

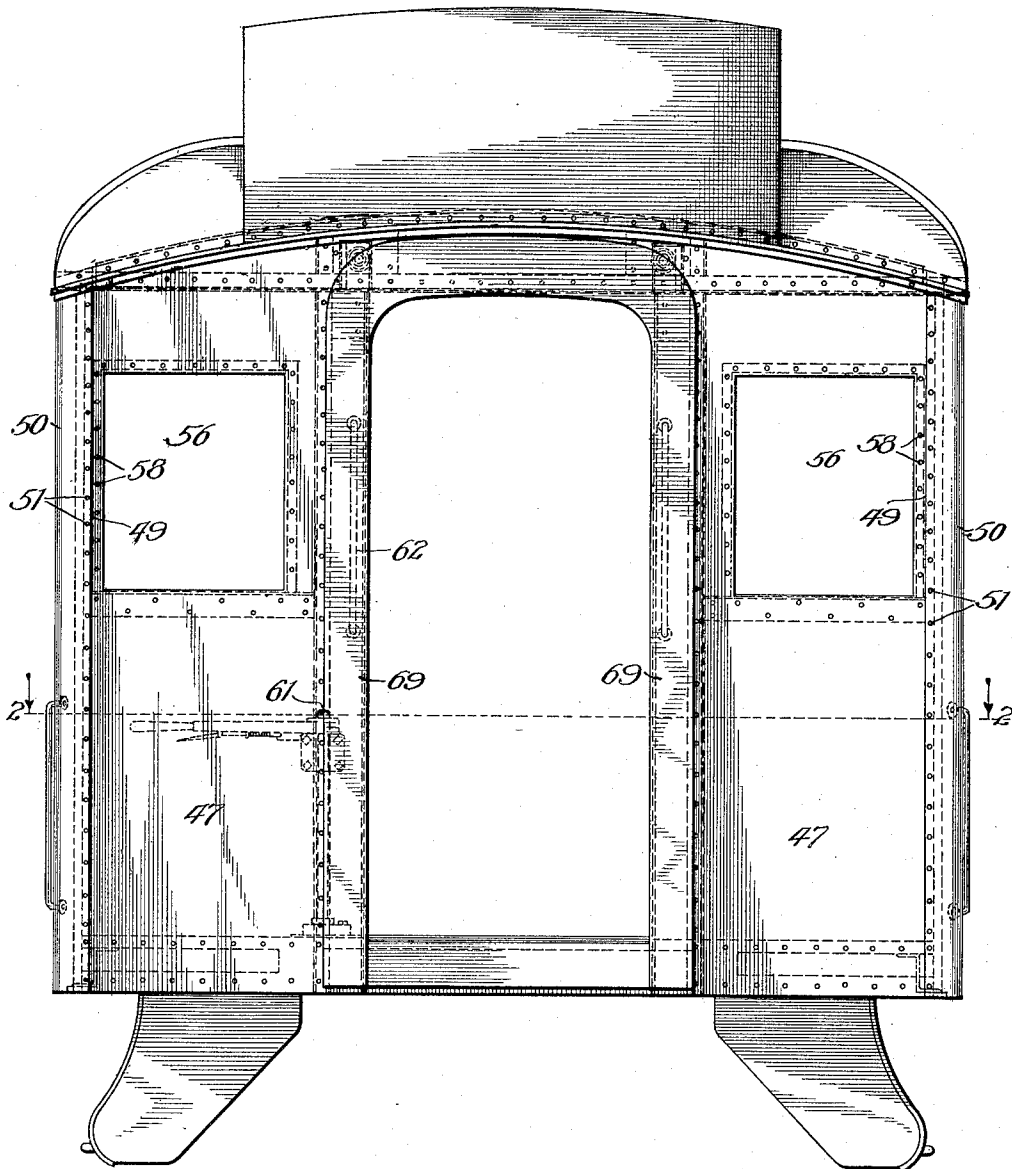
M. M. SCHNEIDER.
CAR VESTIBULE CONSTRUCTION.
APPLICATION FILED FEB. 11, 1910.

1,007,979.

Patented Nov. 7, 1911.

2 SHEETS—SHEET 1.

Fig. 1



Witnesses:
Ed. C. Johnson
Clare L. Rossum

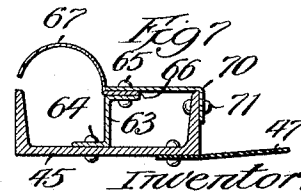
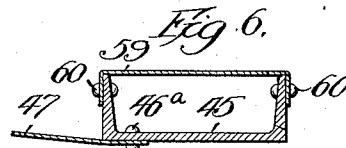
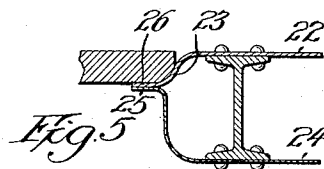
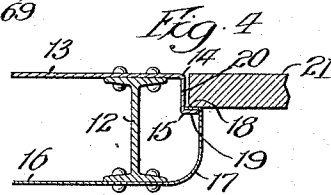
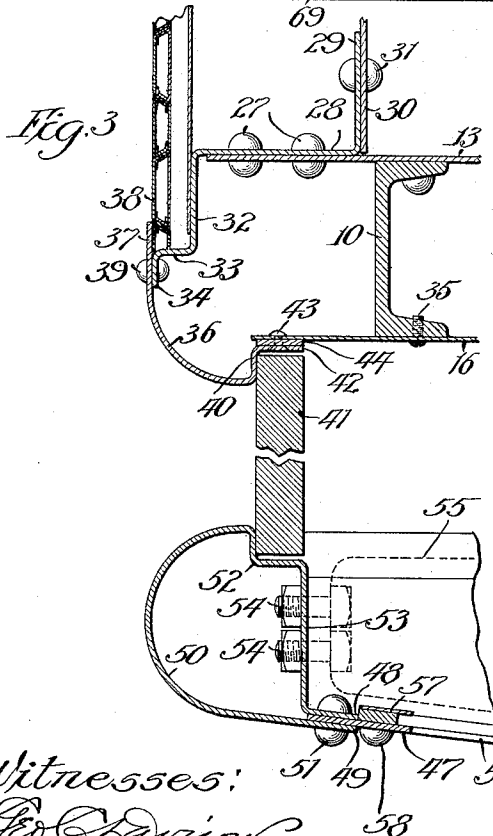
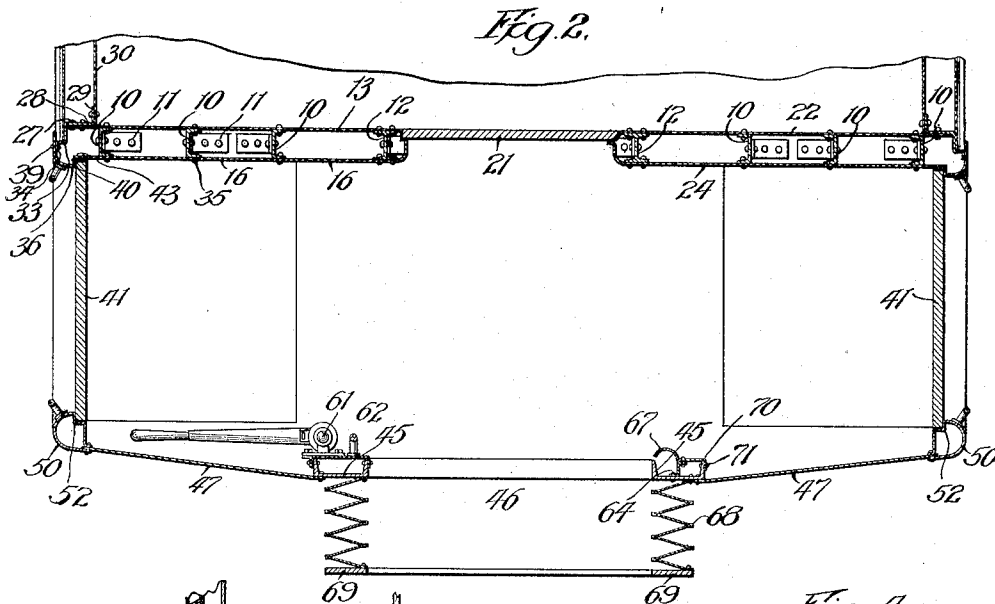
Inventor
Max M. Schneider
By Luther C. Bell
Fuller Atty.

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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

MAX M. SCHNEIDER, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PULLMAN COMPANY,
OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

CAR-VESTIBULE CONSTRUCTION.

1,007,979.

Specification of Letters Patent.

Patented Nov. 7, 1911.

Application filed February 11, 1910. Serial No. 543,287.

To all whom it may concern:

Be it known that I, MAX M. SCHNEIDER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Vestibule Constructions, of which the following is a specification.

My present invention relates to car constructions and pertains more particularly to the vestibule portions of metallic passenger cars, the main object of the invention being the provision or construction of such cars in such a manner as to possess adequate strength and rigidity for the intended uses, and which at the same time will present a pleasing appearance.

In order that a full and complete understanding of the invention may be had, I have illustrated a preferred embodiment of the same in the accompanying drawings, forming a part of this specification, throughout the various views of which like reference characters refer to the same parts.

In these drawings—Figure 1 is an end view of a car embodying the invention; Fig. 2 is a horizontal section on line 2—2 of Fig. 1; Fig. 3 is an enlarged horizontal section through the side portion of the vestibule part of the car; Fig. 4 is an enlarged horizontal section of a part of the car end wall; Fig. 5 is a similar view of another portion of the end wall; Fig. 6 indicates in enlarged horizontal section a part of the vestibule end wall; and Fig. 7 is a similar view illustrating in section the housing or section for accommodating the diaphragm or vestibule passage-way curtain.

Referring to the various figures of the drawings, it will be observed that the end wall of the car-body proper is supplied with a plurality of vertical channel posts 10 secured in position at their lower ends by means of suitable angle brackets 11, and adjacent to the center door-way such end wall has a pair of upright I-beam posts 12, 12. On one half of this end wall I employ an inner metal plate 13 fastened to the inner flanges of the posts 10 and 12, being bent adjacent to the post 12 first outwardly longitudinally of the car at 14 and then inwardly transversely of the car at 15. This same portion of the car end wall is equipped with an outer metal cover-plate 16 curved near the post 12 at 17 and bent so as to pro-

vide a flange 18 overlying and secured to the flange 19 of the plate 13. These two flanges may be welded or riveted together, as seems desirable, the bending of the plate 13 forming a casing or recess 20 for the accommodation of the car door 21. The other portion of the end wall has an inner plate 22 fastened to the flanges of the posts and off-set adjacent to the door so as to provide a recess 23 for the accommodation of the edge portion of the latter. This part of the end wall also has an outer metal cover-plate 24 riveted to the posts and bent as shown in Fig. 5 so as to provide an inwardly-projecting flange 25 lying against the flange 26 of the plate 22, such pair of flanges being riveted, welded, or otherwise desirably fastened together. It will, therefore, be apparent that the inner and outer finish or cover plates of this wall are so bent at the edges of the door to provide a suitable seat or recess for the accommodation and reception of the same.

The corner post construction of the car-body is clearly shown in Fig. 3, and, as I have therein illustrated, the plate 13 or 22, as the case may be, is fastened by means of rivets 27 to the web 28 of an upright bent metal plate having a flange 29 of substantial proportions, to which the inner finish or metal plate 30 is riveted at 31. The plate 28 is bent to provide a section or portion 32 parallel to the web of the adjacent post 10, and is also bent outwardly to form a part 33 at right angles to the part 32, and the outer edge of the former is supplied with a flange 34 substantially parallel to the section or part 32. The outer plate 16 or 24, as the case may be, of the outer end wall of the car, is fastened or secured to the flange of the outermost channel post 10 by screws 35, or in any other approved manner, the plate projecting beyond the post to some little extent, as is clearly indicated in Fig. 3. The outer marginal portion of such plate and the flange 34 are connected together by a bent curved finish or corner plate 36 projecting at 37 beyond the part 33 of the plate or post element 28, whereby to slightly overlap the exterior finish 38 of the car side, and as I have shown this plate 36 is fastened directly to the flange 34 by a number of rivets 39. The part of the plate or corner finish 36 adjacent to the outer wall plate 16 is bent at 40 so as to provide a seat or cavity for

the accommodation of the marginal portion of the vestibule door 41, and also has a flange 42 fastened by countersunk rivets 43 to the plate 16, a spacing or filling plate or bar 44 being inserted between the two parts if desired.

By means of this construction I am enabled to provide a car end wall simple in structure, light in weight, and economical to manufacture, and the corner posts or portions of the car possess sufficient strength and rigidity although made or built up of a number of sheet-metal parts or elements, as indicated. The outer wall of the vestibule has a pair of upright channel posts 45 at the sides of the vestibule passage-way 46, and extended outwardly from each of such posts and fastened to its web by means of a row of rivets 46^a is a sheet-metal plate 47 of single thickness, which along its outer margin is received between the spaced, inwardly-extended, inner and outer marginal portions 48 and 49 of a metal plate 50 bent to form a hollow vestibule corner post, the two flanges or portions 48 and 49 and the intermediate marginal part of the plate 47 being secured or fastened together by a row of rivets 51. The plate 50 along the outer portion of the car is curved as shown in Fig. 3 to provide a neat and smooth finish, and is bent at 52 to supply a recess or cavity for the reception of the edge portion of the vestibule door 41. At its lower end the inner wall 53 of each of said corner vestibule posts is fastened by means of bolts 54 to the end wall of a hollow casting 55 suitably attached to the car underframing. If desired, each of the plates 47 may be supplied with a window opening 56, the glass in which is held in place by any approved style of glass retaining means 57 extending along the margin of the aperture 56 and secured by screws or rivets 58 to the plate 47. One of the posts 45, which, as is clearly shown, has its parallel flanges extending inwardly of the wall, and is supplied with a U-shaped cover plate 59, the legs of which plate overlap the flanges of the post and are riveted thereto at 60. Such cover plate affords a convenient and suitable means for the attachment of the hand brake mechanism 61 and the hook or loop 62 provided for coöperation with the handle of the vestibule passage-way curtain. The companion channel post 45 has a Z-bar or strip 63 mounted in its trough or groove, and has one flange fastened to the web of the post by a series of rivets 64. To the other flange of such Z-bar or strip I fasten by means of a row of rivets a flange 66 of a curved plate 67, which in conjunction with the bar 63 and the adjacent portions of the posts 45, forms a neat and simple housing for the passage-way curtain roller, not illustrated, it being understood that the curtain housed in such casing

or covering is intended and adapted to cover the inner surface of the accordion diaphragm 68, the inner end of which is attached to the two posts 45, and the outer portion of which is fastened to the usual face plate 69. Another angle plate 70 is secured to the outer face of the flange 66 by the rivets 65, and is also fastened against the outer surface of one of the flanges of the posts 45 by another row of rivets 71.

To those skilled in this art it will be apparent that the outer or end wall of this vestibule is of extremely simple construction and light weight, yet at the same time possessing adequate strength for the purpose intended, and presenting a neat appearance and finish. Owing to the fact that this outer wall is composed of single plates 47, if these for any reason become damaged or injured, such as by being dented or marred, they can be readily repaired without at all dismantling such end-wall.

Whereas I have herein indicated one particular and especial embodiment of this invention, it is to be understood that the minor mechanical features herein illustrated and described in detail may be modified within wide limits without sacrificing any of the advantages of the invention and without departing from its heart and substance.

I claim:

1. In a car vestibule end wall construction, the combination of an upright channel post, a bar secured in the trough of said post, and a vestibule passage curtain roller casing fastened to said bar, substantially as described.

2. In a car vestibule end wall construction, the combination of an upright channel post with inwardly-presented flanges, a sheet-metal wall plate fastened against the outer surface of said post, a bar secured in the trough of said post, a vestibule passage-way curtain roller casing secured to said bar, and a cover plate fastened to said bar and to one of the flanges of the post, substantially as described.

3. In a car body end wall construction, the combination of upright posts, inner and outer sheet-metal plates secured against the corresponding surfaces of said posts, said plates being bent in reverse directions and secured together in interlocking engagement at the margin of the end wall door-way to provide a door-jamb for the end wall door, substantially as described.

4. In a car body construction, the combination of an inner sheet metal end wall plate, an outer sheet-metal end wall plate, a bent sheet-metal plate fastened to said inner wall plate and having a protruding flange adapted to have the inner finish of the car-body side-wall secured thereto, a plate fastened to the margin of said outer end wall plate and bent to form a corner finish, and

means securing said corner finish and flanged plates together, substantially as described.

5 5. In a car-body construction, the combination of an inner end wall metal plate, an
outer end wall metal plate, a bent sheet-metal flanged post member fastened to said
inner wall plate, the flange of such member
10 affording means for the fastening thereto of
the inner sheathing of the car body side
wall, a bent corner finish plate shaped to
provide a door jamb and fastened to said
outer end wall plate, said post member and
15 finish plate being secured together, substantially as described.

6. In a car-body construction, the combination of an inner end wall metal plate, an
outer end wall metal plate, a bent post member fastened to said inner wall plate, a bent
finish plate fastened to said outer wall plate, 20
and means securing said post member and
finish plate together, said post member and
finish plate overlapping one another and
providing a recess for the accommodation of
the marginal portion of the outer side wall 25
sheathing, substantially as described.

MAX M. SCHNEIDER.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
