

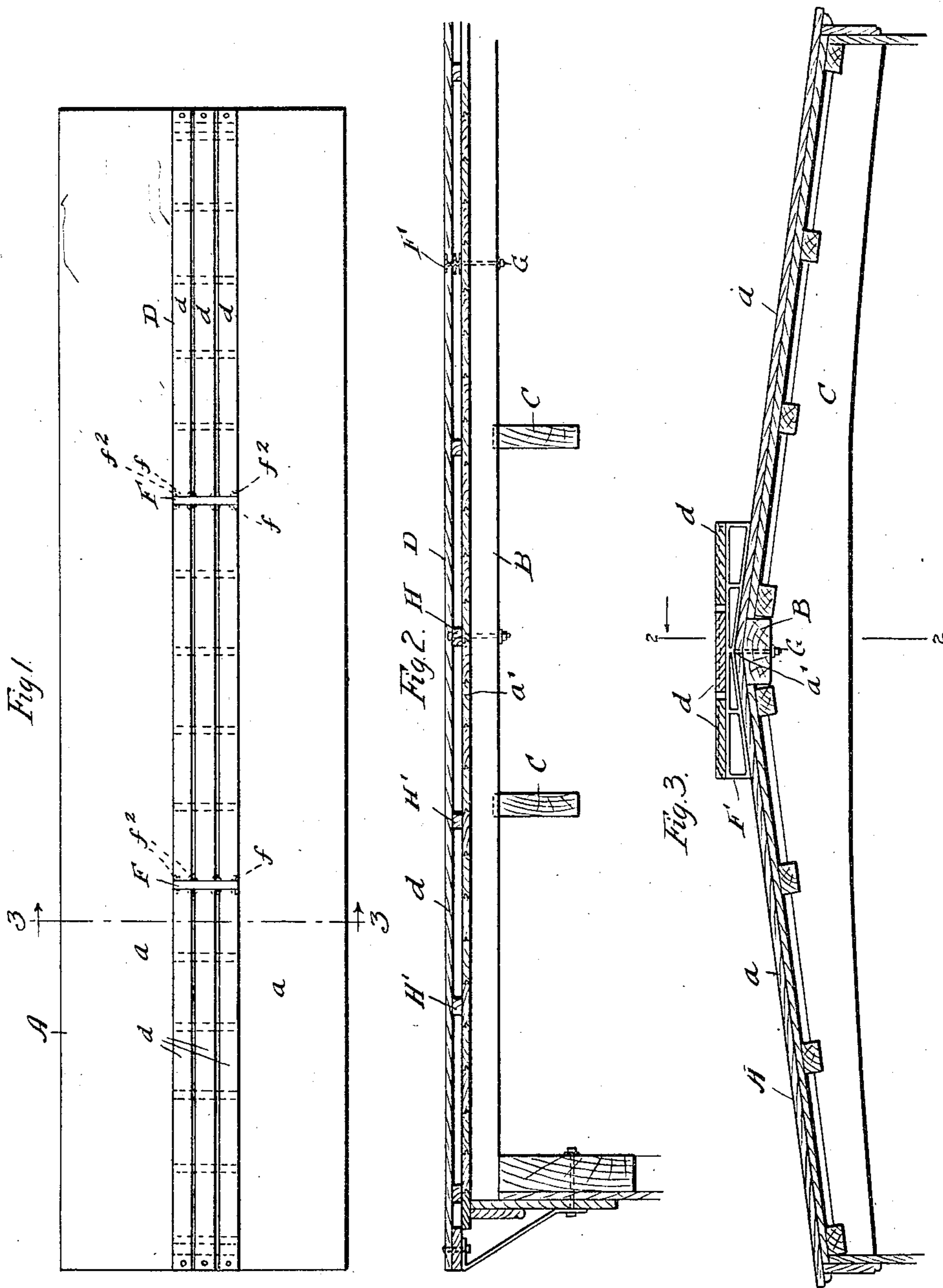
No. 859,288.

PATENTED JULY 9, 1907.

W. E. FOWLER.
RUNNING BOARD SADDLE FOR CARS.

APPLICATION FILED JAN. 7, 1907.

3 SHEETS—SHEET 1.



WITNESSES:

F. B. Townsend
Wm. Geiger

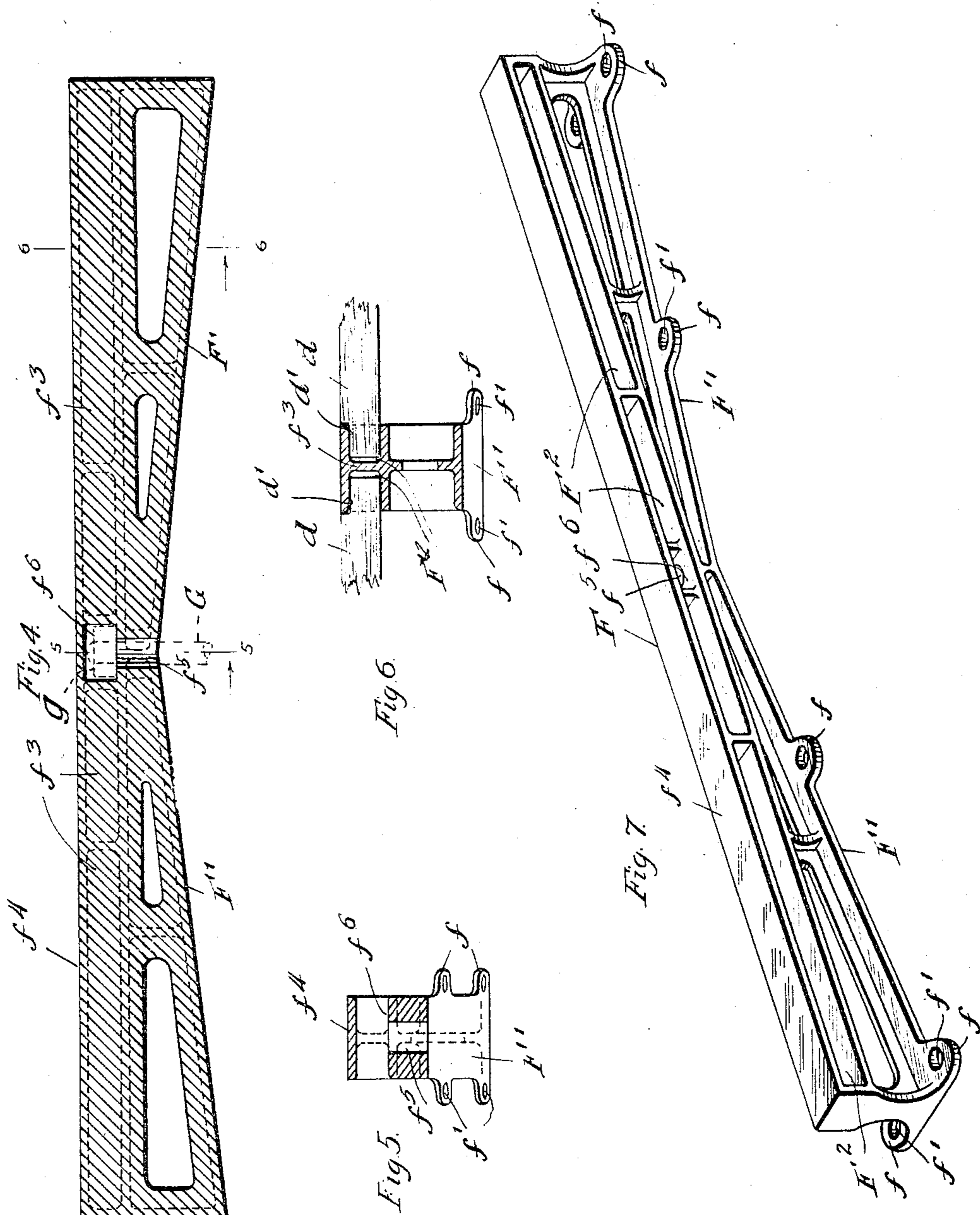
INVENTOR
William E. Fowler

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3 SHEETS—SHEET 2



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3 SHEETS—SHEET 3.

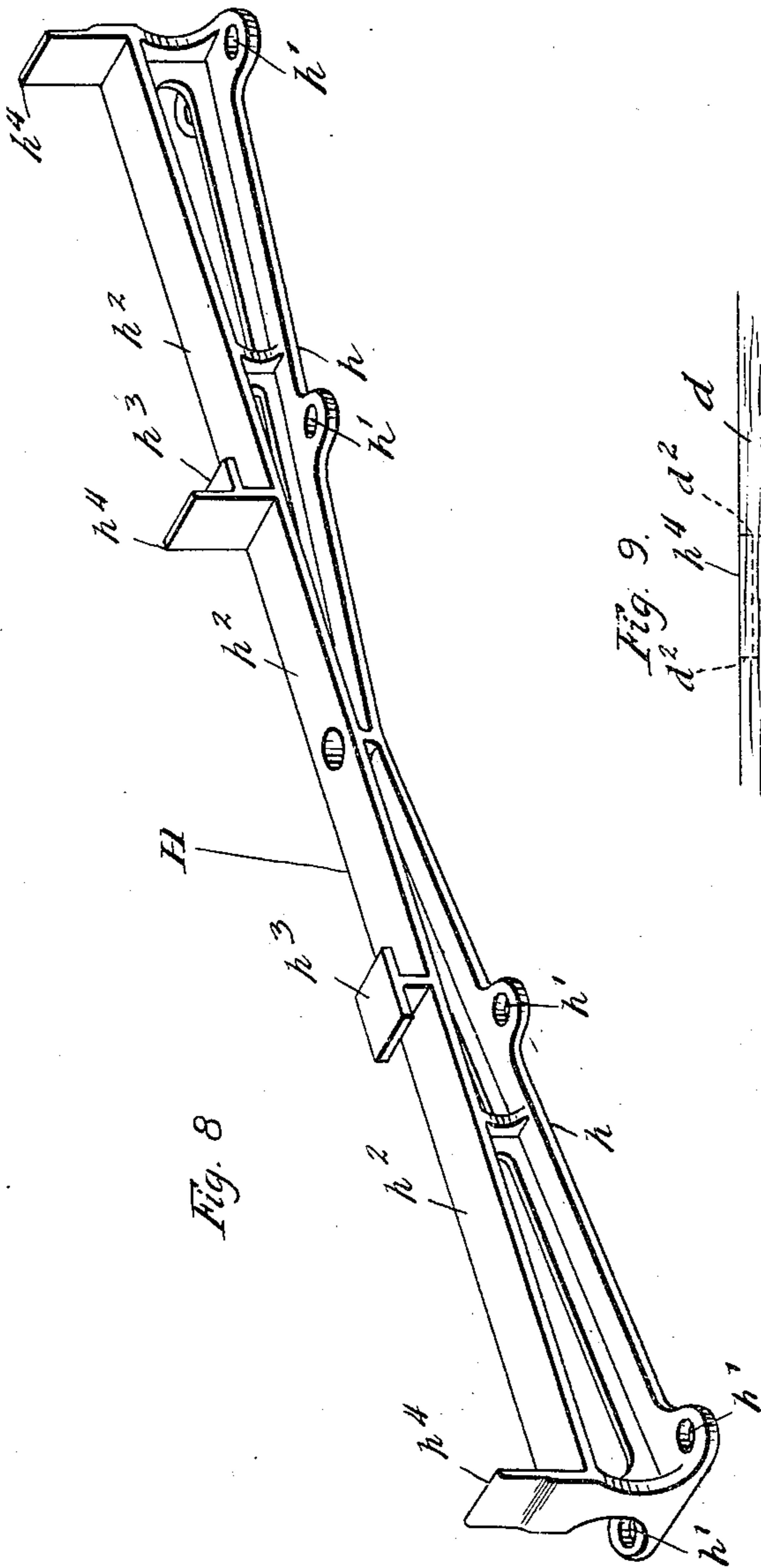


Fig. 8

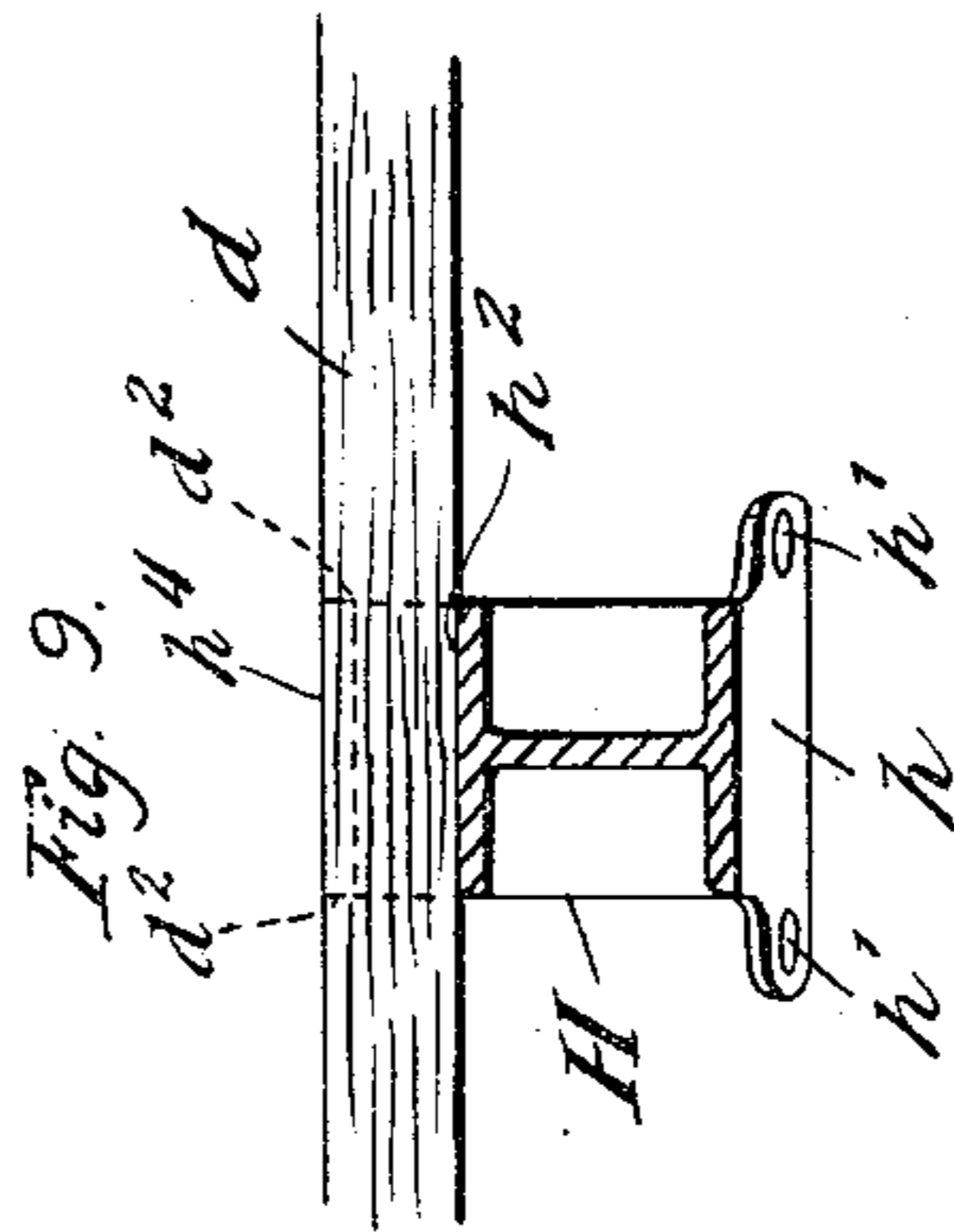


Fig. 9.

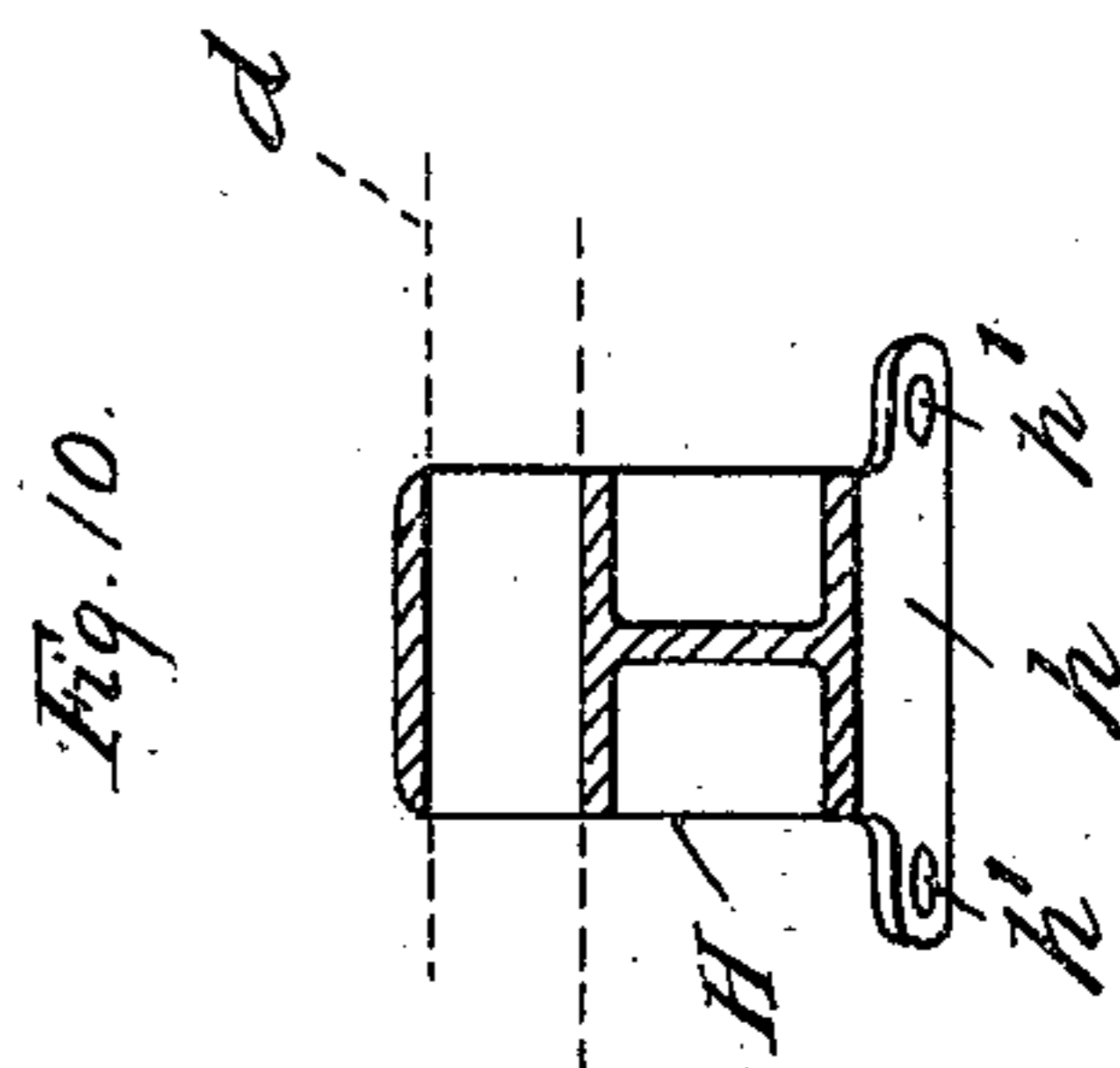


Fig. 10.

WITNESSES:

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William E. Fowler INVENTOR

UNITED STATES PATENT OFFICE.

WILLIAM E. FOWLER, OF MONTREAL, QUEBEC, CANADA, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

RUNNING-BOARD SADDLE FOR CARS.

No. 859,288.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed January 7, 1907. Serial No. 351,154.

To all whom it may concern:

Be it known that I, WILLIAM E. FOWLER, a citizen of the United States, residing in Montreal, in the Province of Quebec and Dominion of Canada, have invented
5 a new and useful Improvement in Running-Board Saddles for Cars, of which the following is a specification.

My invention relates to improvements in the construction of freight and other cars, and more particularly to the means for supporting and securing the longitudinally extending running board on the top or roof of the car.

Heretofore, running boards have usually been secured at the peak or middle of the car roof to wooden
15 saddles shaped on the lower side to fit the sloping sides of the roof, and having a flat upper face and placed at intervals of a few feet apart on the roof, the boards being secured by nails or screws, and frequently some of the planks of the running board will become loose at
20 one end and spring or warp up at the end above the surface of the running board and cause the brakeman or trainman to trip in running over the cars, especially at night when the obstruction cannot be seen, thus endangering life and constituting a cause for fatal acci-
25 dent. To overcome this objection or difficulty, many railroad companies have endeavored to make the running board of the car of long planks extending in one piece the full length of the car, but with the increased length of modern cars, this has become more or less
30 impracticable, and running boards for cars are now quite commonly made of shorter planks, requiring two or three or more to extend the length of the car.

The object of my invention is to provide a simple, safe and durable construction, suitable for securing
35 and confining the ends of the different planks of which the running board is made so that the ends of the plank cannot become loosened or lift up and constitute an obstruction to trip the brakeman or other person running over the car.

My invention consists in the means I employ to practically accomplish this object or result. That is to say, it consists in connection with a car roof running-board composed of a plurality of planks placed end to end, of metal saddles at the meeting ends of the run-
45 ning-board planks provided with sockets to receive and confine the meeting ends of the planks, the ends of the planks being furnished with slight shoulders or offsets so that the upper surface of the running-board planks will be flush with the upper surface of the metal saddle.

It further consists in providing the metal saddles with an upright web for the meeting ends of the running-board planks to abut against.

It further consists in connection with the running-board planks and metal saddles at the meeting ends of
55 the planks, of intermediate metal saddles having

flanges to confine and secure the running board planks at their middle portions, although, if desired, the intermediate saddles may be of wood.

My invention further consists in the novel construction of parts and devices and in the novel combinations
60 of parts and devices herein shown and described.

In the accompanying drawing forming a part of this specification, Figure 1 is a plan view of a car roof embodying my invention. Fig. 2 is a partial longitudinal section on line 2—2 of Fig. 3. Fig. 3 is a vertical section on line 3—3 of Fig. 1. Fig. 4 is a detail central
65 vertical section of the metallic saddle for the meeting ends of the running board planks. Figs. 5 and 6 are cross sections on lines 5—5 and 6—6 respectively of Fig. 4. Fig. 7 is a perspective view of my metallic
70 running-board saddle for the meeting ends of the running-board planks. Fig. 8 is a perspective view of one of the intermediate metallic saddles. Fig. 9 is a cross section of the saddle shown in Fig. 8. Fig. 10 shows a modified construction.

In the drawing, A represents a car roof having the customary sides *a* and peak or crown *a'* at the center or longitudinal middle of the roof.

B is the ridge pole and C the carlines.

D is the running-board, the same being composed of
80 a plurality of planks *d d* meeting end to end, the running-board being ordinarily composed of three series of planks side by side.

F is my improved metal saddle for the meeting ends of the planks *d d*. This saddle F has a bottom angle
85 flange or face *F'* shaped to fit the sloping sides of the roof at the peak or crown, and furnished with ears *f* having bolt holes *f'* for securing the same to the roof by bolts or screws *f''*. The metal saddle F is also furnished with a plurality of sockets *F'' F''* to receive the
90 meeting ends of the running-board planks *d d*, each saddle preferably having six sockets, three on one side and three on the other, to receive the meeting ends of the three sets of running-board planks. The sockets *F''* preferably have an upright division web *f''* between
95 them to form a stop or abutment for the ends of the running-board planks. The upper face *f''* of the saddle F is preferably flush with the upper surface of the running-board planks *d d*, the meeting ends of the running-board planks being each furnished with an off-set
100 or shoulder *d'* to accommodate the thicknesses of the upper flange or web *f''* of the metal saddle. The metal saddle F is preferably furnished at its middle with a hole *f''* to receive the bolt G by which the saddle is secured to the ridge pole or other part of the car roof
105 frame. The saddle F also has a flat sided socket *f''* to receive and hold the nut *g* of the bolt G from turning. The intermediate saddles may all be, if desired, of the old wood construction, but I prefer to make some
110 or all of the intermediate saddles also of metal.

H illustrates an intermediate metal saddle and H¹ an intermediate wood saddle, both forms being shown in Fig. 2. The intermediate metal saddle H is preferably provided with a lower face or flange *h* to fit the sloping sides of the car roof at the center or peak, and with bolt holes *h*¹ to secure the same in place, and with a straight upper web or flange *h*² upon which the running-board planks rest. And this intermediate metal saddle is provided with flanges *h*³ adapted to fit over the edges of laterally adjacent planks and with holding lips *h*⁴ adapted to be hammered or bent down over the other lateral edges of the planks, so that each plank will be secured at both edges and so that the planks may be readily inserted in place on top of the saddles H. The planks *d* are furnished with notches or recesses *d*² to receive the holding flanges *h*³ and holding lips *h*⁴ so that the upper faces of these holding lips and holding flanges will be flush with the upper surface of the running-board planks.

In Fig. 10 I have illustrated in cross section a modification of my metal saddle F in which the upright division web *f*³ between the sockets F² F² is omitted so that the planks may be slipped through the saddle, if desired. This modified form may be used either for the meeting ends of the planks or as an intermediate saddle.

I claim:—

1. In a car roof, the combination with a running-board composed of a plurality of planks placed end to end, of a metallic saddle for the meeting ends of the running board planks provided with sockets to receive the meeting ends of the several planks, substantially as specified.
2. In a car roof, the combination with a running-board composed of a plurality of planks placed end to end, of a metallic saddle for the meeting ends of the running board planks provided with sockets to receive the meeting ends of the several planks, the meeting ends of the running board planks having off-sets or shoulders to cause the

upper face of the running board planks to be flush with the upper face of the saddle, substantially as specified.

3. In a car roof, the combination with a running-board composed of a plurality of planks placed end to end, of a metallic saddle for the meeting ends of the running-board planks provided with sockets to receive the meeting ends of the several planks, the metal saddle having a divisional web to serve as a stop for the meeting ends of the running-board planks, substantially as specified.

4. In a car roof, the combination with a running-board composed of a plurality of planks placed end to end, of a metallic saddle for the meeting ends of the running-board provided with sockets to receive the meeting ends of the several planks, and intermediate metallic saddles having holding flanges and lips overlapping the lateral edges of the running-board planks, substantially as specified.

5. In a car roof, the combination with a running-board, composed of a plurality of planks placed end to end, of a metallic saddle for the meeting ends of the running board planks provided with sockets to receive the meeting ends of the several planks, the meeting ends of the running-board planks having off-sets or shoulders to cause the upper face of the running-board planks to be flush with the upper face of the saddle, intermediate metallic saddles having holding flanges and lips overlapping the lateral edges of the running-board planks, and the running-board planks being also provided with recesses to receive said holding flanges and lips flush with the upper surface of the running-board planks, substantially as specified.

6. A metallic running board saddle for the meeting ends of running-board planks, having a bottom web or face fitting the sloping sides of the car roof at the center or peak thereof, and provided with a plurality of sockets to receive the meeting ends of the running-board planks, substantially as specified.

7. A metallic saddle for running-board planks having a bottom web or face fitting the sloping sides of the car roof and provided with a straight supporting flange for the running board planks to rest upon, and with holding flanges and lips adapted to engage the lateral edges of the running-board planks, substantially as specified.

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Witnesses:

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PERCY P. REYNOLDS.