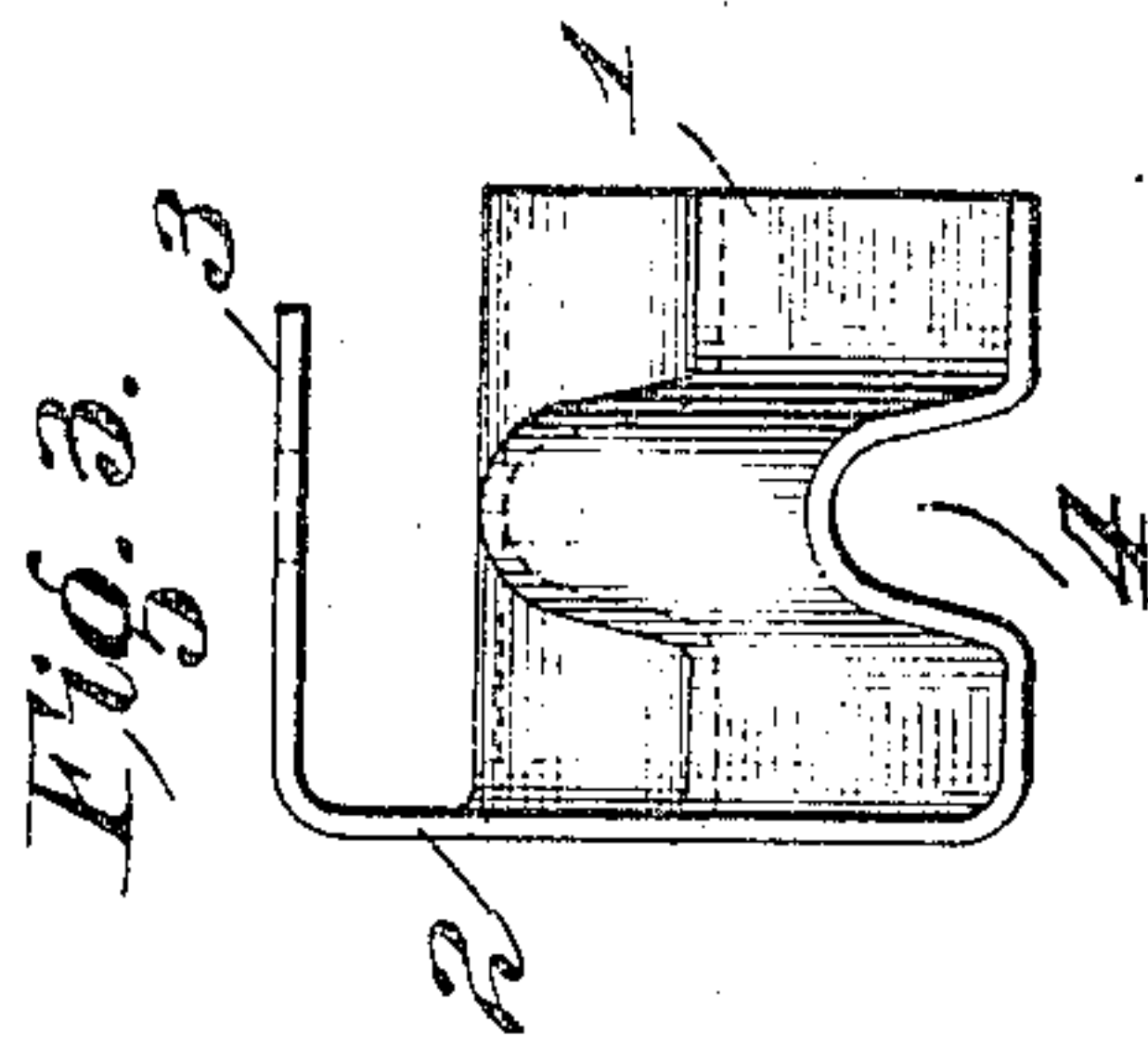
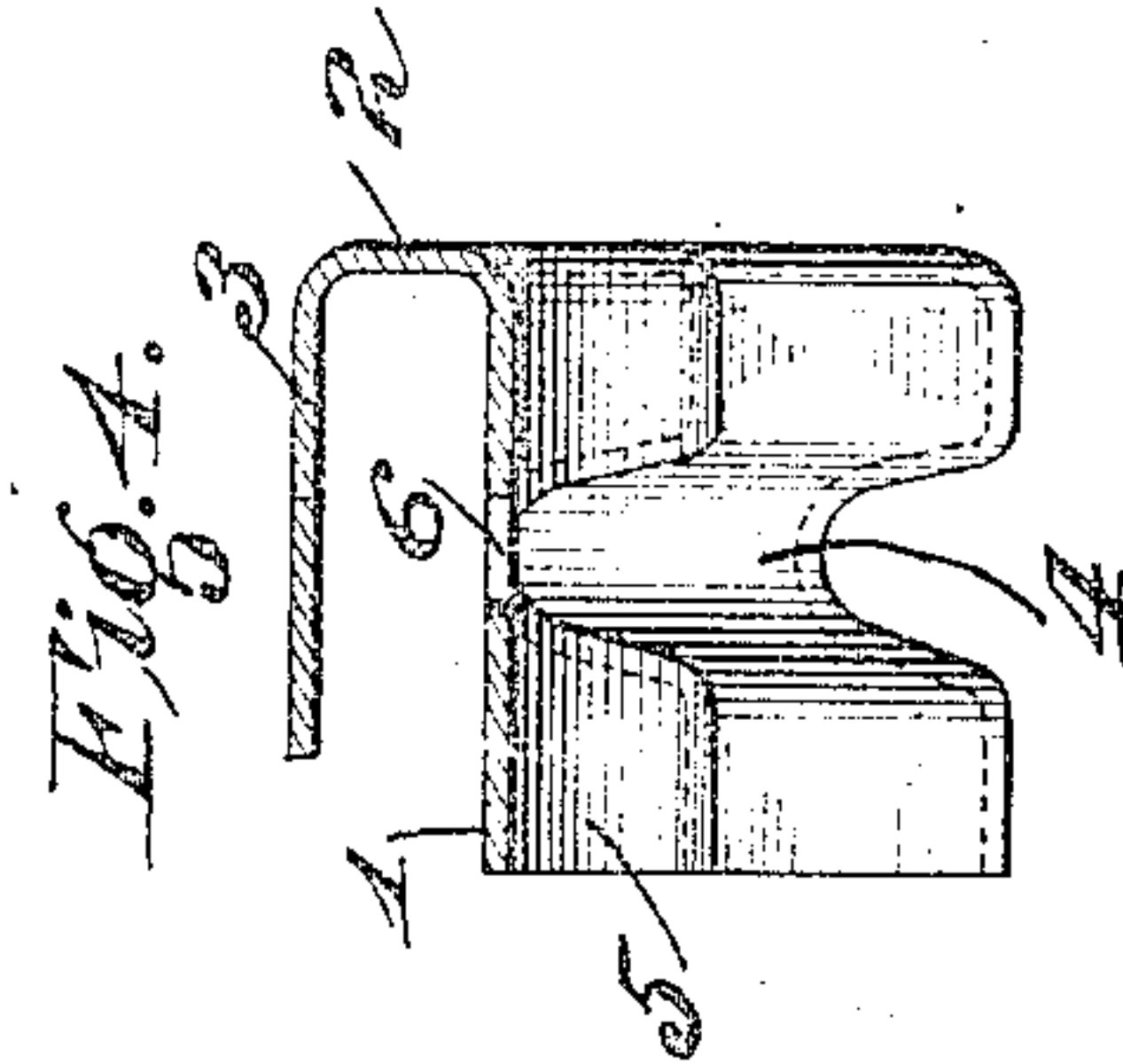
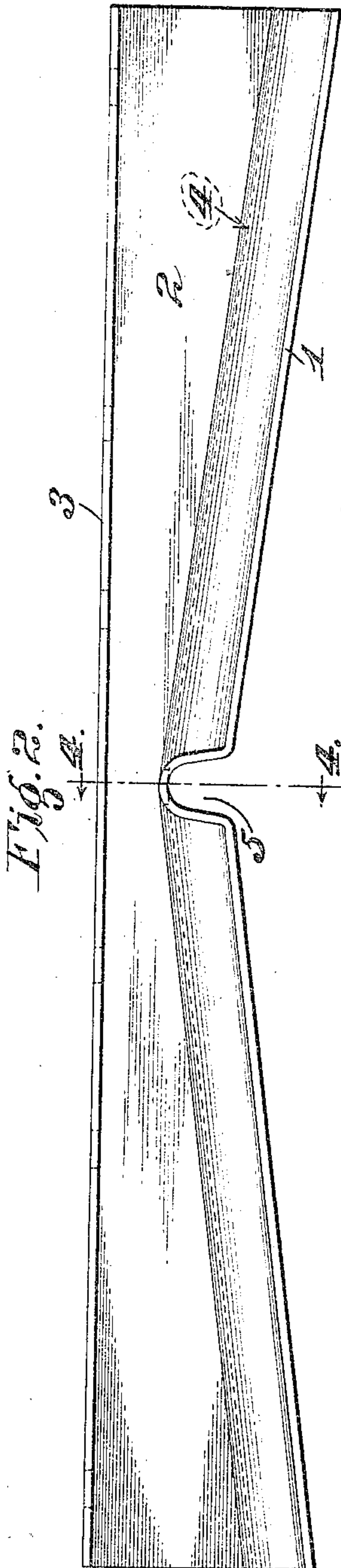
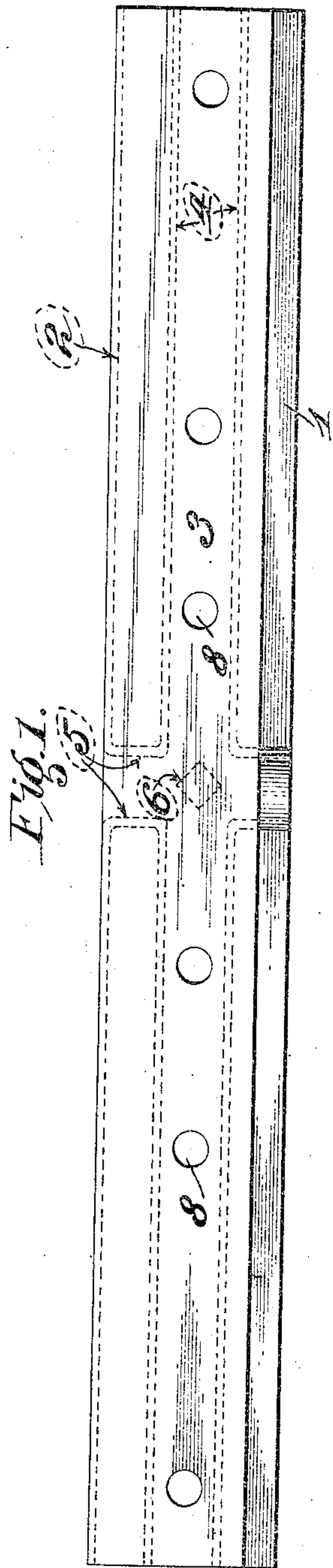


J. J. HOFFMAN.  
 RUNNING BOARD SADDLE.  
 APPLICATION FILED MAY 25, 1908.

915,351.

Patented Mar. 16, 1909.

2 SHEETS—SHEET 1.



Witnesses:  
 Edgar T. Farmer,  
 G. A. Pennington

Inventor:  
 John J. Hoffman,  
 by *Condit & Co.*  
 Attys

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2 SHEETS—SHEET 2.

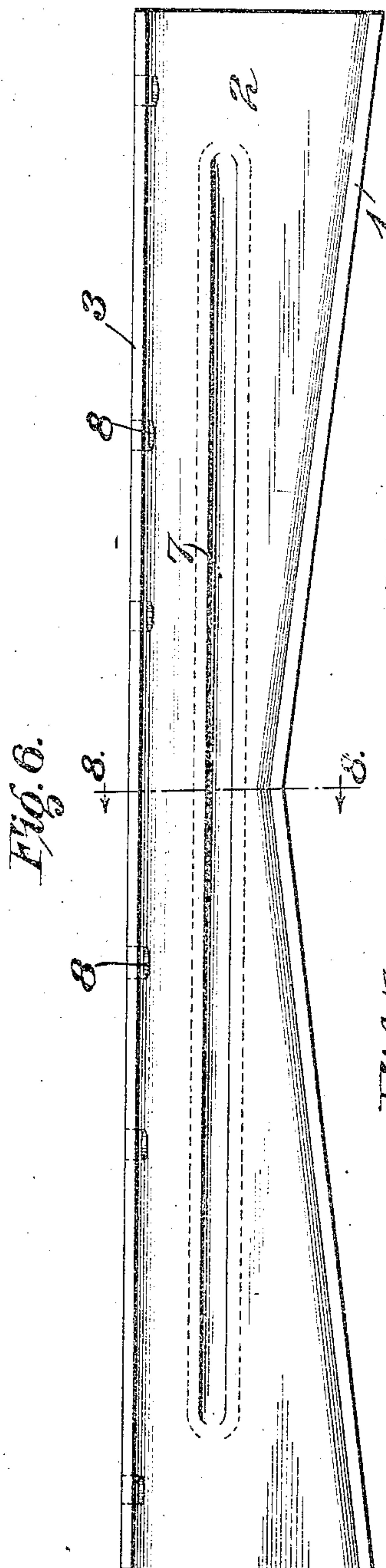
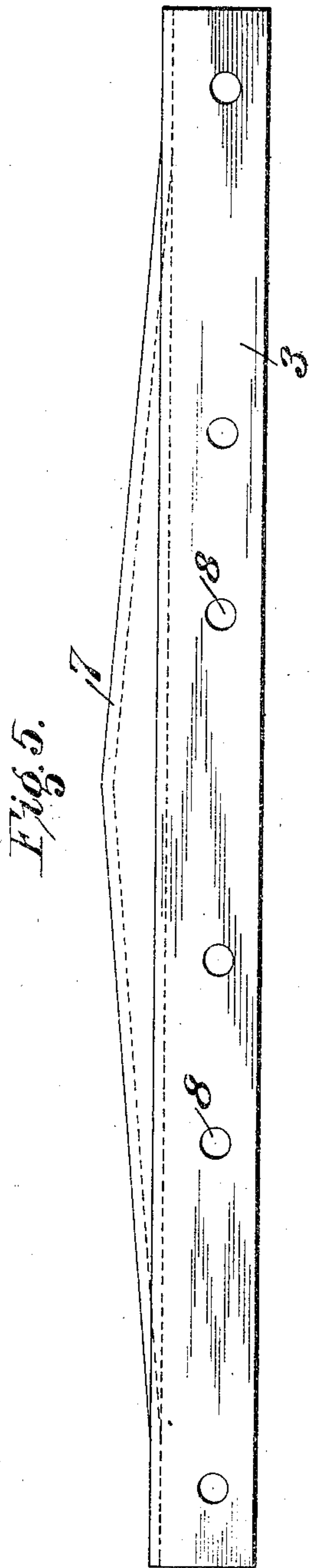


Fig. 8.

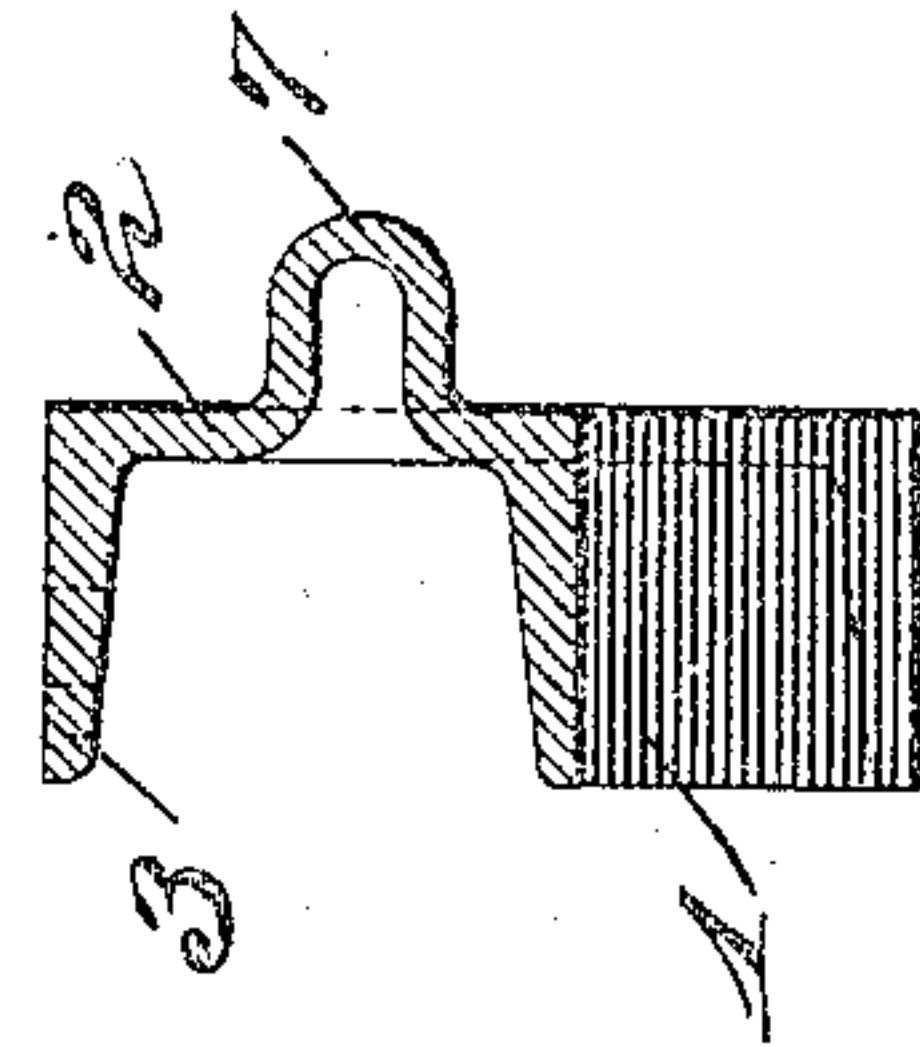
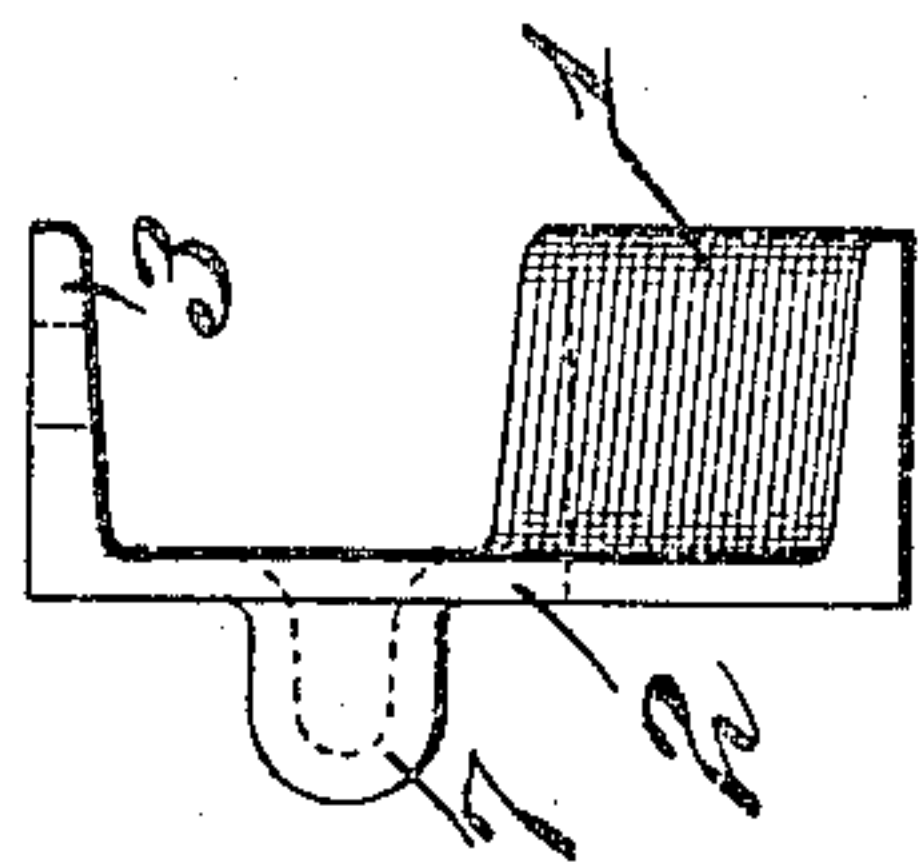


Fig. 7.



Witnesses:

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 G. A. Pennington

Inventor:-

John J. Hoffman,  
 by *James E. ...*  
 Attys.



# UNITED STATES PATENT OFFICE.

JOHN J. HOFFMAN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO PETER H. MURPHY, OF ST. LOUIS, MISSOURI.

## RUNNING-BOARD SADDLE.

No. 515,351.

Specification of Letters Patent.

Patented March 16, 1909.

Application filed May 25, 1908. Serial No. 434,764.

*To all whom it may concern:*

Be it known that I, JOHN J. HOFFMAN, a citizen of the United States, and a resident of the city of St. Louis and State of Missouri, have invented a new and useful Improvement in Running-Board Saddles, of which the following is a specification.

My invention relates to running board saddles and has for its principal object to secure a strong saddle of simple and inexpensive construction that will be free from the defects and disadvantages of the wooden saddle commonly employed.

It consists in the construction and arrangement of parts hereinafter shown and described.

In the accompanying drawing, which forms part of this specification, and wherein like symbols refer to like parts wherever they occur, Figure 1 is a plan view of a sheet metal running board saddle embodying my invention; Fig. 2 is a side elevation thereof; Fig. 3 is an end elevation thereof; and, Fig. 4 is a central vertical cross section thereof looking in the direction of the arrow indicated in Fig. 2; Fig. 5 is a plan view of a modified form of running board saddle; Fig. 6 is a side view thereof; Fig. 7 is an end view thereof, and, Fig. 8 is a central vertical section thereof looking in the direction of the arrow indicated in Fig. 6.

My running board saddle comprises a lower member 1 which conforms to the pitch of the car roof, an upright spacing member 2, and a flat horizontal member 3 located above the lower member and supported and positioned by said spacing member.

The construction illustrated in Fig. 1 is made from a single sheet or plate of metal, which is bent longitudinally to form the upper, lower and spacing members of the saddle. The lower member 1 has a longitudinal groove 4 extending its full length, this groove being of sufficient dimensions to inclose the side seams of the roof sheets. Extending entirely across said lower member about midway of the length thereof is a transverse groove 5 of sufficient dimensions to inclose the ridge seam of the roof sheets. At the intersection of the two grooves is a bolt hole 6 adapted to receive a headed bolt that extends downwardly through the ridge pole of the car and constitutes a means for holding the ridge saddle in place.

The spacing member 2 is the intermediate

portion of the plate bent upward at the margin of the lower member, the spacing member is narrowest midway of its length and widens to its ends. The transverse groove 5 of the lower member continues uninterruptedly across the lower portion of said upright spacing member.

The upper member 3 is flat and horizontal and consists of the marginal portion of the plate bent over along a straight horizontal line. This upper member is provided with bolt holes 8 by which the running board members may be secured to the saddle.

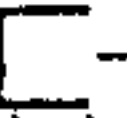

By the arrangement above described, the four-way grooving of the ridge saddle constitutes a corner cap for securing the roof sheets as well as a means for anchoring the running board saddle. By reason of the saddle being made of metal, a bearing the full length thereof against the roof is assured, whereas in the case of the common wooden saddles, the lower outer portions thereof frequently split off and thereby shorten the effective bearing of the saddle. Besides, the metal retains practically no moisture as compared with the amount retained by the wood, and therefore the use of the metal has a tendency to prolong the life of the roof.

In the construction illustrated in Figs. 5-8, the ridge saddle is made from a metal channel or C-shaped member. The web of the channel is crimped longitudinally from a point near one end to a point near the other end thereof. In order that the lower flange may have a pitch to conform to the pitch of the roof, the crimp 7 widens from its ends to the middle, whereby the vertical distance between the upper and the lower flange of the channel decreases from its original normal height at its ends to a minimum midway of its length. This form of ridge saddle is especially useful in the case of wooden roofs where the four-way grooves are unnecessary. Obviously, however, such four-way grooves can be made, if desired. So, too, the spacing member may be crimped when the saddle is made out of a plate or sheet, although the crimp is unnecessary in such case.

What I claim is:

1. A running board saddle comprising a member of C-shaped section whose middle portion is crimped longitudinally, the crimp being of maximum depth midway of the length of the saddle.



2. A running board saddle comprising a member of -shaped section, the lower portion thereof having a pitch conforming to the pitch of the car roof.
- 5 3. A running board saddle of -shaped section, one member of which is shaped to conform to the pitch of the roof and is provided with longitudinal and transverse grooves therein, substantially as described.
- 10 4. An integral running board saddle comprising a lower member conforming to the pitch of a car roof, an upright spacing member at one edge of said lower member and a horizontal member above said first mentioned member.
- 5 5. An integral sheet metal running board saddle comprising a horizontal upper member, a member below said upper member and conforming to the pitch of a car roof, and an upright spacing member integral with said upper and lower members.
6. A sheet metal running board saddle comprising a horizontal upper member, a member below said upper member and conforming to the pitch of a car roof, and an upright spacing member integral with said upper and lower members, said lower member having four-way grooves therein, substantially as described.
- Signed at St. Louis, Missouri, May 23, 1908. 30  
JOHN J. HOFFMAN.
- Witnesses:  
J. B. MEGOWN,  
G. A. PENNINGTON.