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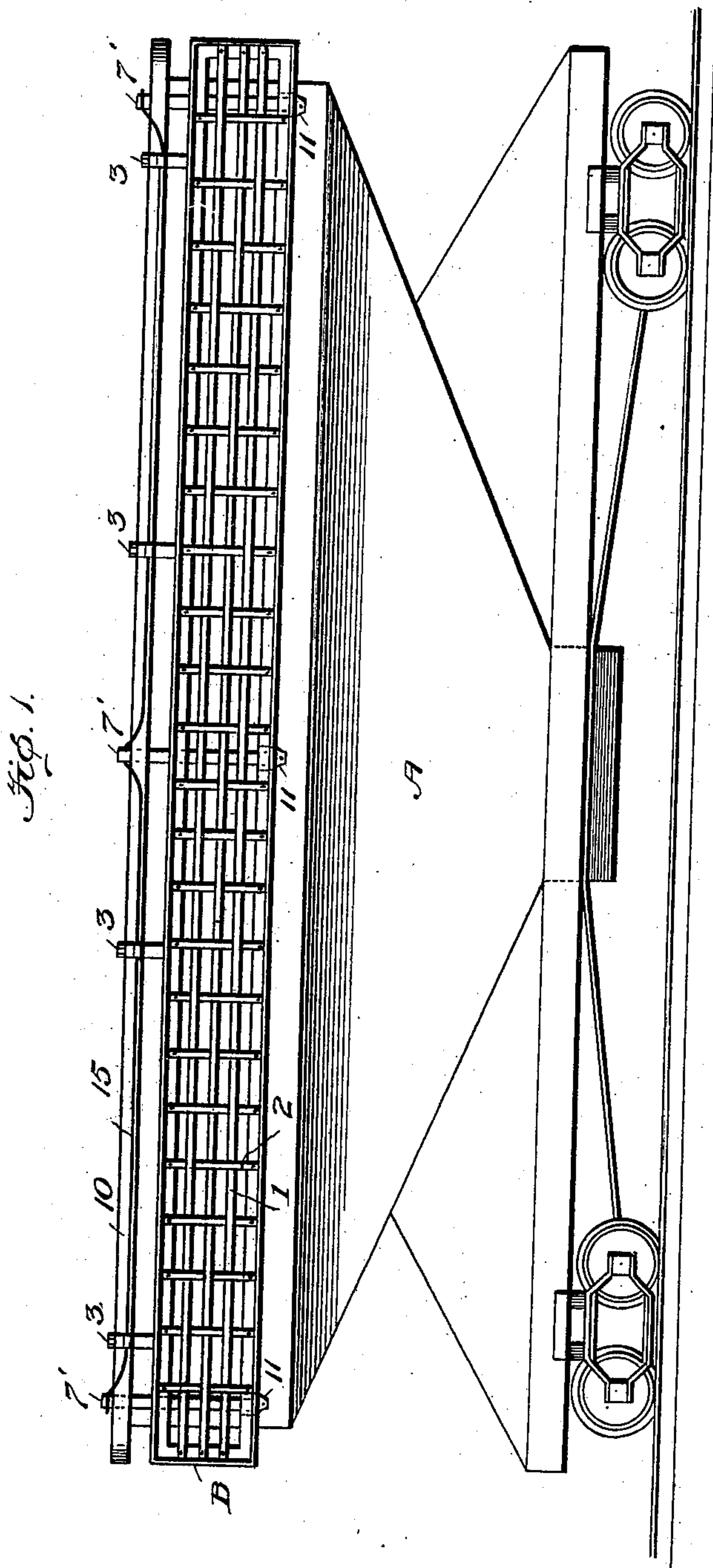
Patented Nov. 19, 1901.

G. GROOBEY.
RUNNING BOARD.


(Application filed Apr. 13, 1901.)

(No Model.)

3 Sheets—Sheet 1.



Witnesses

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 Ralph Swarfield.

Inventor

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his Attorney.

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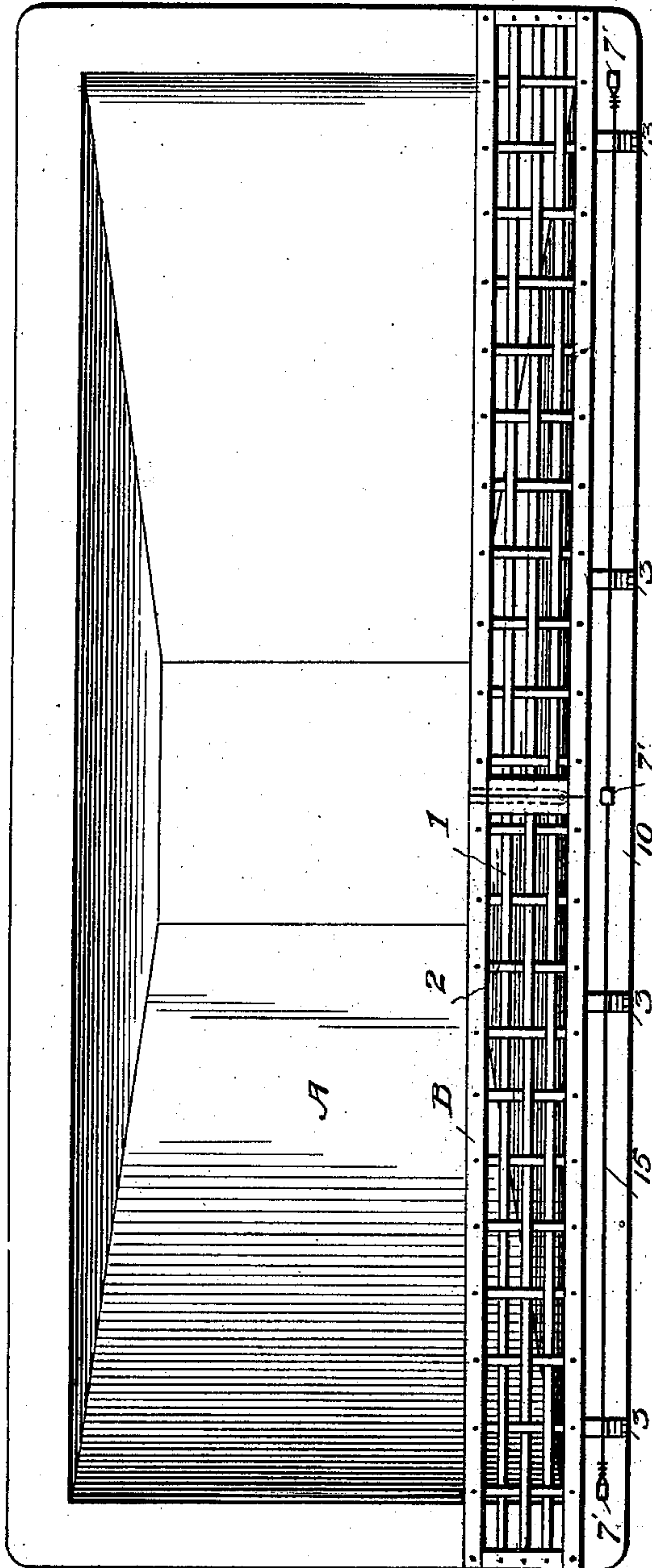
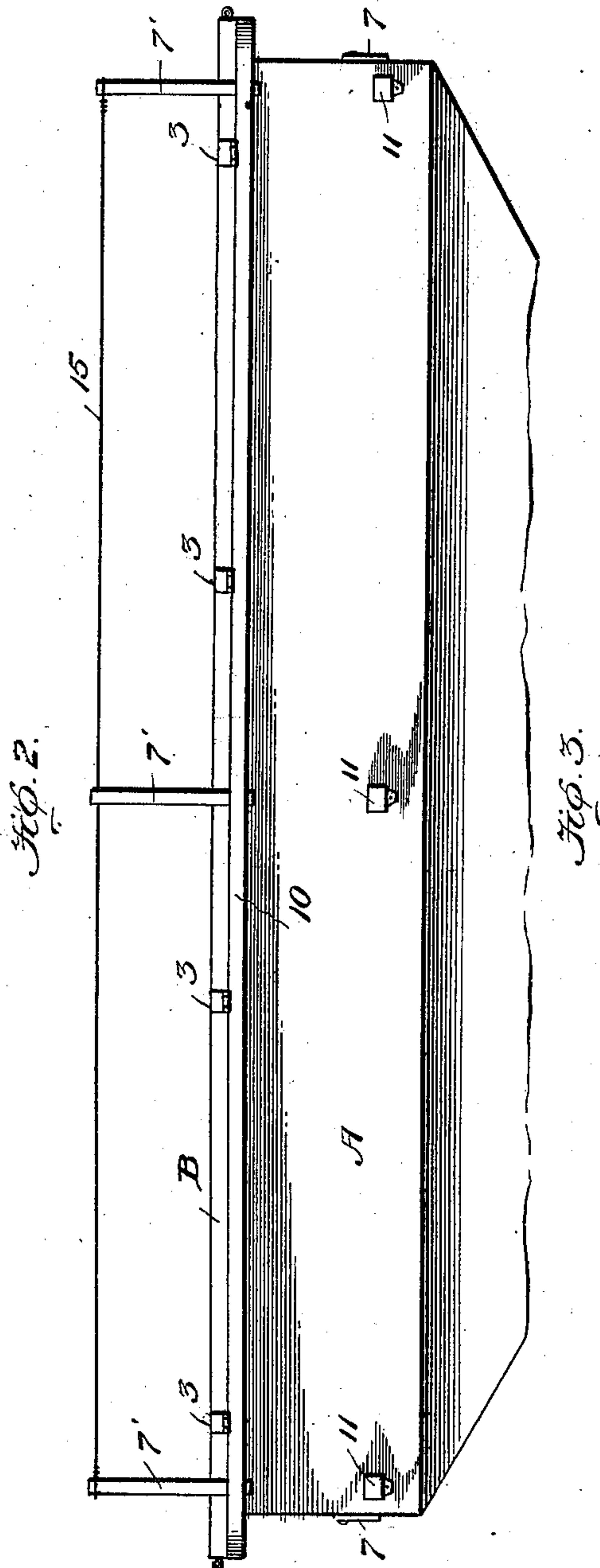
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Witnesses

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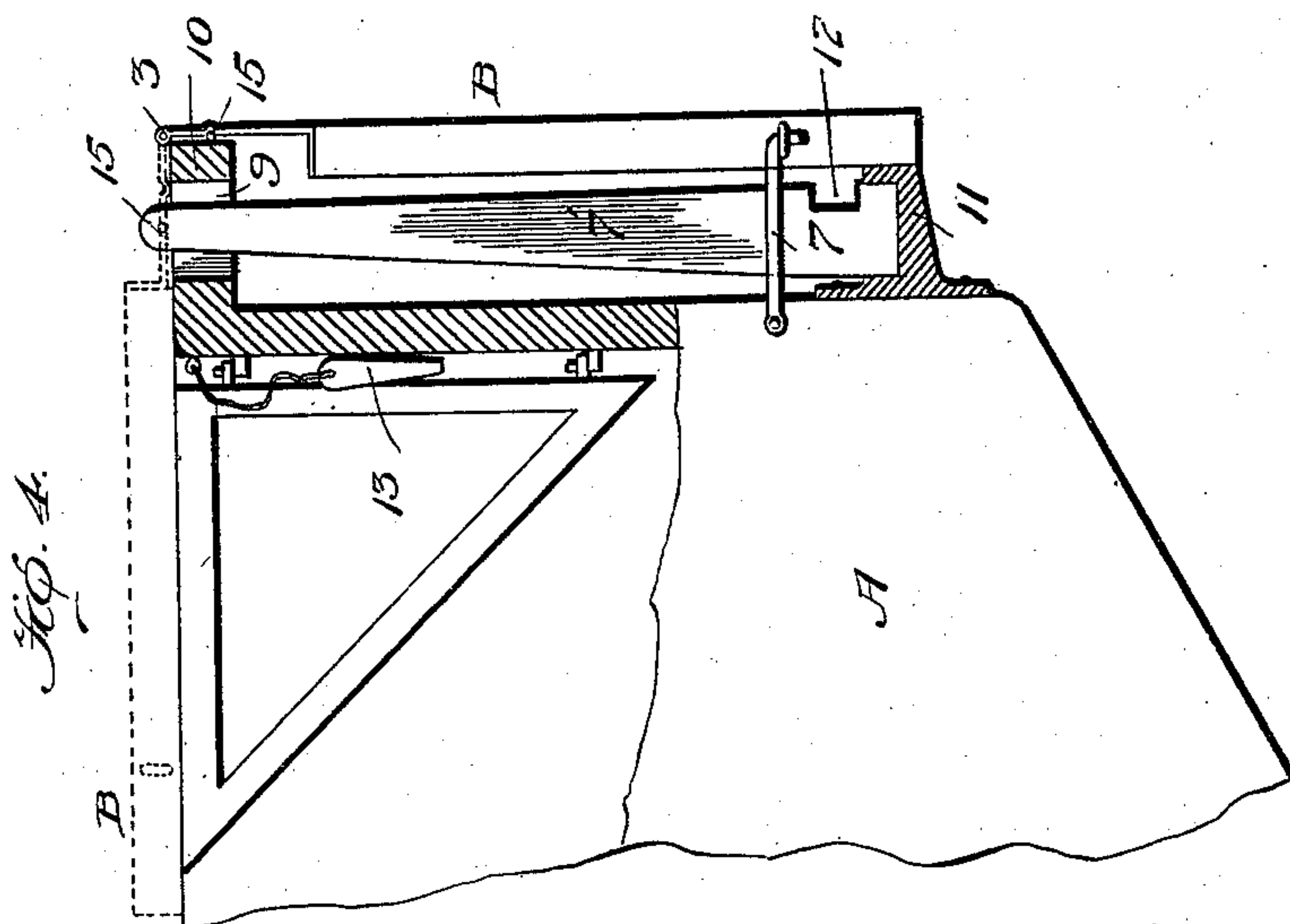
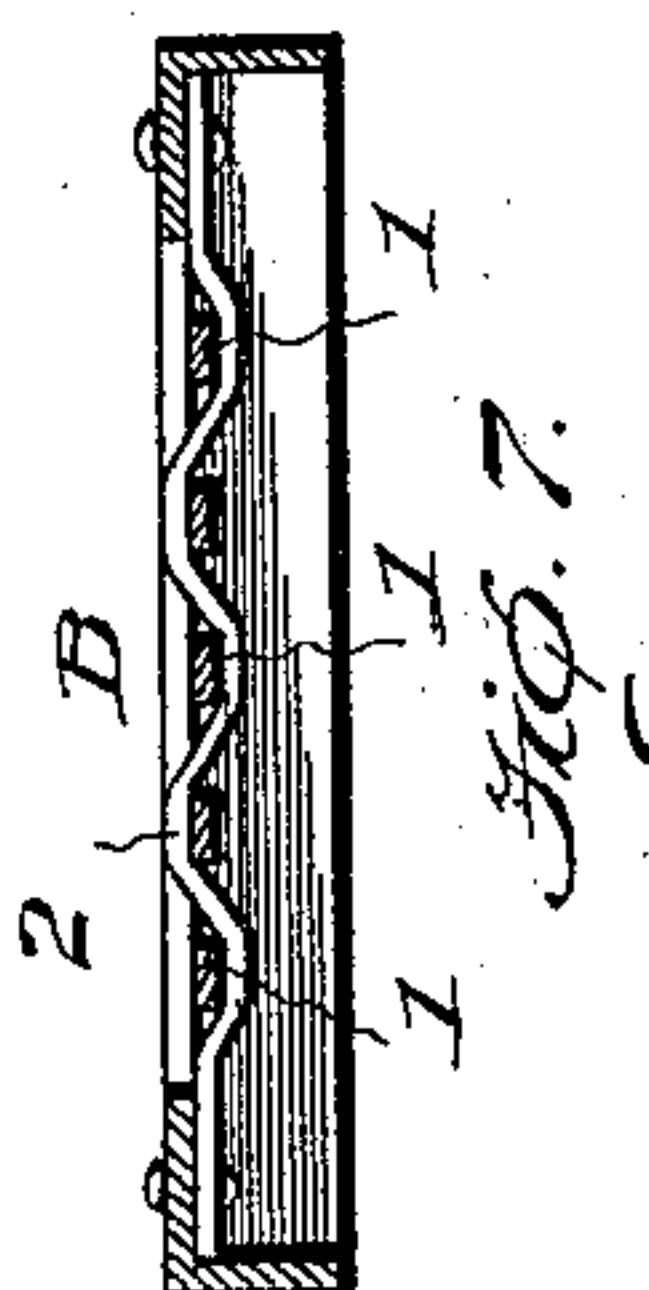
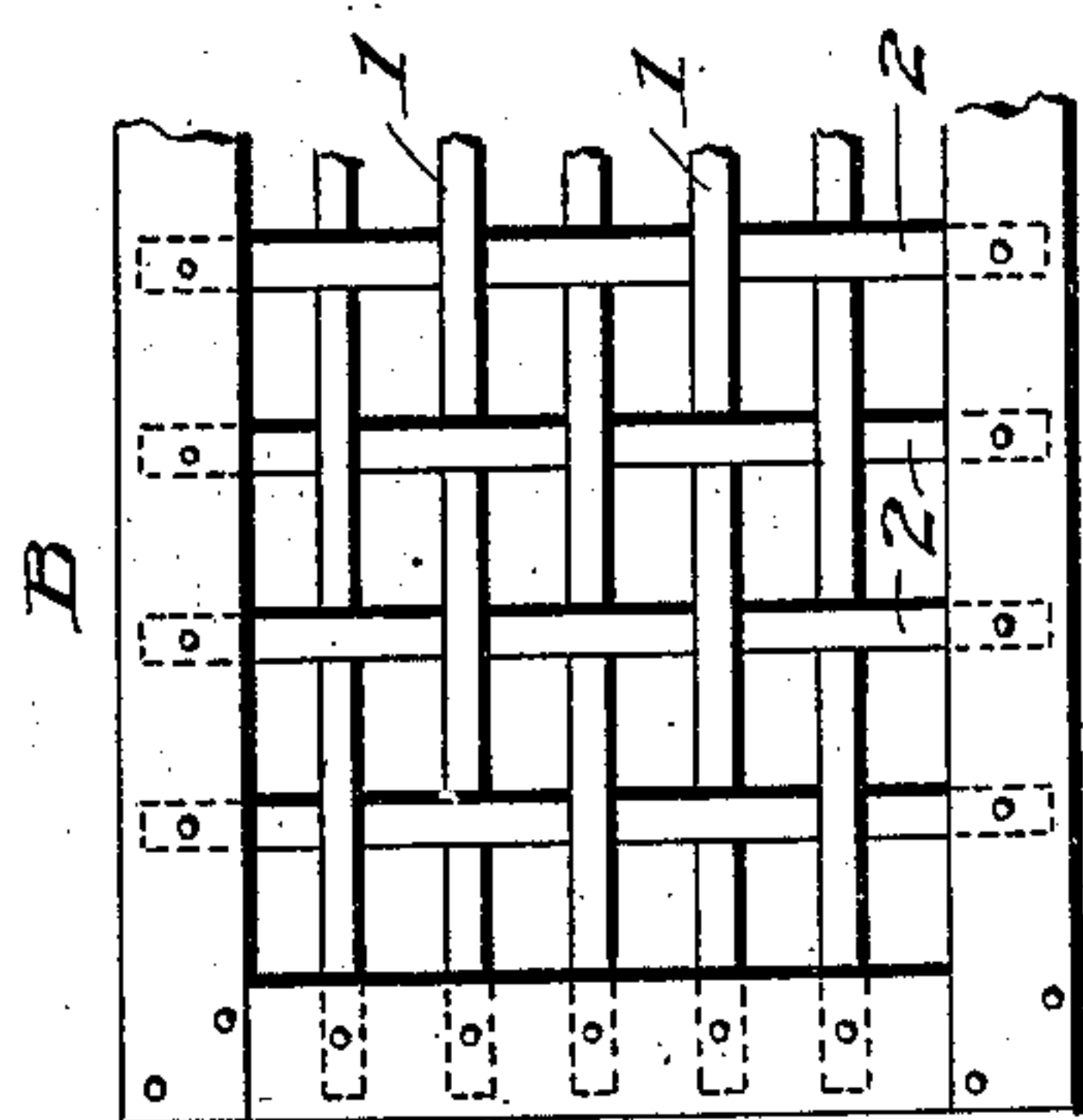
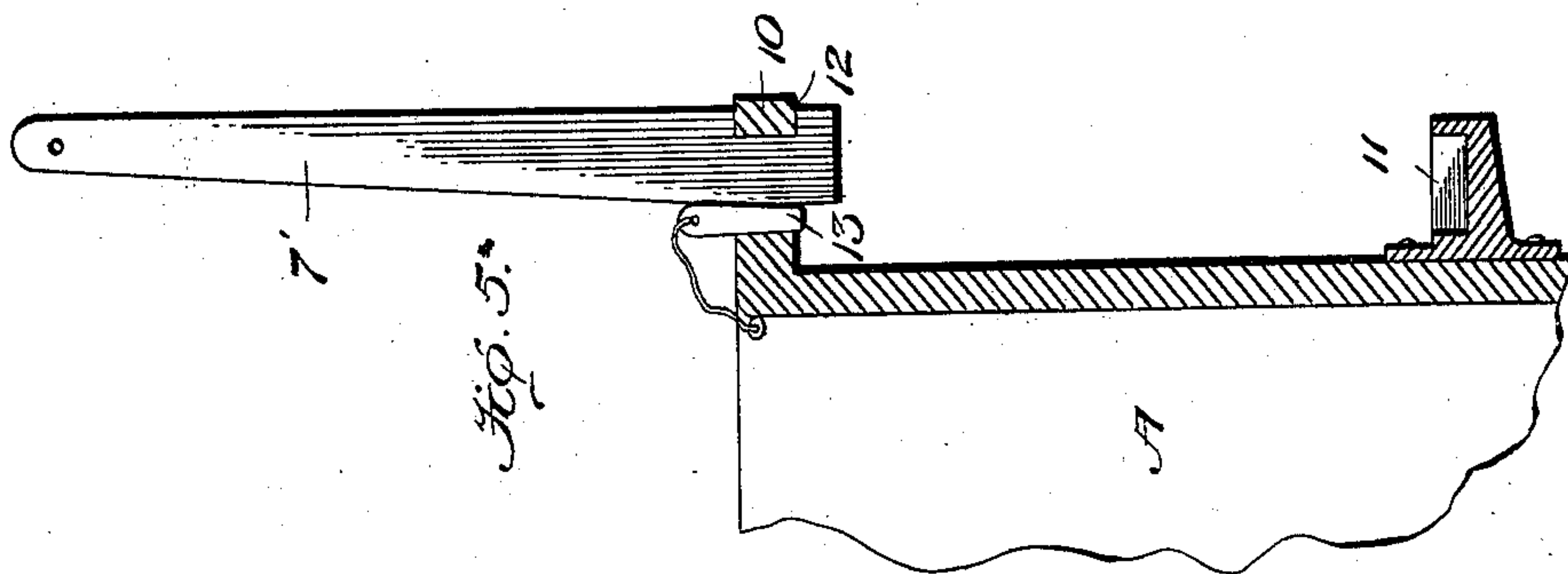
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3 Sheets—Sheet 3.



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE GROOBEY, OF CHICAGO, ILLINOIS.

RUNNING-BOARD.

SPECIFICATION forming part of Letters Patent No. 687,019, dated November 19, 1901.

Application filed April 13, 1901. Serial No. 55,725. (No model.)

To all whom it may concern:

Be it known that I, GEORGE GROOBEY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Running-Boards, of which the following is a specification.

My invention relates to an improvement in running-boards for cars, and more particularly for so-called "gondola" cars, in which the bottom is in the form of a hopper for the discharge of the contents. It is difficult, if not absolutely impossible, for trainmen to climb over these cars to get over the train, especially when empty, for the reason that they have hopper-bottoms.

The object of my invention is to obviate this difficulty by providing a running-board which can be dropped to the side of the car when not in use or swung over the top of the car when in use by the operator simply standing at one end of the car and grasping the board at one end and swinging it over into position; and with this end in view my invention consists in a board made in one or more sections and hinged at the upper edge of one side of the car in position to lie alongside the car side or to be swung over to be used as a safe walk to facilitate getting over the car. It further provides for a temporary hand rail or guard in the way of stakes and ropes or cables which are capable of being placed in position at the outer edge as a safeguard against falling or being thrown from the car.

The invention still further consists in certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view of a gondola car, showing the running-board swung over its side. Fig. 2 is a plan view showing it in position, and Figs. 3, 4, 5, 6, and 7 are detail views.

A represents a car of the gondola type having the hopper-bottom. B is my improved running-board. This may be variously constructed; but preferably it is composed of an angle-iron frame in order that it may be as light as possible and yet strong. Longitudinal strips 1 1 of sheet metal—say one inch wide by one-sixteenth of an inch thick—extend from end to end of this frame at suit-

able intervals apart—for example, about two inches—and cross-strips 2 2, of similar dimensions and about four inches apart, are interwoven with the longitudinal strips, the ends of all of these strips being riveted or otherwise secured to the angle-iron frame. While I prefer to make this board in a single section long enough to reach from one end of the car to the other, still where the cars are of great length, perhaps anything over twenty-eight feet, it may be desirable to make it in two sections. In that event the inner ends may be supported upon a small bracket 6, hinged or secured to the inner side of the car, as shown in Figs. 3 and 4.

The running-board, whether made in one or two sections, is connected to the upper edge of the car side by means of hinges 3 3, of any approved construction. The board is preferably long enough when made continuous in one piece to rest at its ends on the ends of the car when swung over the latter. It is the intention that the board should be light enough so that a man can stand at one end of the car, if need be, and swing the board up and over the top of the car. When not required, it lies alongside the car side, out of the way, and to prevent its swinging on its hinges while traveling on curves a hook 7 may be hooked to an end of the board to hold it secure.

A hand-rail is provided to prevent accidents in the way of train-hands falling or being thrown from the car. As a convenient and effectual means of guarding against such accidents posts or stakes 7 7 are employed, they being adapted to be set in slots 9 9, formed in the flange 10 at the side of the car. These posts or stakes 7 7 are preferably a little larger at the lower ends than at their upper ends—that is, it is best to have them taper gradually from one end to the other—and at their widest point they are of less size than the slots, so as to be dropped out of the way into the space between the side of the car and the running-board when the latter is swung over the side of the car out of use, and when thus lowered their lower ends are dropped into the sockets 11 11, these sockets being just far enough down below the upper edge of the car to hold the stakes or posts out of the way or just below the surface of the flange 10. The

stakes are provided at their lower ends with a notch or notches 12, adapted to receive a side of the slots 9 9 when in use, and wedges 13 13, connected loosely by chains 14 14 to the car, are dropped into the space left between the opposite edges of the posts or stakes and the slots to hold the posts or stakes securely in the slots. Wire ropes or cables 15 are attached to these posts or stakes to afford a hand-rail to hold on to in walking over the running-board. Of course it is not absolutely necessary to use the hand-rail; but as a safeguard it is desirable.

It is obvious that the board may be thrown over the car while the train is standing, and then by one man taking hold of the board at each end can greatly lighten the task of swinging the board one way or the other, or when the board is made in sections this is a convenient method of manipulating them, although not a necessary method, as it is the intention to make these boards sufficiently light so that one man can turn them.

By the use of this board convenience is afforded in getting over a train and at the same time with perfect safety.

It is evident that slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth; but,

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A running-board hinged at or near the upper edge of a car side and capable of being swung over the top when in use or at the side thereof when not in use.

2. A running-board hinged at or near the upper edge of a car side and capable of being swung over the top when in use or at the side thereof when not in use and a hand railing or guard to furnish a safeguard against falling or being thrown from the car.

3. The combination with a car, of a running-board hinged at one edge of the car side and constructed and adapted to rest at its outer ends upon the ends of the car when in use and at the side when not in use.

4. The combination with a car, of a running-board hinged at one edge to the upper edge of the car side and constructed and adapted to rest at its outer ends upon the ends of the car when in use and at the side when not in use, and stakes removably secured in the upper edge of the car and having a rope or cable attached thereto to afford a safeguard against falling or being thrown from the car.

5. The combination with a car having the usual flange at the upper edge and provided with slots therein, of stakes or posts adapted to be secured in said slots, cable secured to

the posts or stakes, and sockets on the side of the car to receive the lower ends of the posts or stakes when not in use.

6. The combination with a car, and a running-board hinged at its upper edge to be swung over the top or to the side of the car, of stakes or posts adapted to be removably secured at the upper edge of the car and to be held in the space between the side of the car and the running-board when the board and stakes or posts are not in use whereby the board affords a guard therefor.

7. The combination with a car having openings at the upper edge, of stakes or posts to be removably secured in the openings, said stakes or posts having a notched edge to receive an edge of the opening in which the stake or post is held, means for securing the posts or stakes in the openings and a cable secured to the posts.

8. The combination with a car having openings formed therein, and a running-board hinged to the car, of a hand-rail comprising posts or stakes adapted to be held in the said openings, and a cable connected with the posts or stakes and adapted to be raised or erected at the outer edge of the board as a safeguard against falling or being thrown from the car.

9. The combination with a car, of a running-board hinged thereto, and a bracket for supporting the board between the ends of the car, the outer ends of the board adapted to rest on the ends of the car when in operative position.

10. The combination with a car, of a running-board hinged at the side thereof and adapted to and capable of swinging through three-fourths of the arc of a circle, and when in a horizontal position to rest at its outer ends upon the ends of the car.

11. A running-board for cars connected with the car at one side or edge and constructed and adapted to be disposed over the top of the car at one side, when in use to form a passage-way over the car from one end thereof to the other.

12. The combination with a car, having sockets thereon, of stakes or posts adapted to be secured in said sockets, and a running-board adapted to lie over the top of the car when in use, and lie alongside the car when not used as a running-board, in a position outside of the stakes or posts where it houses the stakes or posts between it and the side of the car.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

GEORGE GROOBEY.

Witnesses:

HERBERT C. EMERY,
WATTS T. ESTABROOK.