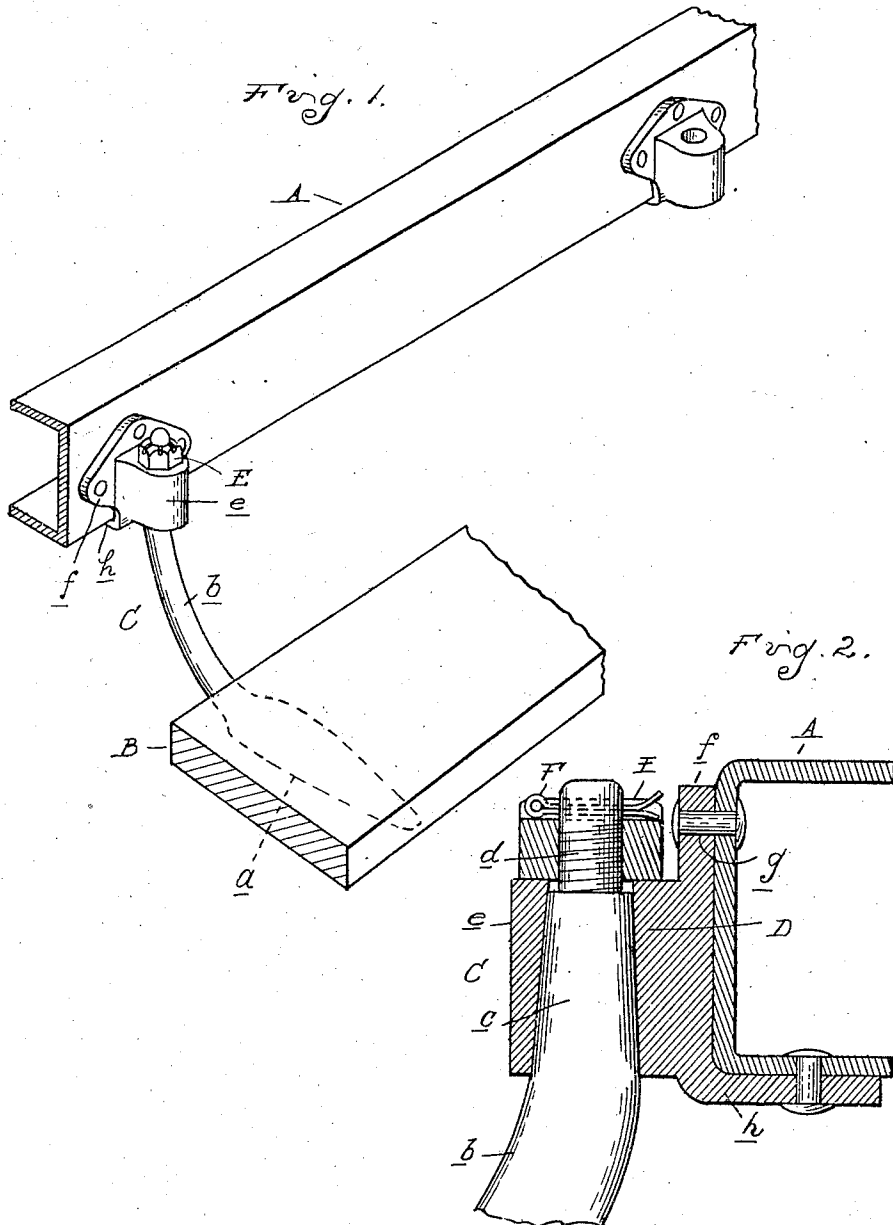


No. 846,091.

PATENTED MAR. 5, 1907.

H. E. COFFIN.
DETACHABLE RUNNING BOARD FOR MOTOR VEHICLES.
APPLICATION FILED APR. 14, 1906.



Witnesses
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UNITED STATES PATENT OFFICE.

HOWARD E. COFFIN, OF LANSING, MICHIGAN, ASSIGNOR TO OLDS MOTOR WORKS, OF LANSING, MICHIGAN, A CORPORATION OF MICHIGAN.

DETACHABLE RUNNING-BOARD FOR MOTOR-VEHICLES.

No. 846,091.

Specification of Letters Patent.

Patented March 5, 1907.

Application filed April 14, 1906. Serial No. 311,700.

To all whom it may concern:

Be it known that I, HOWARD E. COFFIN, a citizen of the United States of America, residing at Lansing, in the county of Ingham and State of Michigan, have invented certain new and useful Improvements in Detachable Running-Boards for Motor-Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

It is the object of the invention to provide a construction of running-board for motor-vehicles which is firmly attached to the chassis and at the same time is capable of being quickly removed.

The invention consists in the construction as hereinafter set forth.

In the drawings, Figure 1 is a perspective view of a portion of the vehicle-frame and running-board, illustrating the detachable connection between the two; and Fig. 2 is a vertical section through the detachable hanger and its securing-socket.

A is the side sill of the vehicle-frame, which, as illustrated, is formed of a channel-bar, and B is the running-board. This board is detachably secured to the frame by a plurality of hangers C, each of which comprises a horizontally-extending portion *a*, secured to the under face of the board B, and a shank *b*, preferably inclined upward and having a vertically-extending tapering portion *c* and a threaded portion *d*.

D is a socket member secured to the frame A. This member is provided with a tapering socket *e* for receiving the tapering portion *c* of the shank, and is further provided with the flanges *f*, apertured at *g*, for bolting or riveting to the channel A. An angle-flange *h* is also preferably provided for extending beneath the lower flange of the channel member A and is bolted or riveted thereto.

E is a nut for engaging the threaded portion *d* of the shank, and F is a pin or other nut-locking device.

With the construction described the socket members D are positioned and attached to the frame A and the hangers C engage a clamp therein, after which the running-board B may be screwed or otherwise se-

cured to the horizontal portions *a* of the hangers. When thus once assembled, the board may be quickly removed at any time by disengaging the nuts E from the threaded portions of the shanks and permitting the board and hangers to drop downward. In replacing the boards the tapering portions *c* of the shanks may be easily entered in the sockets D, and by then tightening the nuts E the shanks are drawn firmly to their seats.

What I claim as my invention is—

1. The combination with a vehicle-frame, of a running-board provided with a plurality of hangers secured thereto, and sockets on said frame with which said hangers have a detachable engagement.

2. The combination with a frame, of a running-board having a plurality of hangers attached thereto, the shanks of said hangers terminating in vertically-extending portions, and socket members secured to the frame for engaging said vertically-extending portions of the shanks.

3. The combination with a frame, of a running-board and a detachable connection between said running-board and frame comprising a hanger having a horizontal portion secured to the running-board, and shank having a vertically-extending tapered portion terminating in a threaded end, a socket secured to the frame correspondingly tapered to receive said shank, and a nut for engaging the threaded portion of the shank and clamping the same in said socket.

4. The combination with a frame and running-board, of a detachable connection for said running-board, comprising the hangers C, having the horizontal portion *a*, the tapered portion *c*, and the threaded portion *d*, the socket member D secured to the frame having the tapered socket *e*, and a clamping-nut for engaging the threaded portion of the shank above said socket.

In testimony whereof I affix my signature in presence of two witnesses.

HOWARD E. COFFIN.

Witnesses:

CHAS. D. HASTINGS,
CHAS. P. MILLER.