May 17, 1927. 1,628,809

F. E. SANDSTROM

RUN BOARD FOR FREIGHT CARS

Filed Sept. 18, 1925

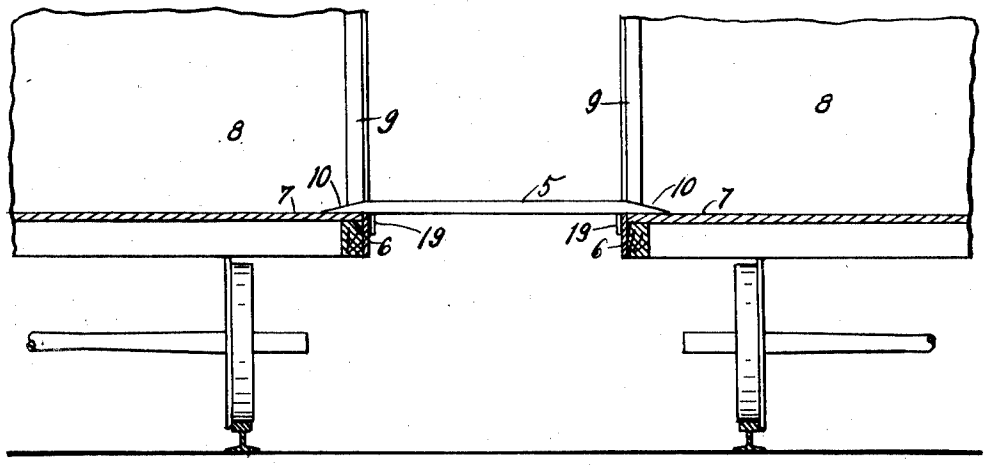


Fig. 1.

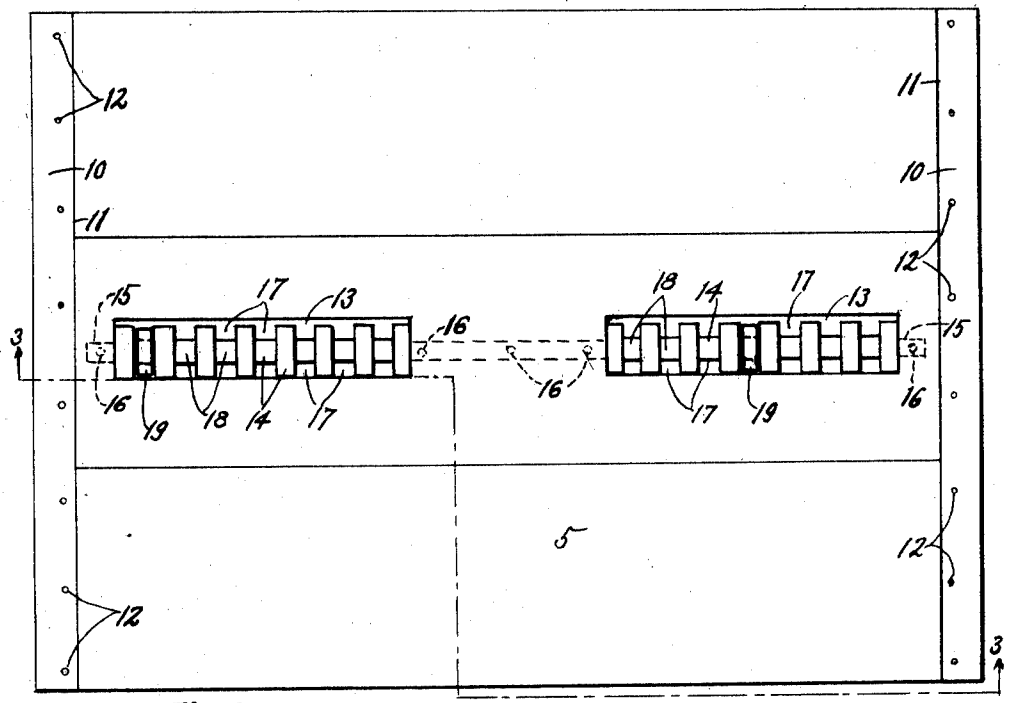


Fig. 2.

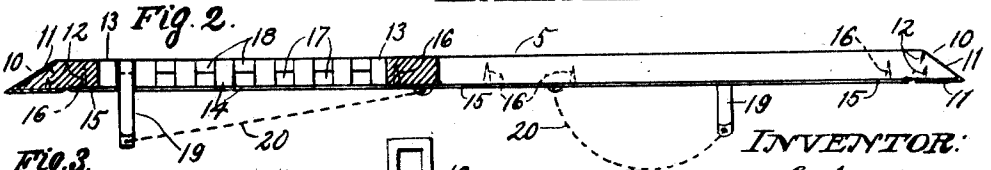


Fig. 3.

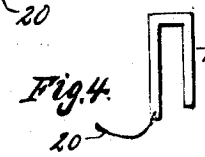


Fig. 4.

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UNITED STATES PATENT OFFICE.

FERDINAND E. SANDSTROM, OF ST. PAUL, MINNESOTA.

RUN BOARD FOR FREIGHT CARS.

Application filed September 18, 1925. Serial No. 57,197.

My invention relates to run boards of the kind used as a bridge between the side doors of freight cars on adjacent tracks during the handling of freight at railways freight terminals and like places. The object of the invention is to provide an improved run board that may be readily and safely secured with its ends upon the floors of two cars regardless of the variation in distance between any two cars, in parallel position, for moving freight from one car into the other.

In the accompanying drawing:

Fig. 1 is a vertical cross section of two box cars with my device in operative position between the side door openings of the cars.

Fig. 2 is an enlarged top or plan view of the improved run board.

Fig. 3 is a section on the line 3—3 of Fig. 2.

Fig. 4 is a detail view of either one of the two forked pins arranged to hold the board in place.

Referring to the drawing by reference numerals, 5 designates the foot board, showing in Fig. 1 that when in use its ends are placed upon the thresholds 6 and floors 7 of two box cars 8 of which 9 are the side door openings.

The board 5 consists of a plank or board about two inches thick, three and one-half feet wide and about five feet long, made of one or more pieces of lumber. The board has its ends 10 beveled at the upper side and reinforced by sheet metal 11 secured at 12.

Near each end the board is provided with a longitudinal central slot 13 in which is inserted from below a metal rack 14 having end flanges 15 secured by screws 16. Said flanges may be cast with the rack or they may be a flat wrought iron bar secured to the rack and to the board.

Each rack is formed with a series of lateral notches 17 and top notches 18 extending between each pair of opposite notches 17 thus forming a series of inverted U-shaped notches across the rack.

19 is a U-shaped staple like pin adapted to be dropped into any one of the notches 17—18, said staple being attached to the board by any suitable flexible element such as a light cable or chain 20 which is placed out of the way under the board. In operation when any person using the board desires to move the pins in either direction in the racks so as to bring them close to the door sills and prevent sliding of the board, he simply picks up the pin and moves it to the desired notch, letting the cord or chain 20 move in the slot alongside of the rack. For said reason the rack can be seen in Fig. 2 to lie close to one side of the slot while at the other side the slot 13 forms a clearance for the chain when raised with the extracted pin.

Having thus described my invention, what I claim is:

1. A run board of the class described having a longitudinal slot, a metal bar narrower than the slot secured in the said slot and having a series of inverted U-shaped notches across its top and sides, and a staple shaped pin adapted to straddle the bar and be dropped into either one of said notches and engage with both of its legs simultaneously the outer edge of the sill of a side door of a railway car.

2. The structure specified in claim 1, and a flexible element secured to the pin and to the board, said flexible element being attached to the lower end of the pin and movable in the slot along one side of the rack when the pin is raised.

In testimony whereof I affix my signature.

FERDINAND E. SANDSTROM.