

No. 714,397.

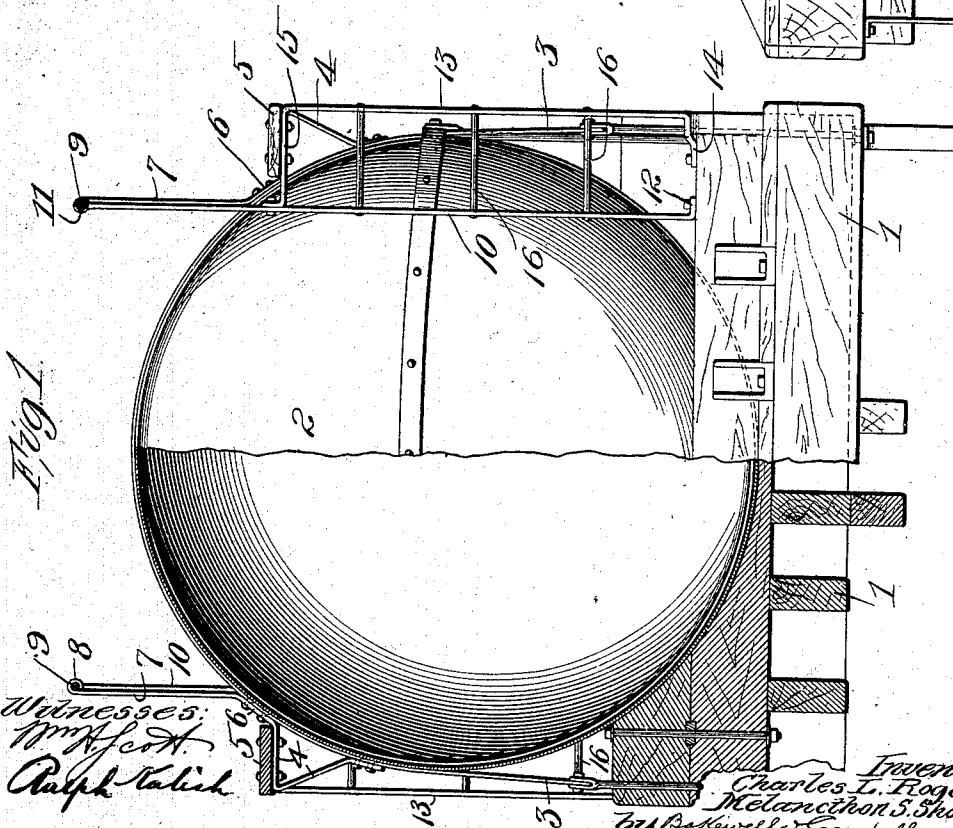
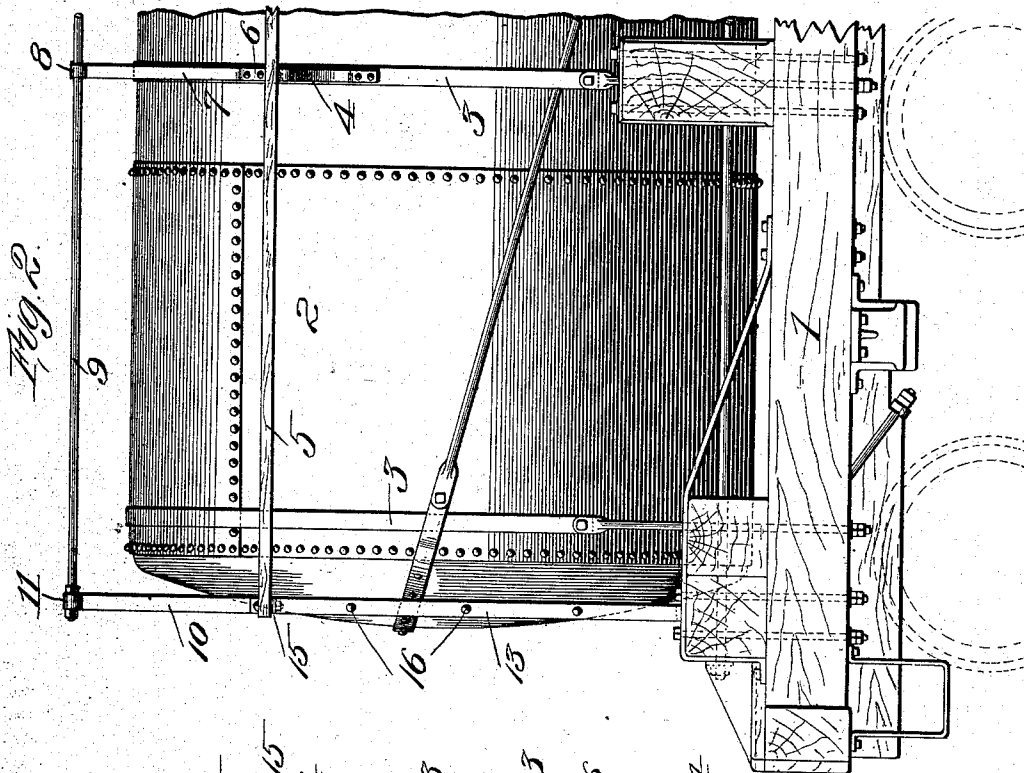
Patented Nov. 25, 1902.

C. L. ROGERS & M. S. SHOTWELL.

TANK CAR.

Application filed Sept. 17, 1902.

(No Model.)



Witnesses:
Wm. J. Scott
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UNITED STATES PATENT OFFICE.

CHARLES L. ROGERS AND MELANCTHON S. SHOTWELL, OF MILTON, PENNSYLVANIA, ASSIGNORS TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

TANK-CAR.

SPECIFICATION forming part of Letters Patent No. 714,397, dated November 25, 1902.

Application filed September 17, 1902. Serial No. 123,730. (No model.)

To all whom it may concern:

Be it known that we, CHARLES L. ROGERS and MELANCTHON S. SHOTWELL, citizens of the United States, residing at Milton, Northumberland county, Pennsylvania, have invented a certain new and useful Improvement in Tank-Cars, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end elevational view, partly in section; and Fig. 2 is a side view showing the end of a car.

Our invention relates to improvements in tank-cars, our object being to provide a simple and efficient structure for supporting the running-board and a hand-rail and to provide a ladder leading to the said running-board.

To these ends and also to improve generally upon devices of the character indicated, our invention consists in the various matters hereinafter described and claimed.

Referring now more particularly to the drawings, 1 represents the underframing of the car, and 2 the tank, said tank being fastened upon the car by means of tank-bands 3, all of which parts can be of any usual or preferred construction. Secured to the tank-bands at the sides of the tank are strap-irons, which are formed into knees 4, the knees upon a side of the car being in horizontal alinement and having the running-board 5 supported above and secured to the same. The strap-irons are provided with rivet-receiving portions 6 at the ends of the knees, said portions 6 abutting against and being secured to the tank-bands, and from the upper rivet-receiving portion the strap-iron extends vertically at a side of the running-board to form a standard 7, the upper end of said standard being bent into an eye 8 to receive the hand-rail 9. Manifestly by securing the strap-irons to the tank-bands it is unnecessary to rivet through the tank itself.

The car is provided at each end with a vertical iron standard 10, which has its upper end provided with an eye 11 to receive the hand-rail 9, while its lower end is bent to pro-

duce a foot 12, which rests upon and is secured to the car-frame. A second standard 13 extends vertically and substantially parallel to the standard 10, said second standard having its lower end bent inwardly to produce a foot 14, which rests upon and is secured to the frame of the car, while the upper end of said standard 13 is bent inwardly and then secured to the standard 10, the inwardly-bent portion 15 forming a support or bracket for the end of the running-board. Rungs 16 being secured to the said standards 10 and 13 and extending between the same, a ladder is produced by means of which the running-board can be reached.

We are aware that many minor changes in the construction, arrangement, and combination of the several parts of our device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of our invention.

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

1. In a tank-car or the like, the combination with a tank, and tank-bands, of a running-board supported upon said tank-bands; substantially as described.

2. In a tank-car or the like, the combination with a tank, and tank-bands, of supporting members secured to said tank-bands, and a running-board supported upon said supporting members; substantially as described.

3. In a car or the like, supporting members, a running-board supported upon said supporting members, standards integral with and rising from said supporting members, and a hand-rail supported upon said standards; substantially as described.

4. In a tank-car or the like, the combination with a tank, and tank-bands, of strap-irons, each of which has a knee portion, rivet-receiving portions secured to a tank-band, and a standard, a running-board supported upon the knees of said strap-irons, and a hand-rail supported upon said standards; substantially as described.

5. In a car or the like, an elevated running-board, a standard, a second standard

having a bent portion upon which said running-board is supported, and steps between said standards; substantially as described.

6. In a car or the like, the combination
5 with a running-board and a hand-rail, of a standard supporting said hand-rail, a second standard, a running-board-supporting member connected to both of said standards, and steps between said standards; substantially
10 as described.

7. In a car or the like, the combination with a running-board, of a standard, a second standard having its upper end bent and secured to said first-mentioned standard,
15 said bent portion supporting the running-board, and steps between said standards; substantially as described.

8. In a car or the like, the combination with a car-body, of supports secured thereto,
20 a running-board upon said supports and extending beyond the same, and a ladder upon which the extending portion of the running-board rests; substantially as described.

9. In a tank-car or the like, the combination with a tank, and tank-bands, of strap-
25 irons secured to said bands, each of said

irons having a knee portion, rivet-receiving portions secured to the bands, and a standard, a hand-rail supported upon said standards and extending beyond the same, a running-board supported upon said knee portions and extending beyond the same, a standard supported upon the car-frame and supporting the extending end of said hand-rail, a third standard supported upon the
30 car-frame and having its upper end bent inwardly and secured to the said standard supporting the extending end of said hand-rail, the extending end of the running-board being secured to and supported upon the said
35 inwardly-extending end of said third standard, and steps secured between the two last-mentioned standards; substantially as described.

In testimony whereof we hereunto affix our
45 signatures, in the presence of two witnesses, this 11th day of September, 1902.

CHARLES L. ROGERS.

MELANCTHON S. SHOTWELL.

Witnesses:

JOHN H. FERRIS,

S. ROBT. PEALER.