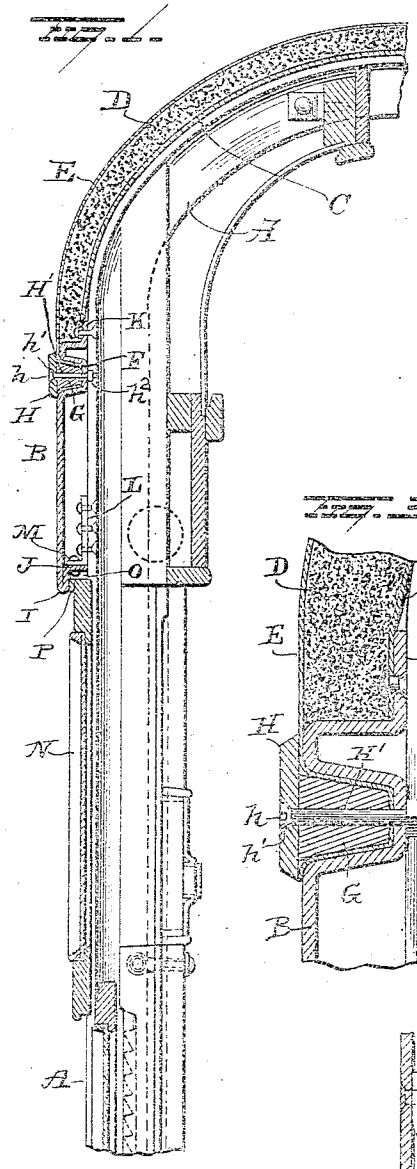
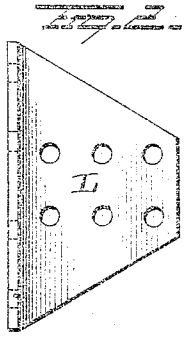
C. H. ANDERSON.

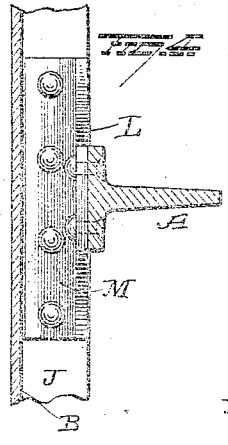
STEEL PASSENGER CAR.

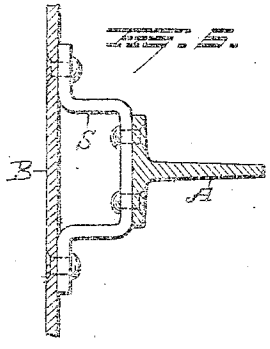
APPLICATION FILED MAY 26, 1914.

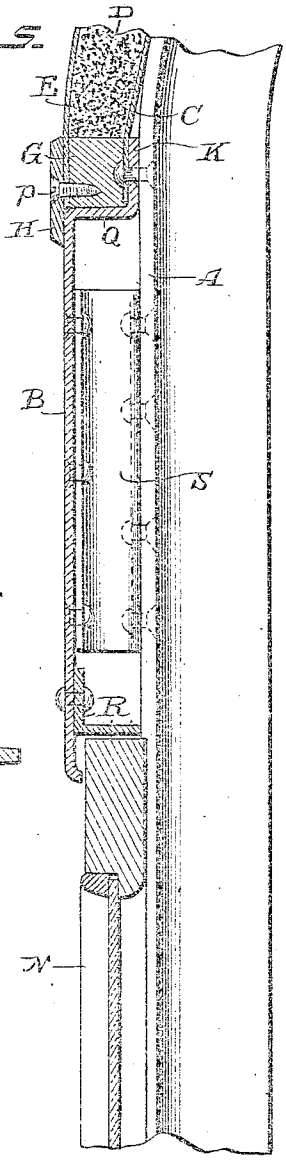
1,123,652. Patented Jan. 5, 1915.











WITNESSES

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UNITED STATES PATENT OFFICE.

CHARLES H. ANDERSON, OF CINCINNATI, OHIO.

STEEL PASSENGER-CAR.

1,123,652. Specification of Letters Patent. **Patented Jan. 5, 1915.**

Original application filed February 20, 1914, Serial No. 820,041. Divided and this application filed May 28, 1914. Serial No. 841,068.

To all whom it may concern:

Be it known that I, CHARLES H. ANDERSON, of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Steel Passenger-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in steel passenger cars, and is a division of application Serial Number 820,041, filed by me February 20th 1914.

The object of this invention is to provide efficient means for securing the upper sash in place and preventing the ingress of rain or wind into the car between the sash and body of the car.

With this object in view my invention consists in the details of construction and arrangement of parts as will be more fully explained and pointed out in the claims.

In the accompanying drawings, Figure 1 is a vertical section of a portion of the car-body. Fig. 2 is a plan view of the flange plate for fastening the lower portion of the eaves plate to the T-bar. Fig. 3 is an enlarged view of the upper end of the eaves plate and showing the manner of securing the flexible covering of the top in place, and Figs. 4, 5 and 6 illustrate modifications.

A is a steel T-bar which constitutes a vertical post for sustaining the sides and roof of the car body and also serves as the side frames or runways for the upper and lower window sash. As the construction of the underframe and the arrangement of the T-bars A with relation thereto and to the car sides is fully illustrated and described in Letters-Patent No. 946,871 granted to me June 18th 1910, it will be unnecessary to illustrate or describe such parts of the structure in this patent.

Upon the upper and curved portions of the T-bars A, is secured the steel plate roof C, which is riveted at its lower edges to the upper edge of the eaves plate B. A layer D of cork or other material which will serve as an insulator of electricity is placed upon the roof plate C, and is retained in place by means of a cover E of canvas or other suitable material. The lower edge of canvas cover E is pressed into a recess F formed in the upper edge of the eaves plate B by a wooden batten G, which is concealed from view and secured in place by a steel band H. The steel band H is fastened in place by means of bolts H′, the heads h of which are let into flaring holes h' so as to be flush with the outer surface of the band, and the bolts are secured by nuts h^2 which engage the rear surface of the eaves plate. This construction and arrangement of parts, provides the car roof with a covering which is an insulator of heat and of electricity, and with an outer canvas or other flexible covering which is secured in place in such manner as will permit of its ready renewal and the substitution of a new covering therefor.

The eaves plate B is secured at its upper end to the head of the T-bar by means of rivets passing through the upwardly projecting flanges K, and the bottom of the recess F of the eaves plate and the head of the T-bar. The lower edge of the eaves plate B is bent rearwardly and upwardly to form a depending lip I, and inwardly to form an inwardly projecting flange J. A body portion of a flanged plate L is riveted to the T-bar and its lower and outwardly projecting flange M is riveted to the inwardly projecting flange J on the eaves plate whereby the latter is firmly secured in place.

N is the upper or stationary sash which extends upwardly into the recess O, between the depending lip I and the side plate of the car, and if desired any suitable weather strip P may be interposed between the depending lip and the upper sash. This construction prevents the ingress of rain or air or dust into the car between the upper sash and sides of the car, and constitutes a neat and finished appearance and an economical and efficient construction of parts.

In the modified construction illustrated in Figs. 5 and 6, the eaves plate B is provided at its upper end with a Z-band which forms an upwardly projecting flange K which is riveted to the head of the T-bar and to which is riveted the lower edge of the steel plate roof C. Between the lower edge of the layer D of cork and the shoulder Q of the eaves plate is inserted a rectangular wooden batten G which is secured in place by bolts or rivets not shown. A steel band H covers and conceals the wooden batten and is secured thereto by the screws p. The lower edge of the eaves plate is curved inwardly a short distance, and has secured thereto an angle

R, which forms a pocket for the upper edge of the stationary sash. The eaves plate is connected to the T-bar by means of a U-shaped bracket S which is riveted to the T-bar and the flanges of which are riveted to the eaves plate.

It is evident that slight changes might be made in the relative arrangement of the parts and in the details of construction without departing from the spirit of my invention and hence I do not restrict myself to the exact construction and arrangement of parts shown and described, but

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is:

1. In a steel car, the combination with T-bars forming the vertical posts of the car sides, of an eaves plate shaped at its lower edge to form a pocket for the stationary sash of the window and flanged plates or brackets interposed between and riveted to the T-bars and eaves plate, substantially as set forth.

2. In a steel car, the combination with the upright steel posts which support the roof and sides of the car and also form side frames for the window sash, of an eaves plate shaped at its lower end to form a pocket for the upper edge of the stationary sash of the window, and brackets interposed between and riveted to the T-bars and eaves plate, substantially as set forth.

3. In a steel passenger car the combination with the car framing, of an eaves plate bent inwardly at its upper edge to engage and be secured to said framing and projecting at its lower edge from said framing so as to form a pocket for the upper end of a window sash.

4. In a steel passenger car, the combination with the car framing, of an eaves plate having a recess at its upper end to receive a covering holding batten, and constructed at its lower end to form a pocket to receive the upper end of a window sash.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

CHARLES H. ANDERSON.

Witnesses:
M. H. FOLGER,
GEO. FREY.