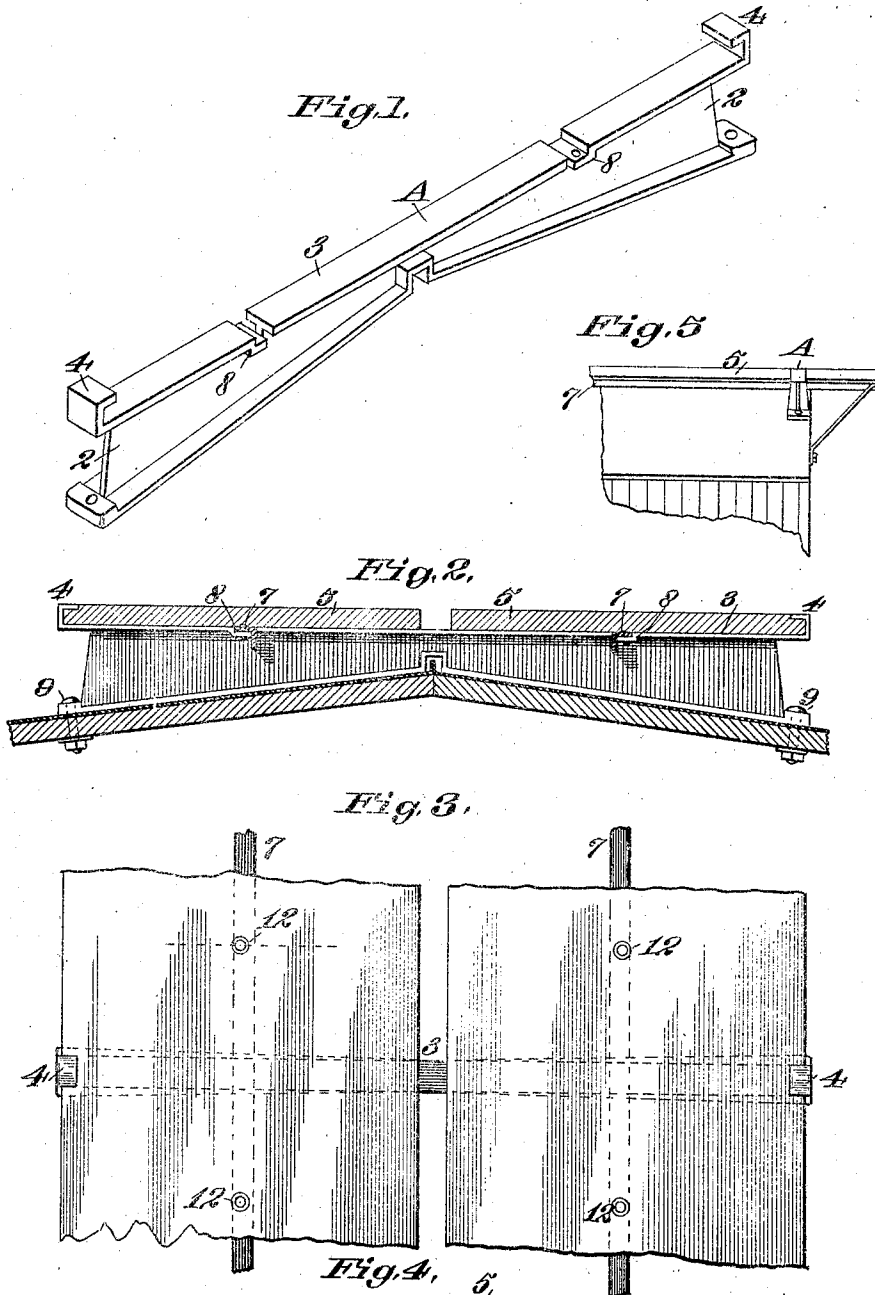


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METAL RUNNING BOARD FRAME FOR BOX CARS.
APPLICATION FILED FEB. 8, 1911.

1,006,639.

Patented Oct. 24, 1911.



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UNITED STATES PATENT OFFICE.

ALEXANDER ENSBURY AND JOSEPH S. TAYLOR, OF SACRAMENTO, CALIFORNIA.

METAL RUNNING-BOARD FRAME FOR BOX-CARS.

1,006,639.

Specification of Letters Patent.

Patented Oct. 24, 1911.

Application filed February 8, 1911. Serial No. 607,393.

To all whom it may concern:

Be it known that we, ALEXANDER ENSBURY and JOSEPH S. TAYLOR, both citizens of the United States, residing at Sacramento, in the county of Sacramento and State of California, have invented new and useful Improvements in Metal Running-Board Frames for Box-Cars, of which the following is a specification.

10 This invention relates to a running board frame for box cars and the like.

It is the object of this invention to provide a supporting frame for the running boards on roofs of box cars which is simple in construction, which can be readily applied and which is so arranged that warping of the running boards mounted thereon will be prevented.

The invention consists of the parts and the combination and construction of parts as hereinafter more fully described and claimed, having reference to the accompanying drawings, in which—

Figure 1. is a perspective view of the invention. Fig. 2. is a side elevation of same. Fig. 3. is a plan view showing the running boards in position. Fig. 4. is an enlarged section on the line X X, Fig. 3. Fig. 5. is a fragmentary side view of a car roof showing the invention as applied.

30 In the embodiment of this invention we employ a supporting member or saddle of peculiar construction and design which saddle is adapted to be placed astride the roof of a car and securely bolted thereto. This saddle is formed as shown in Fig. 1, preferably of cast or drop-forged metal, and consists of a flat tread A, which is bent at an obtuse angle to conform to the roof slopes on opposite sides of the ridge of the car.

40 Formed on the upper face of the tread A and extending longitudinally central thereof is a vertically arranged web 2, the upper edge of which terminates in a horizontally disposed flange 3 which projects laterally on each side of the web 2. This flange 3 is bent upwardly and inwardly at each end to form hook members 4—4 which are adapted to engage the outer edges of the running boards 5—5 when the latter are

placed upon the saddle as shown in Fig. 2. The flange 3 and web 2 are cut away to form a notch 6 some distance on each side of the center of the saddle, each of which notches is designed to receive an angle-iron 7, as shown in Fig. 2, the angle-irons 7 being placed within the notches 6 with their upper face flush with the top of the flange 3, and riveted to a flange 8 projecting outwardly from the face of the web 2.

60 In the application of the invention, a number of the saddles, formed as just described, are placed astride the ridge of the roof of a car at suitable distances apart, and are rigidly secured to the car roof by means of bolts 9 which pass through the ends of the tread A and the roof rafters, as shown in Fig. 2. The angles 7 are then placed in position on the saddles and secured thereto, as before described, these angles 7 extending lengthwise of the car roof and supported on the spaced saddles. The outer ends of the angles 7 extend a short distance beyond the ends of the car roof and are supported by brackets 10, as shown in Fig. 5. The running boards 5 are then laid on the frame work formed of the saddles and the angle-iron girders and are secured to the latter by means of bolts 12, as shown in Fig. 4, the hooks 4 on the saddles engaging the outer edges of the boards 5, as before described, to prevent their curling upward or warping.

85 From the foregoing it will be observed that we have devised a light, durable and inexpensive frame work and support for running boards, which can be easily and quickly placed in position on a car roof, and the use of which will effectively prevent warping of the running boards, a difficulty now frequently met with and which occasions considerable expense to obviate.

Having thus described our invention, what we claim and desire to secure by Letters Patent is—

1. In a running board frame for box cars, 95 a saddle consisting of a tread, a vertically extending web formed longitudinally and centrally thereon, and a horizontal flange on the upper edge of said web, said flange projecting laterally on each side of the web, and 100

having spaced notches adapted to receive angle irons disposed at right angles to the saddle.

2. In a running board frame for cars, the combination with a saddle having a horizontal flange on its upper edge, said flange having spaced notches adapted to receive angle irons disposed at right angles to the saddle.

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses:

ALEXANDER ENSBURY.
JOSEPH S. TAYLOR.

Witnesses:

JOHN H. HERRING,
CHARLES EDELMAN.