

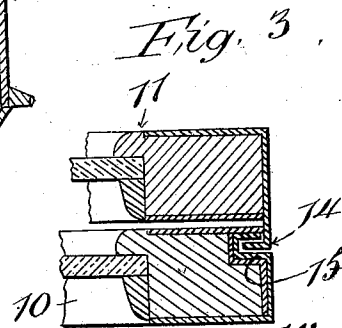
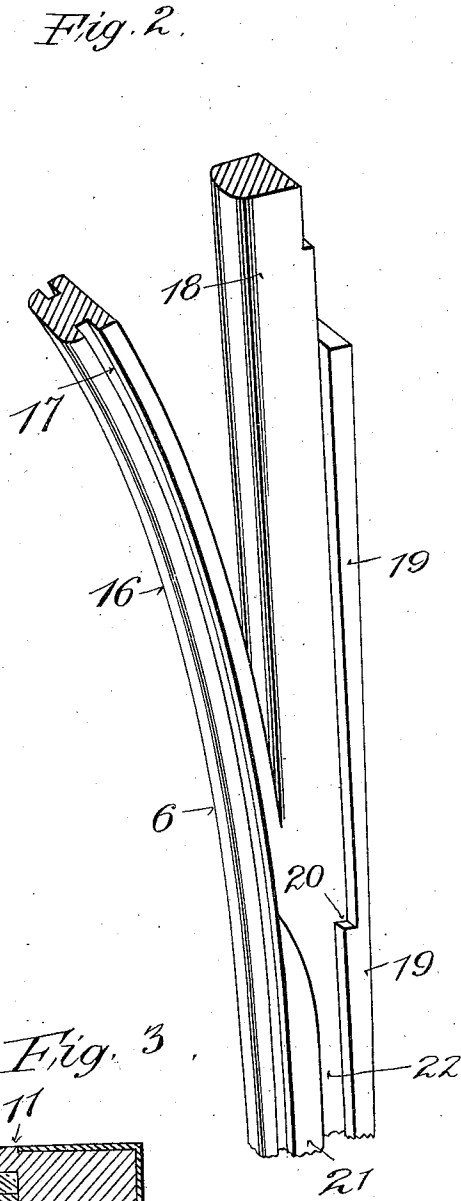
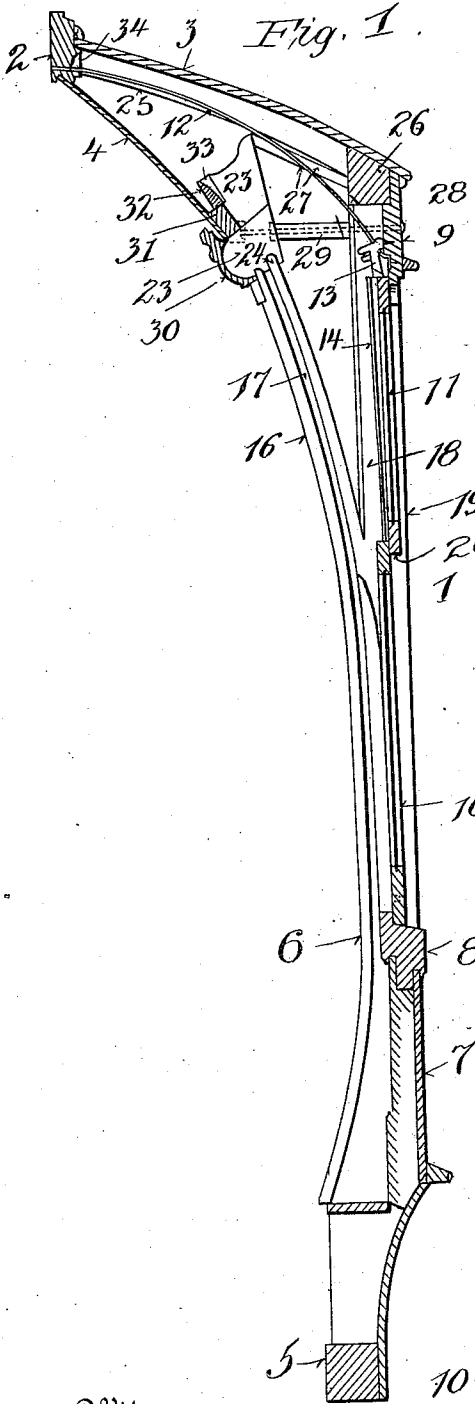
No. 852,912.

PATENTED MAY 7, 1907.

W. M. SMITH.
CAR.

APPLICATION FILED SEPT. 15, 1906.

3 SHEETS—SHEET 1.



Witnesses
Benjamin
A. Arrow

Inventor
Warren M. Smith
By his Attorney
Joseph L. Lay

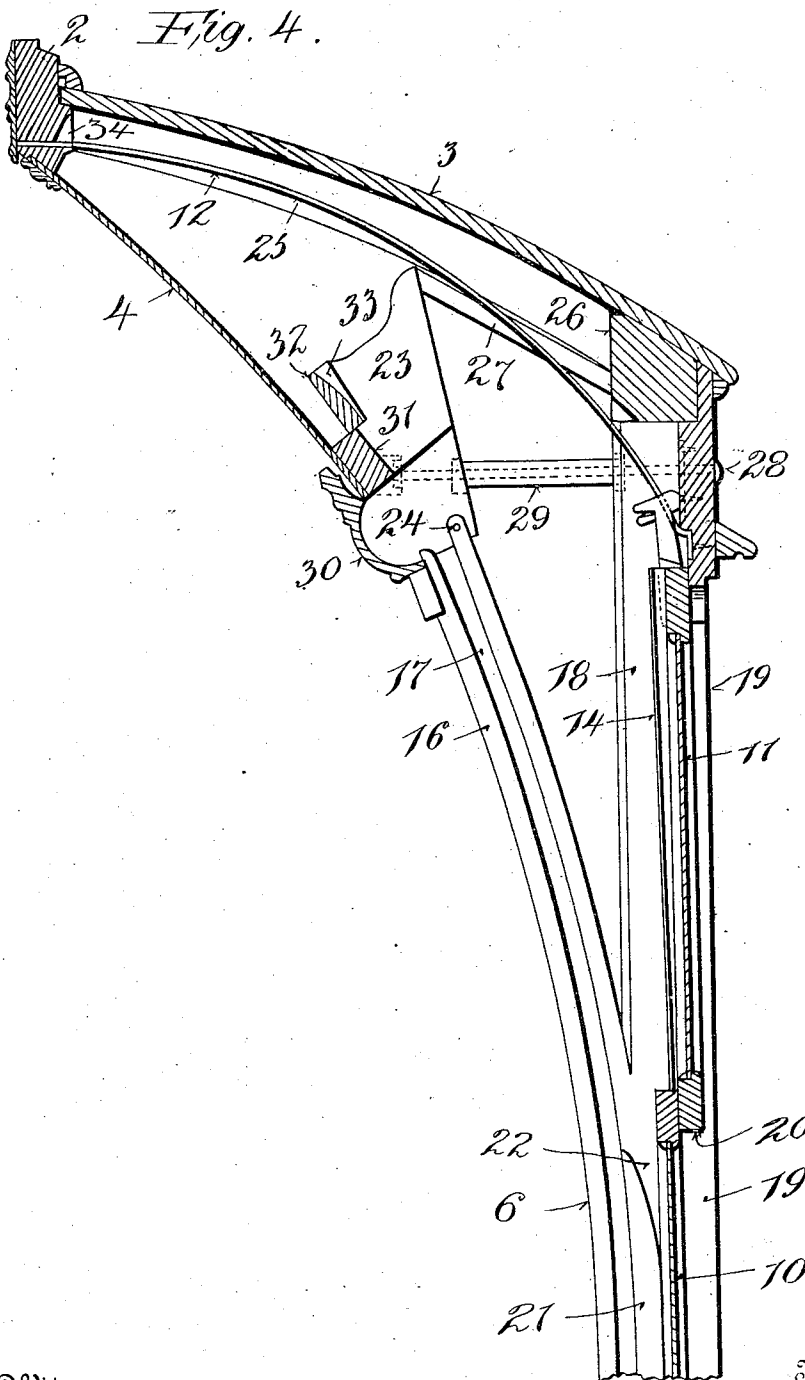
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3 SHEETS—SHEET 2.



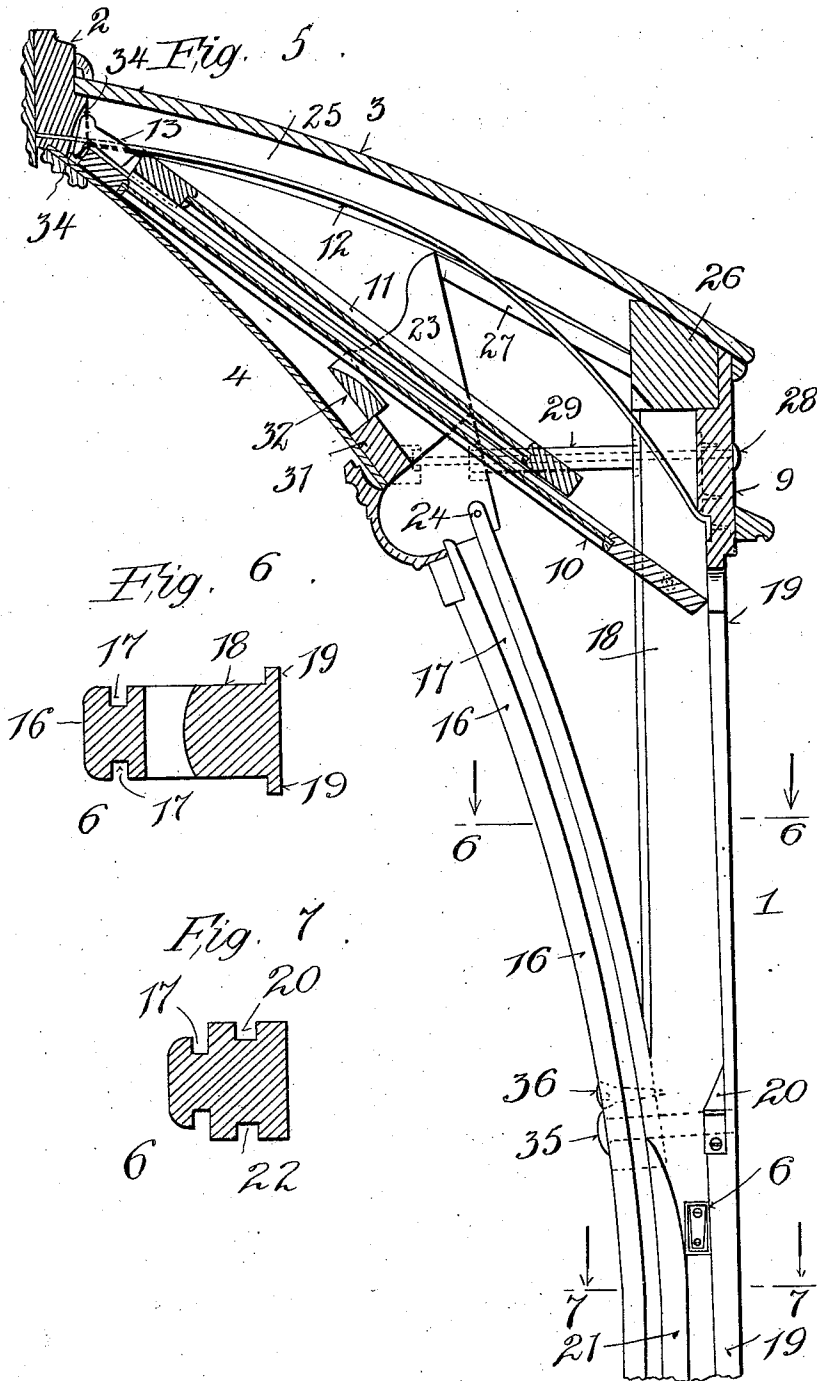
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APPLICATION FILED SEPT. 16, 1906.

3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

WARREN M. SMITH, OF PROSPECT PARK, PENNSYLVANIA, ASSIGNOR TO
JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

CAR.

No. 852,912.

Specification of Letters Patent.

Patented May 7, 1907.

Application filed September 15, 1906. Serial No. 334,798.

To all whom it may concern:

Be it known that I, WARREN M. SMITH, a citizen of the United States, and a resident of the borough of Prospect Park, county of Delaware, and State of Pennsylvania, have made a new and useful Improvement in Cars, of which the following is a specification.

The object of my invention is to cheapen and improve cars, and more particularly what are known as street cars with large windows. This object is accomplished by my invention, one embodiment of which is hereinafter described.

For a more particular description of my invention, reference is to be had to the accompanying drawings forming a part hereof, in which:

Figure 1 is a sectional view showing a portion of the car provided with my improvement. Fig. 2 is an enlarged perspective view of a portion of a stanchion or post. Fig. 3 is a sectional view showing the interengaging means for the sashes. Fig. 4 is an enlarged view of the upper part of the structure shown in Fig. 1. Fig. 5 is similar to Fig. 4, except that the sashes are shown in their raised instead of their lowered position. Figs. 6 and 7 are sectional views taken on the lines 6—6 and 7—7 of Fig. 5, looking in the direction of the arrows.

Throughout the various views of drawings, similar reference characters designate similar parts.

My improved car 1 is provided with the usual deck rail 2, roof 3, head lining 4, sill 5, and a post 6 connecting the sill 5 and roof 3. The construction of the post is novel as will appear below.

The post 6 at its lower end is connected by the usual panel 7 and window sills 8, and below the roof and connecting the posts is the usual letter board 9. The windows are closed by sashes 10 and 11. The upper sash 11 is suspended from a guide rail 12 by means of hangers 13, and this upper sash is also provided with flanges 14, having edges adapted to protrude into corresponding recesses 15 in the side edges of the corresponding lower sash 10. The post 6 is provided with a bifurcated upper portion so as to form a branch or arm 16, which contains the curtain groove 17, and the upright portion 18 which supports the roof 3. This post has the usual construction up to the window sill 8, and

above this is the weather strip 19, which is adapted to bear against the outside of the sashes 10 and 11, and is provided with the usual ledge 20 on which the upper sash rests. The inner strip 21 extends from a point just above the level of the ledge 20 to the window sill 8, and for the most part runs parallel with the adjacent edge of the weather strip 19, so that a groove 22 is formed between them for the lower sash. The other side of the post 6 is identical and so needs no further description. These grooves or slideways 22 are the only ones for a sash in the post and it is flared slightly near the upper extremity, so as to insure the correct movement of the lower sash 10 when lowered, and also give a better appearance to the car.

The branch 16 and the upright 18 have the same thickness as the posts have at the bottom of the grooves 22, as shown in Figs. 6 and 7, except that the weather strip 19 extends up nearly to the top of the upright 18.

The upper end of the branch 16 is mortised to receive a block 23, which is held to the branch 16 by means of a pin or screw 24, or other suitable means. This block 23 also supports the curtain roller bearings and is extended upwardly in a convenient form to a point immediately below the carline 25, which runs from the deck rail 2 to the eave-beam 26, and this block 23 is united to the eave-beam 26 and upright 18 by means of a suitable brace 27. The tie-bolt 28 which passes through a sleeve 29 unites the block 23, upright 18 and letter board 9. The spacing sleeve 29 is fixed between the block 23 and upright 18 so that the bifurcated parts of the post 6 are held as securely as they would be if the post were made out of a solid piece of timber, as has heretofore been the custom.

The blocks 23 are united by the usual molding 30, which conceals the curtain roller, the head lining 4, and also the curtain box rail 31, placed in suitable mortises. A second rail 32 is also fixed to blocks 23, and runs parallel with rail 31. The rail 32 is to be recessed at 33 to provide room for the sashes when in their stored position in the roof chamber. Similar recesses 34 are placed in the deck rail 2 to provide for the hangers 13.

As is well known, it has heretofore been the custom to extend the stanchion or post clear to the deck rail of the car, thereby necessitating a large and costly structure. By my

improved construction, as above shown and described, this expense is almost entirely eliminated in so far as the upper portion of the stanchion is concerned.

5 The branch 16 of the post 6 may be formed integral with the post, or may be mortised therein, or made of a separate piece as shown in Fig. 5, and held in position by means of a bolt 35 and a screw 36.

10 What I claim is:

1. In a device of the class described, a bifurcated post having a sash groove below said bifurcated portion, and means uniting its upper ends.

15 2. In a device of the class described, a bifurcated post with means including a brace uniting its upper ends and a bolt and sleeve also secured to the upper ends.

3. In a device of the class described, a post

having a block secured to one of its upper 20 ends and an eave beam to the other and a brace uniting said block and eave beam.

4. In a device of the class described, a series of posts, each provided with bifurcated upper ends, means including rods and braces 25 uniting the upper ends of each post and curtain rails uniting said posts.

5. In a device of the class described, a series of posts each provided with bifurcated upper ends, means for uniting the ends of 30 each post, a single sash groove in each face of each post, and upper and lower sashes, the lower of which alone rests in each groove.

Signed this 14th day of Aug. 1906.

WARREN M. SMITH.

Witnesses:—

FORREST A. SMITH,
MELVILLE SOMMER.