

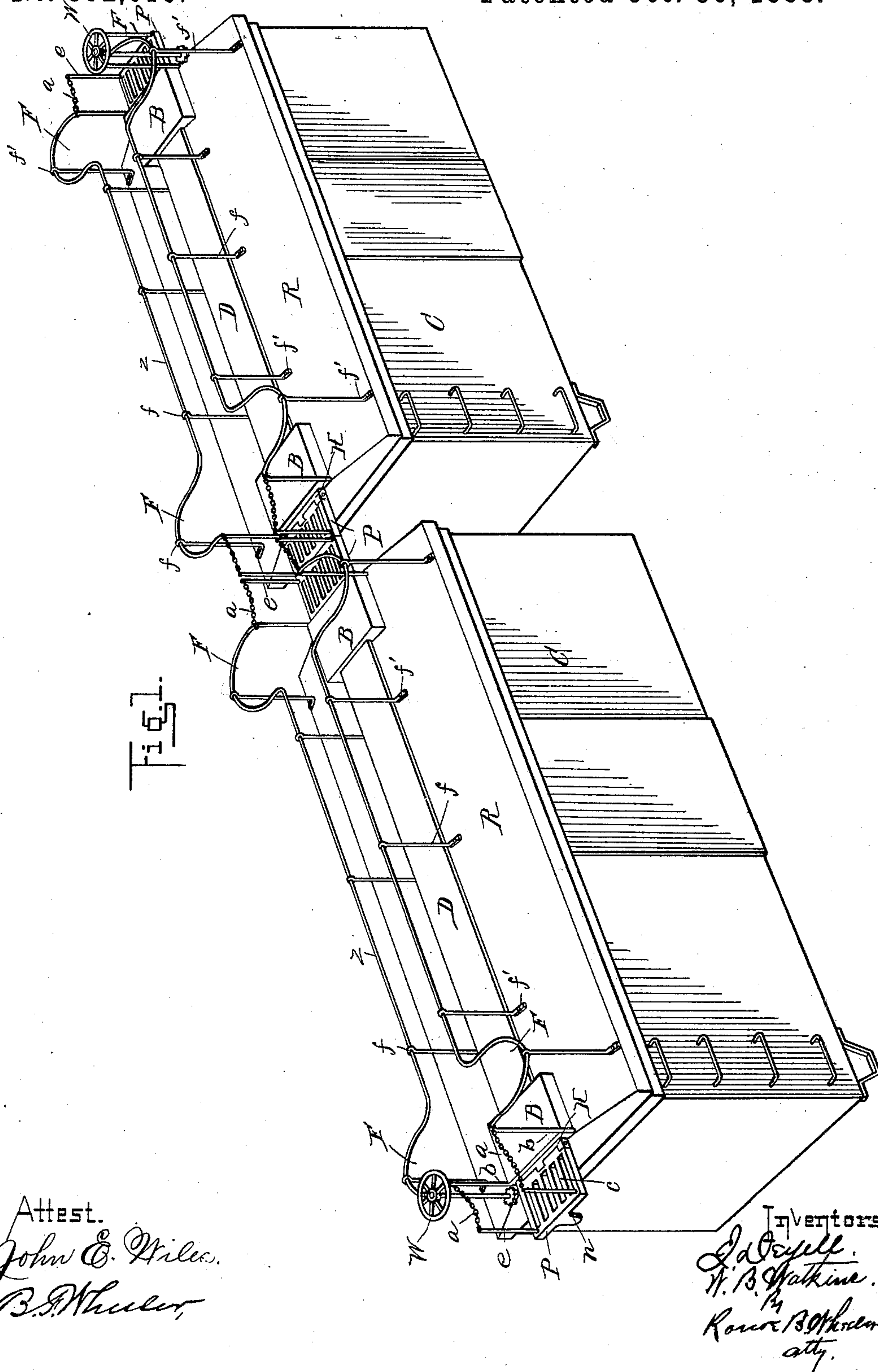
(No Model.)

2 Sheets—Sheet 1.

I. DEYELL & W. B. WATKINS.
RUNNING BOARD FOR FREIGHT CARS.

No. 392,015.

Patented Oct. 30, 1888.



(No Model.)

2 Sheets—Sheet 2.

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Fig. 2.

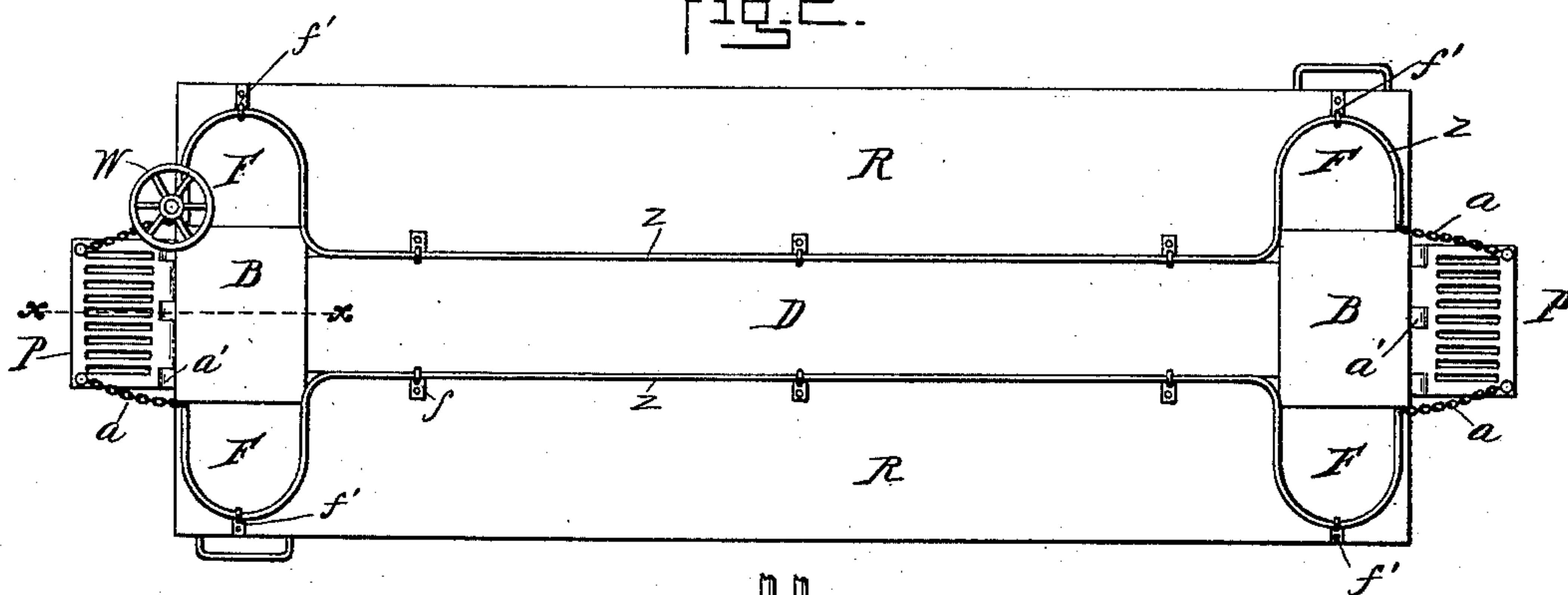


Fig. 3.

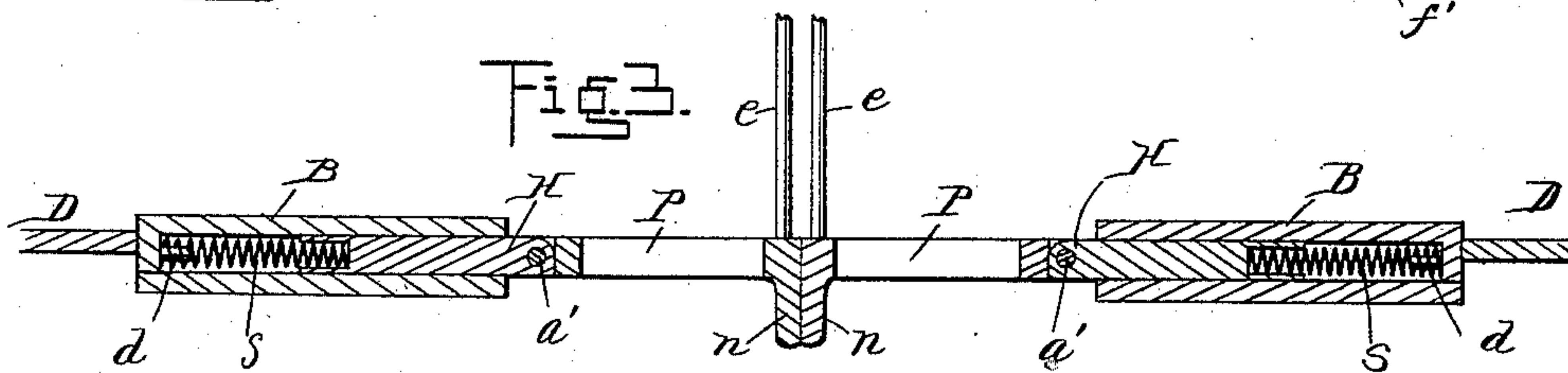
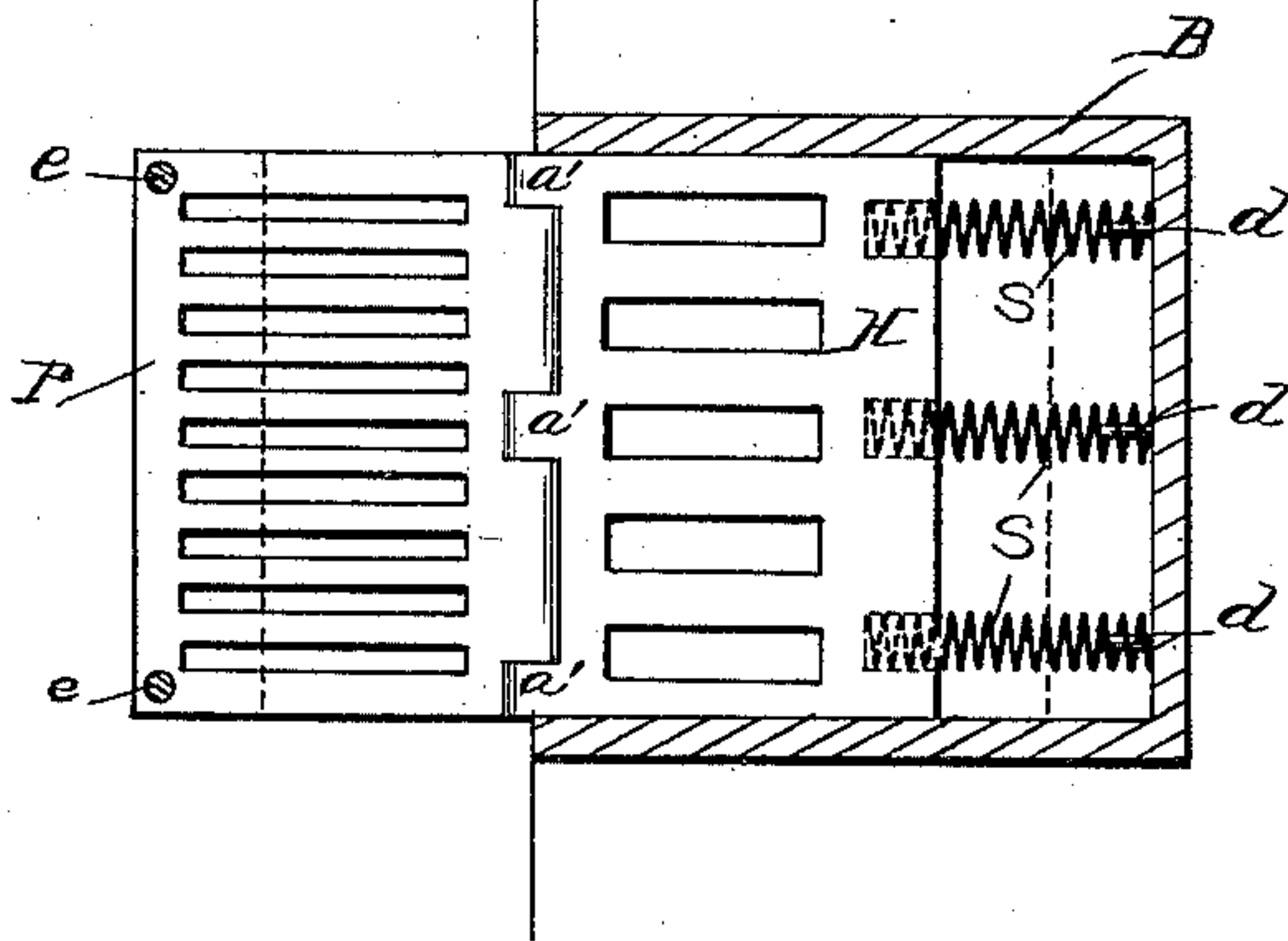


Fig. 4.



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UNITED STATES PATENT OFFICE.

ISAAC DEYELL AND WILLIAM B. WATKINS, OF ST. THOMAS WEST,
ONTARIO, CANADA.

RUNNING-BOARD FOR FREIGHT-CARS.

SPECIFICATION forming part of Letters Patent No. 392,015, dated October 30, 1888.

Application filed April 11, 1888. Serial No. 270,290. (No model.)

To all whom it may concern:

Be it known that we, ISAAC DEYELL and WILLIAM B. WATKINS, citizens of Canada, residing at St. Thomas West, in the county of Elgin, Ontario, Canada, have invented certain new and useful Improvements in Safety-Rails and Running-Boards for Freight-Cars; and we do declare the following to be a full, clear, and exact description of the invention, 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, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to a combined safety-rail and running-board for freight-cars.

The object of the invention is to provide the terminating ends of the run-boards of freight-cars with extensions or platforms which are so constructed as to close the gap between the cars when coupled together and form a continuous runway from end to end of the train, and also to provide a guard or safety rail on either side of the run board, being so constructed and arranged as to enable a brakeman to approach the edge of the car at either end to receive signals, &c., and to operate the brake-wheel without danger of being thrown from the train; and our invention consists in the construction and combination of parts, as will be hereinafter more fully set forth, and pointed out particularly in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view showing two freight-cars coupled together and equipped with our improved device. Fig. 2 is a top plan of a car containing our improvement. Fig. 3 is a central vertical longitudinal section taken on dotted line *xx* of Fig. 2, showing position of platforms when cars are coupled together. Fig. 4 is a top plan of the platform and sliding head, having upper portion of case removed to show position of coiled springs.

In the letters of reference in the drawings, C represents the car; R, the roof; D, the ordinary run-board, and W the brake-wheel, all of which are common in freight-cars.

B shows a housing or case, which may be

constructed from either wood or metal, and is mounted on the car-top at the terminating ends of the run-boards. Located within said case is a slatted sliding head, H, the front edge of which projects through the front edge of the case B and has attached thereto by hinges *a'* the slatted extension-platform P, as shown clearly in Fig. 4. At the rear of the sliding head H and within the case B is located a series of coiled springs, S, the front ends of which springs enter openings in the rear edges of the sliding head, while the rear ends receive the pins *d* of the case B, whereby said springs are securely held in position, as shown clearly in Fig. 4. Said springs act as buffers to allow the platforms to spring back or yield from the concussion of the cars in coupling together. (See Figs. 1 and 3.)

f shows a series of metal uprights or standards, the lower ends of which are provided with the foot portions *f'*, through which bolts or screws are passed into the roof of the car to secure them in position. The upper ends of said standards *f* are bent so as to form loops or eyelets, through which the guard-rails Z are passed, extending along either side of the run-board, and at or near the terminating ends are formed U shape, as shown at F, the extreme ends being bent downward, forming the end uprights or standards, and are secured to the car-roof by means of bolts or screws. The U-shaped portions form guards for the brakeman when operating the brake-wheel, and enable him to reach the edge of the car to receive signals without danger of being thrown from the train. (See Figs. 1 and 2.)

Attached to the front or outer corners of the slatted extension-platform P are two metal standards, *e e*, to the upper ends of which is attached one end each of the chains *a*, the other ends being attached to the upright portions *b* of the guard-rails Z, as shown clearly in Figs. 1 and 2. Said chains serve to support the outer corners of the platform P and form guards across the gap between the cars when coupled together.

n shows an arm or lug, which projects from the under face of the front portion of the platform P, and is to prevent the platforms from

passing or overlapping each other, as in the coupling together of high and low cars. (See Figs. 1 and 2.)

When the cars are coupled together, as shown in Fig. 1, the extension platforms are held in contact with each other by the pressure of the coiled springs S, (see Fig. 3,) and, being hinged at *a'* to the sliding heads, are allowed to rise and fall or yield with the vibration of the cars in running.

It will be observed from the foregoing arrangement of the parts that a continuous running-board is formed from end to end of the train, and the guard-rails as constructed and arranged enables the brakeman or train-man to perform his duty without danger of falling between the cars or being thrown off.

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

1. In combination with the roof of a freight-car, the running-board having the overhanging end platforms, and springs for forcing said platforms outward, the guide-rail on each side of the running-board and having the U-shaped extensions F, as and for the purposes specified.

2. In combination with the car-roof, the running-board having spring-actuated overhanging platforms, the standards *e*, mounted on said platforms, and the chains coupling said standards to the guide-rails, which rails extend from end to end of the car, as and for the purposes specified.

In testimony whereof we affix our signatures in presence of two witnesses.

ISAAC DEYELL.

WILLIAM B. WATKINS.

Witnesses:

JNO. FARLEY,

M. F. McCALL.