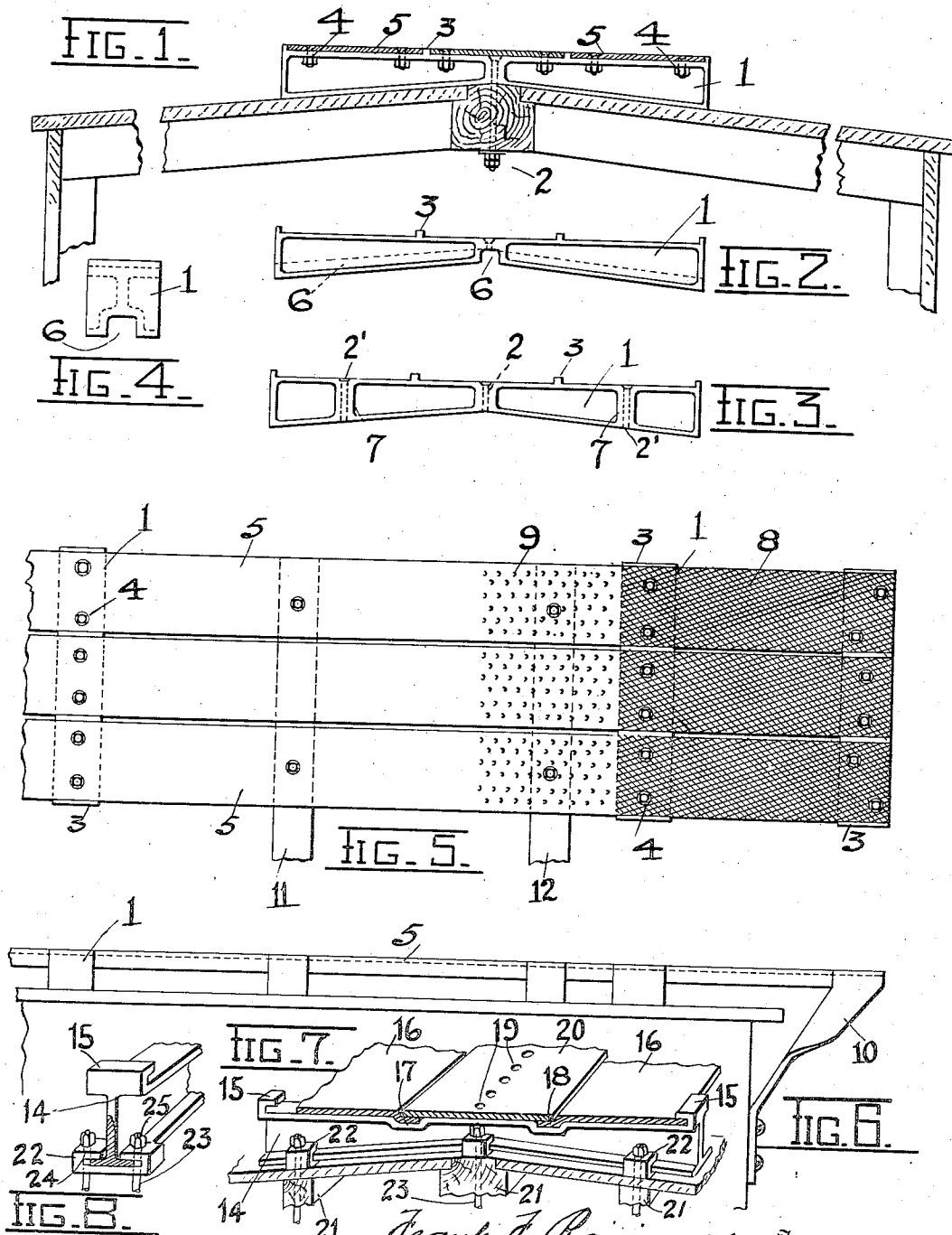


F. F. REISINGER.
 RUNNING BOARD STRUCTURE.
 APPLICATION FILED FEB. 19, 1920.

1,343,281.

Patented June 15, 1920.



Frank F. Reisinger, Inventor

By his Attorneys,

Clement & Clement

UNITED STATES PATENT OFFICE.

FRANK F. REISINGER, OF EVANSVILLE, INDIANA.

RUNNING-BOARD STRUCTURE.

1,343,281.

Specification of Letters Patent. Patented June 15, 1920.

Application filed February 19, 1920. Serial No. 359,977.

To all whom it may concern:

Be it known that I, FRANK F. REISINGER, a citizen of the United States, residing at Evansville, in the county of Vanderburg and State of Indiana, have invented certain new and useful Improvements in Running-Board Structures, of which the following is a specification.

My invention relates to improvements in running board structures for railroad cars and particularly to that type wherein the running boards and their supports may be quickly fitted, removed and interchanged.

One object of my invention resides in providing a running board structure of practical design which may be fashioned entirely of metal.

A further object is to provide a set of running boards and supports of simple but effective construction and arrangement which will insure the maximum measure of safety practicable in such contrivances.

Another object is the provision of running boards, supports and fastenings which may be manufactured complete and ready for installation in accordance with pre-arranged standards.

A further object is to provide running boards and supports that due to their construction and securing means may be completed ready for installation upon any type of car top, whether the same be of standard construction or otherwise.

Before describing my improvement specifically I wish it understood that the invention is not to be limited to any specific details except in so far as such limitations are specified in the annexed claims. I do not limit myself in the manufacture of the running boards, their supports or securing means to any particular material, shape, or proportions, but reserve the right to make any rearrangement in the course of manufacture that may lend itself to the commercialization of the device as long as I do not depart from the spirit of my invention.

In the accompanying drawings in which like reference characters indicate corresponding parts in the several views and in which I have illustrated an embodiment of my invention:

Figure 1 is a transverse sectional view of a box car roof structure and one type of running boards showing a form of saddle and a method of securing the same to the car roof and car roof beam.

Figs. 2 and 3 are different forms of saddles.

Fig. 4 is an end view of Fig. 2 drawn to a different scale.

Fig. 5 is a plan view of a portion of a walkway.

Fig. 6 is a side elevation of Fig. 5.

Fig. 7 is a sectional elevation of a modified type of saddle and running board.

Fig. 8 is an end view of the type of saddle shown in Fig. 7 showing a type of securing clip.

In the particular form I have chosen for illustrating my improvement I secure the saddles 1 to the car roof ridge beam by the bolts 2, the saddles being provided with upstanding lugs 3 which assist the bolts 4 in securing the running boards 5 to prevent them from slipping or shifting. In Figs. 2 and 4 the channels 6 are for the purpose of providing a bridge over the lapped seams of plate edges of steel car construction or other obstructions that may be encountered by the saddles. It may be necessary in some instances to provide additional securing means for the saddles other than the central bolt 2 of Fig. 1, and I have provided for this at 7, Fig. 3. The running boards or plates may be roughened at 8 or 9, Fig. 5, for a whole or a part of their length, and if it is desired to project the running boards beyond the car ends in order to lessen the step between adjoining cars I may provide supporting brackets 10. Elements 11 and 12 represent sleepers similar in design to the saddles for platform boards, the latter not being illustrated, but which should be secured to the sleepers by countersunk bolts as in the case of the running boards.

In the form of saddles and boards shown in Figs. 7 and 8 I have met the requirement of types of cars not built to standard construction. Frequently the roof beams and trusses of such cars are not equally or regularly spaced, and it would be inadvisable therefore to punch the board holes for bolts 4, Fig. 5, or drill bolt holes 2 or 2', Fig. 3. In such case I prefer to use the modified form of saddles 14 which are provided with end flanges 15 for securing the outer edge of the outer boards 16, the said saddles being further provided with depressions 17 for receiving the inner offset edges 18 of the outer boards, the only bolted connection being through one of the holes 19 in the central board 20. I may punch these holes the

entire length of the boards and from the under side, leaving the rough upset edges in the upper side of the plate to provide a better footing. The bolt, not shown, 5 adapted to secure the center board to the saddle and to lock the other two boards in place, is inserted into any of the holes 19 that may register with a hole to be provided in one of the upper horizontal flanges of all 10 the saddles of this type at midway of their length; thus the saddles 14 may be spaced unequally to suit the arrangement of roof beams or trusses encountered. In order to provide for varying spacing of roof mem- 15 bers 21 I have devised the sliding clip or clamp 22, which may be shifted to any point along the length of the saddle, the securing bolts 23 being passed into the holes already provided at 24, the bolts impinging 20 the outer edges of the I-beam shaped saddle as shown. By tightening the nuts 25 the clamps are pinched down on the lower flanges of the saddles with such force as to rigidly secure them. In the form shown in 25 Figs. 7 and 8 the saddles do not bear upon the roof, but are held away from it by the

thickness of the securing clip 22, thus allowing for a circulation of air to prevent rotting of the roof boards directly under the saddle.

30

I claim:

1. A running board saddle of I-beam construction having transverse depressions in its upper flanged face, a pair of longitudinally arranged running boards or plates 35 having inner offset edges to fit said transverse depressions, a central locking board or plate adapted to engage the offset edges, means for securing the locking board or plate to the saddle, and adjustable clips 40 adapted to engage the lower flanges of the saddle and to receive vertical bolts for bolting the saddle to the car roof.

2. A running board saddle of I-beam design, in combination with longitudinally 45 adjustable clips adapted to engage the lower flanges of the saddle and to receive vertical bolts for bolting the saddle to the car roof.

In testimony whereof I affix my signature.

FRANK F. REISINGER.