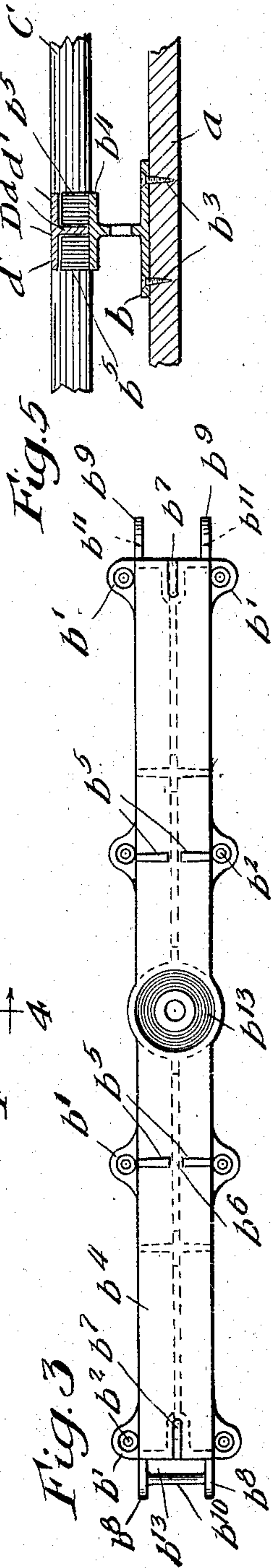
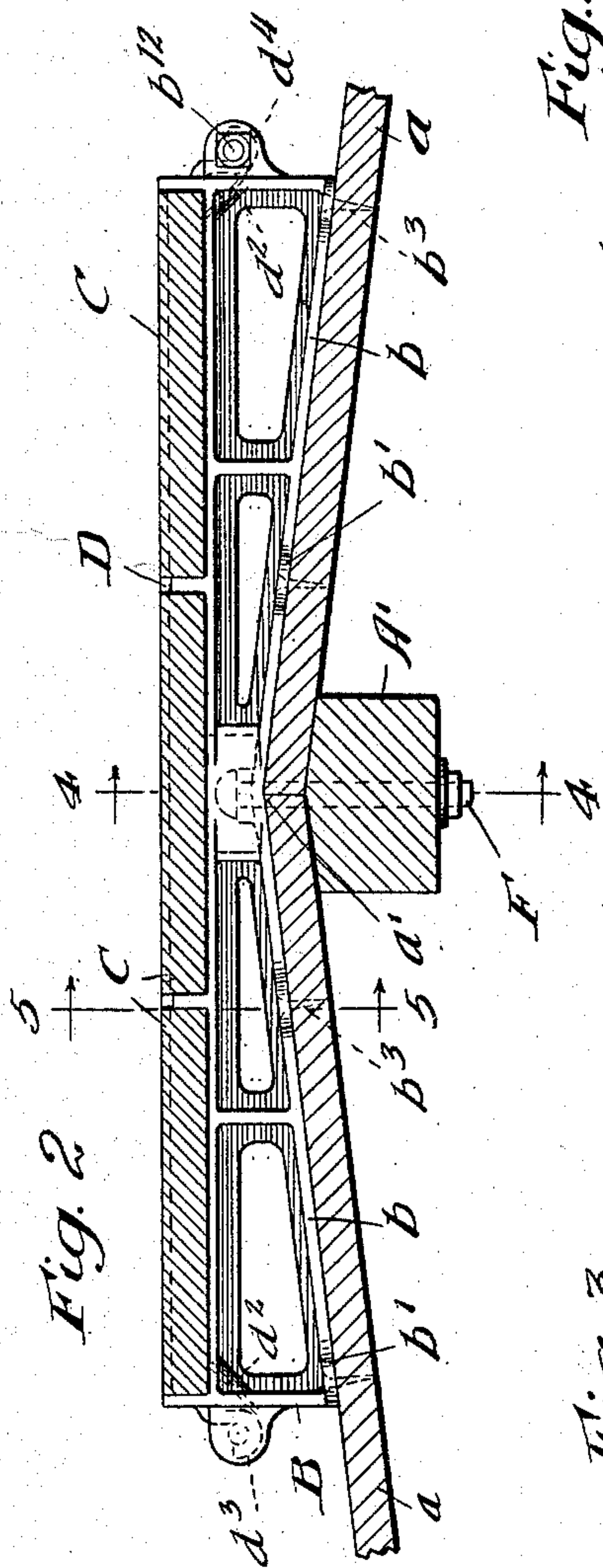
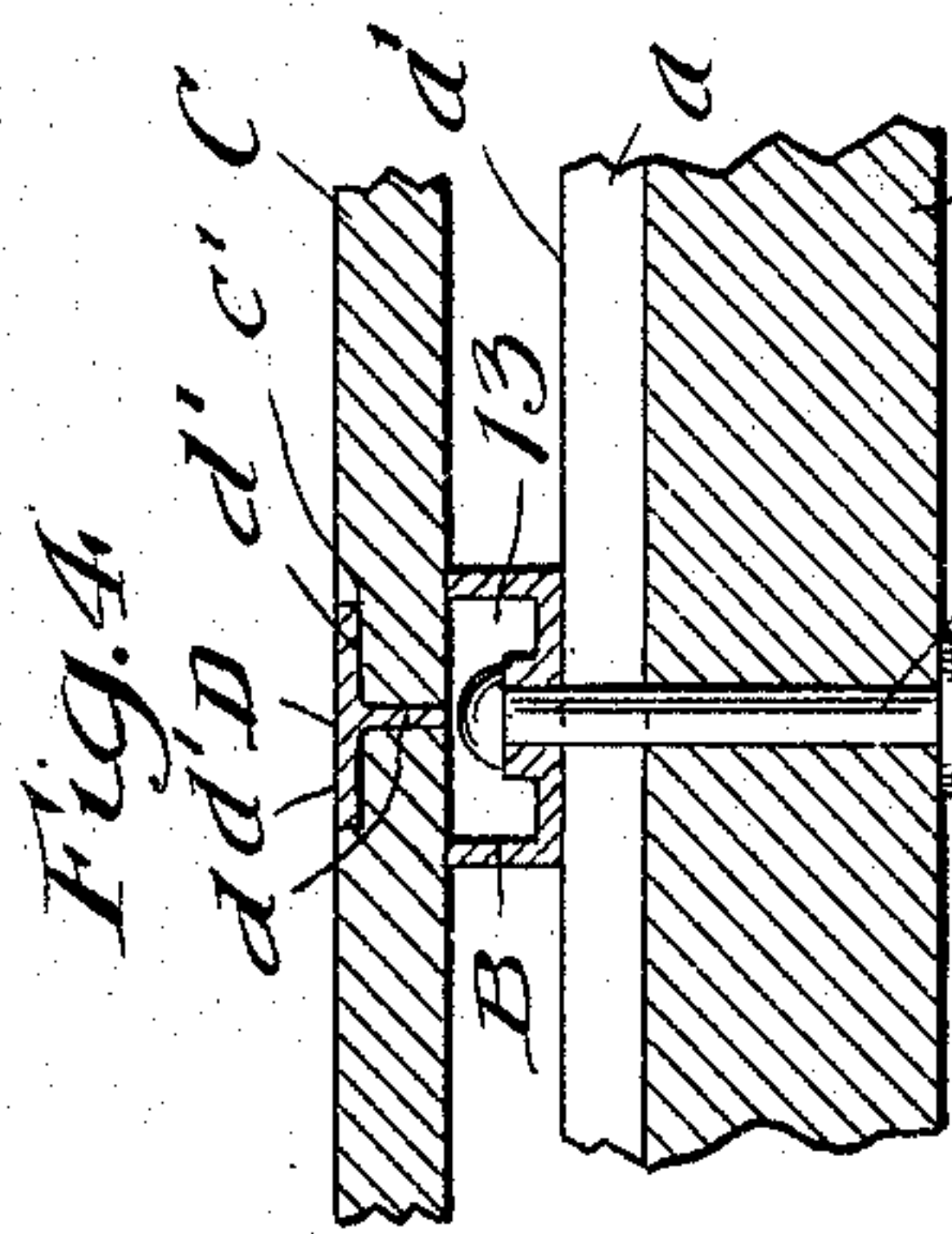
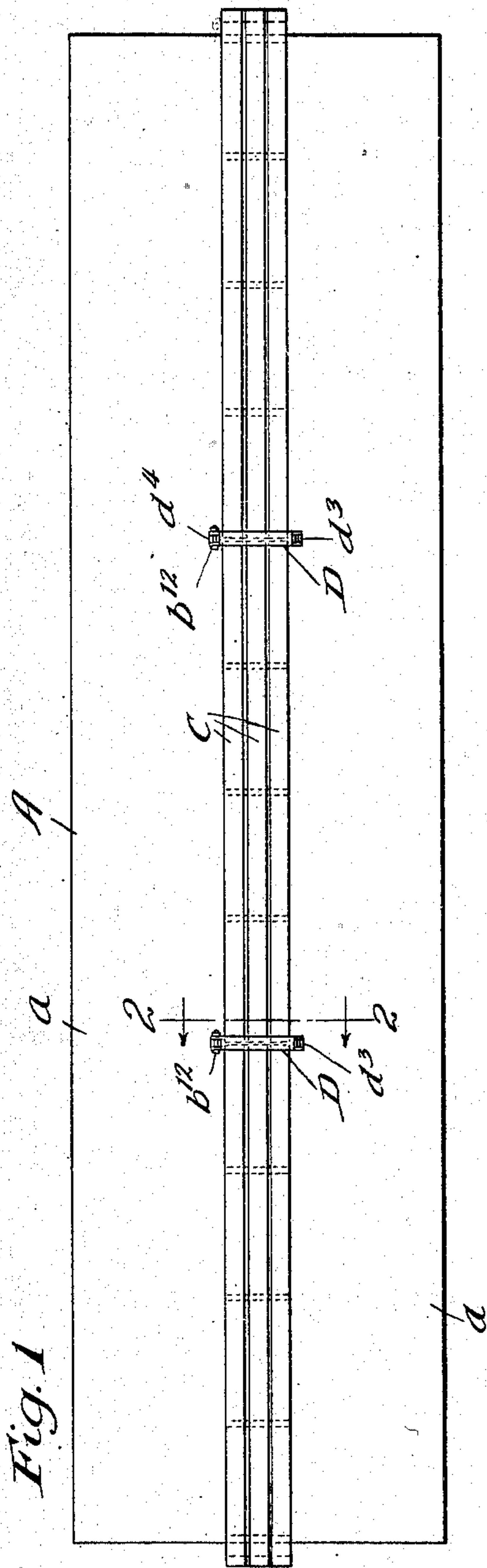


946,847.

Patented Jan. 18, 1910.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES J. NASH, OF CHICAGO, ILLINOIS, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

METALLIC RUNNING-BOARD SADDLE FOR RAILWAY-CARS.

946,847.

Specification of Letters Patent.

Patented Jan. 18, 1910.

Application filed November 5, 1909. Serial No. 526,325.

To all whom it may concern:

Be it known that I, CHARLES J. NASH, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Metallic Running-Board Saddles for Railway-Cars, of which the following is a specification.

My invention relates to improvements in metallic running board saddles for railway cars, and more particularly to improvements upon the running board saddles forming the subject of the Fowler patent 859288 of July 9, 1907, and the Miner patent 891354 of June 23, 1908.

My invention consists in a metallic running board saddle comprising a lower member having a base or bottom flange adapted to fit the sloping sides of the car roof at the peak or crown, and provided with a straight flange or top to receive and support the running boards, and a removable top or clamp member adapted to fit over and embrace the running boards, the top and bottom members having interfitting fasteners or locking devices for removably securing them together.

My invention also consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown and described and more particularly specified in the claims.

In the accompanying drawing forming a part of this specification, Figure 1 is a plan view of a car roof provided with running board saddles embodying my invention. Fig. 2 is a vertical section on line 2—2 of Fig. 1. Fig. 3 is a detail plan view of the bottom member of the running board saddle. Figs. 4 and 5 are vertical cross sections on lines 4—4 and 5—5 of Fig. 2, respectively.

In the drawing, A represents a car roof having the customary sides a and peak or crown a^1 at the center or longitudinal middle of the car roof and ridge pole A^1 .

B is the lower or base member of my metallic running board saddle, the same having a converging bottom plate or flange b shaped to fit the sloping sides of the car roof at the crown or central portion thereof. The base plate or flange b is furnished with lugs b^1 having openings b^2 therein to receive the screws b^3 by which the metallic running board is secured to the car roof. The lower or base member B of the running board saddle is also furnished with a straight or flat

top plate or flange b^4 to receive and support the planks C of the running board, and preferably also with upwardly projecting transverse flanges b^5 to confine the running board planks at their edges and to separate them individually from each other. These transverse, board confining flanges b^5 which project upwardly between the running board planks are also provided with a longitudinal slot b^6 to receive the upright web d of the upper or clamping member D of the running board saddle. The lower member B is also provided at its ends with registering slots or recesses b^7 to receive the corresponding depending webs d^2 of the upper member D. The lower or base member B of the saddle is also provided at its ends with projecting fastener lugs b^8 b^9 . The fastener lugs b^8 at one end are preferably furnished with an integral cross pin b^{10} , while those at the opposite end b^9 are furnished with holes b^{11} to receive a removable connecting bolt b^{12} . At its middle the lower or base member B of the saddle is provided with a countersunk recess b^{13} to receive the head of the connecting bolt F by which the saddle is connected to the ridge pole A^1 .

The running board is composed of a plurality of wood planks C placed end to end and supported by the base members B of the running board saddles and securely clamped in position by the upper or removable clamp member D of the running board saddle.

The upper or clamp member D of the running board saddle is preferably T shaped in cross section, its upright flange d fitting between the adjacent ends of the running board planks and its horizontal flanges d^1 overlapping the ends of the running board planks C, which are preferably furnished with cut-away portions C^1 at the ends so that the upper surface of the running board planks will be flush with the upper surface of the top member D of the metallic saddle.

The upper or clamping member D of my running board saddle is furnished at its ends with a depending locking or registering flange d^2 which fits in the corresponding registering slot b^7 of the lower member B, and with a hook or curved locking lip d^3 adapted to fit between the fastener lugs b^8 of the lower member and under the integral cross pin b^{10} which connects said fastener lugs b^8 . The removable member D at its other end is provided with a corresponding

depending registering web or flange d^2 to fit in the slot b^7 at this end of the lower member B and with a fastener lug or eye d^4 which fits between the fastener lugs b^9 of the lower member and through which the connecting bolt b^{12} is inserted to securely and rigidly connect the two members B, D of the running board saddle together. The fastener lugs b^8 and integral cross pin b^{10} at one end of the base member B together form a fastener slot b^{13} to receive the curved fastener lip or hook d^3 of the clamp member D of the saddle.

I claim:—

1. A metallic running board saddle for railway cars, comprising a base member having a converging bottom plate shaped to fit the sloping sides of the car roof at the crown thereof and provided with a straight flat upper flange to receive and support the running boards, and a separate piece removable upper member adapted to embrace and clamp the running boards to the base member, substantially as specified.
2. A metallic running board saddle for railway cars, comprising a base member having a converging bottom plate shaped to fit the sloping sides of the car roof at the crown thereof and provided with a straight flat upper flange to receive and support the running boards, and a separate piece removable upper member adapted to embrace and clamp the running boards to the base member, said base member and upper member having interengaging fastener devices for locking or securing the two parts together, substantially as specified.
3. A metallic running board saddle for railway cars, comprising a base member having a converging bottom plate shaped to fit the sloping sides of the car roof at the crown thereof and provided with a straight flat upper flange to receive and support the running boards, and a separate piece removable upper member adapted to embrace and clamp the running boards to the base member, said base member and upper member having interengaging fastener devices for locking or securing the two parts together, and said base member being provided with upwardly projecting flanges to confine and separate the running boards, substantially as specified.
4. A metallic running board saddle for the meeting ends of running board planks comprising a base member having a bottom plate fitting the sloping sides of the car roof at the center or crown thereof and provided with an integral straight flat top plate to support the running boards and provided with upwardly projecting transverse flanges to separate the running board planks, said transverse flanges having slots therein and a removable clamp member having an upright web fitting in the slots of said trans-

verse flanges of the base member, substantially as specified.

5. A metallic running board saddle for the meeting ends of running board planks comprising a base member having a bottom plate fitting the sloping sides of the car roof at the center or crown thereof and provided with an integral straight flat top plate to support the running boards and provided with upwardly projecting transverse flanges to separate the running board planks, said transverse flanges having slots therein and a removable clamp member having an upright web fitting in the slots of said transverse flanges of the base member, said base member having at its ends fastener lugs and said clamp member having at its ends fastener devices fitting between the fastener lugs of said base member, substantially as specified.

6. A metallic running board saddle for the meeting ends of running board planks comprising a base member having a bottom plate fitting the sloping sides of the car roof at the center or crown thereof and provided with an integral straight flat top plate to support the running boards and provided with upwardly projecting transverse flanges to separate the running board planks, said transverse flanges having slots therein, a removable clamp member having an upright web fitting in the slots of said transverse flanges of the base member, said base member having at its ends fastener lugs, and said clamp member having at its ends fastener devices fitting between the fastener lugs of said base member, the fastener lugs at one end of the base member having an integral cross pin, substantially as specified.

7. In a metallic running board saddle, the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, substantially as specified.

8. In a metallic running board saddle, the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, said base member and clamp member having interengaging fasteners, substantially as specified.

9. In a metallic running board saddle, the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, one of said members having an upright web and the other having slots to receive said web, substantially as specified.

10. In a metallic running board saddle, the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, one of said members

having at its ends depending fastener lugs, and the other of said members having at its ends slots to receive said depending lugs, substantially as specified.

5 11. In a metallic running board saddle, the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, one of said members
10 having an open fastener hook at one end thereof and the other of said members having a fastener opening to receive said hook, substantially as specified.

12. In a metallic running board saddle,
15 the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, said base member having at one end fastener lugs furnished
20 with an integral cross pin, and said clamp member having at one end a depending hook adapted to engage said cross pin and fastener lugs, substantially as specified.

13. In a metallic running board saddle,
25 the combination with a base member upon which the running board planks rest, of a removable clamp member embracing the running board planks, said base member having at one end fastener lugs furnished
30 with an integral cross pin, and said clamp member having at one end a depending hook adapted to engage said cross pin and fastener lugs, said base and clamp members having at one end thereof interfitting lugs
35 and a connecting bolt extending through said lugs, substantially as specified.

14. 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
40 board planks comprising a base member upon which the ends of the running board planks rest provided with upwardly projecting flanges to confine and separate the running board planks, and a removable
45 clamp member having an upright web against which the ends of the running board

planks abut, and provided with horizontal flanges overlapping the ends of the running board planks, substantially as specified. 50

15. 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 comprising a base member
55 upon which the ends of the running board planks rest provided with upwardly projecting flanges to confine and separate the running board planks, and a removable clamp member having an upright web
60 against which the ends of the running board planks abut, and provided with horizontal flanges overlapping the ends of the running board planks, said base member having at its ends slots, and said clamp member hav-
65 ing at its ends depending lugs fitting in said slots, substantially as specified.

16. 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 comprising a base member
70 upon which the ends of the running board planks rest, provided with upwardly projecting flanges to confine and separate the running board planks, and a removable clamp member having an upright web
75 against which the ends of the running board planks abut, and provided with horizontal flanges overlapping the ends of the running board planks said base member having at its ends slots, and said clamp member hav-
80 ing at its ends depending lugs fitting in said slots, said base member having at one end projecting lugs connected by a cross pin and at its other end projecting lugs, and said
85 clamp member having at one end a depending open hook, and at its other end a depending lug furnished with an eye to receive a connecting bolt, substantially as specified. 90

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Witnesses:

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