

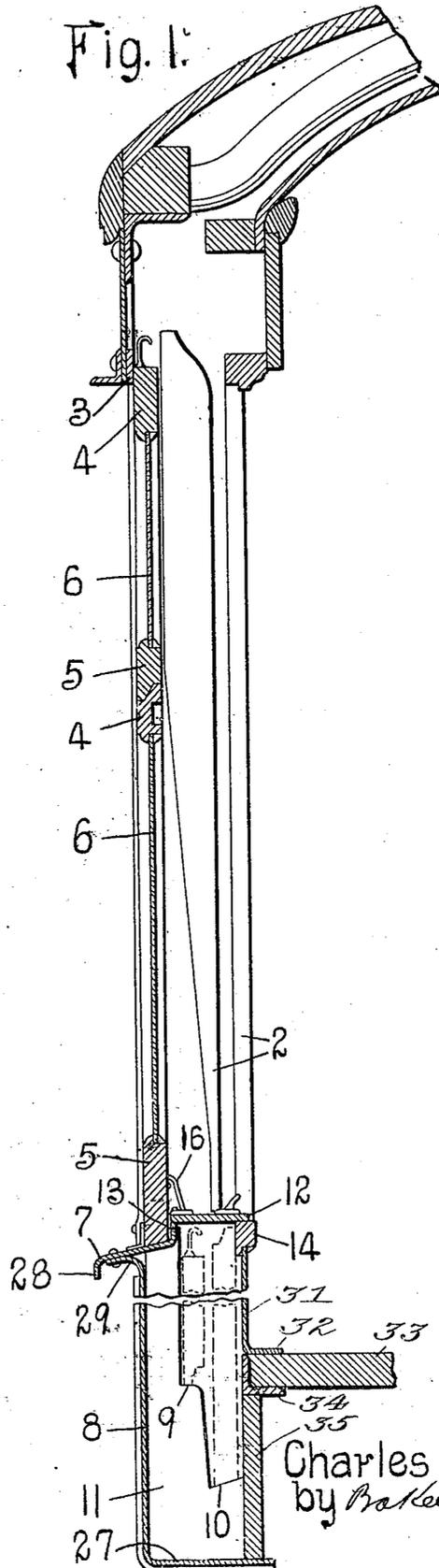
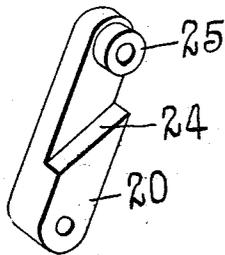
C. H. TURNER.
PASSENGER CAR.

APPLICATION FILED MAR. 14, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

Fig. 2.



Witnesses
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Fig. 4.

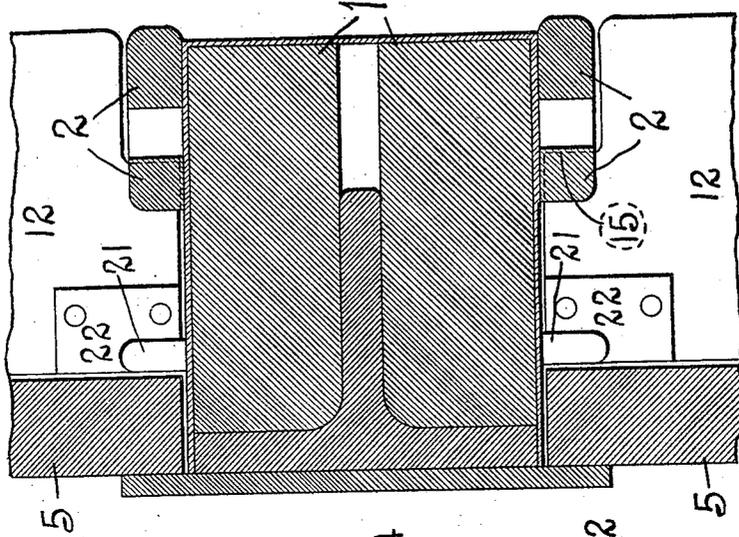


Fig. 3.

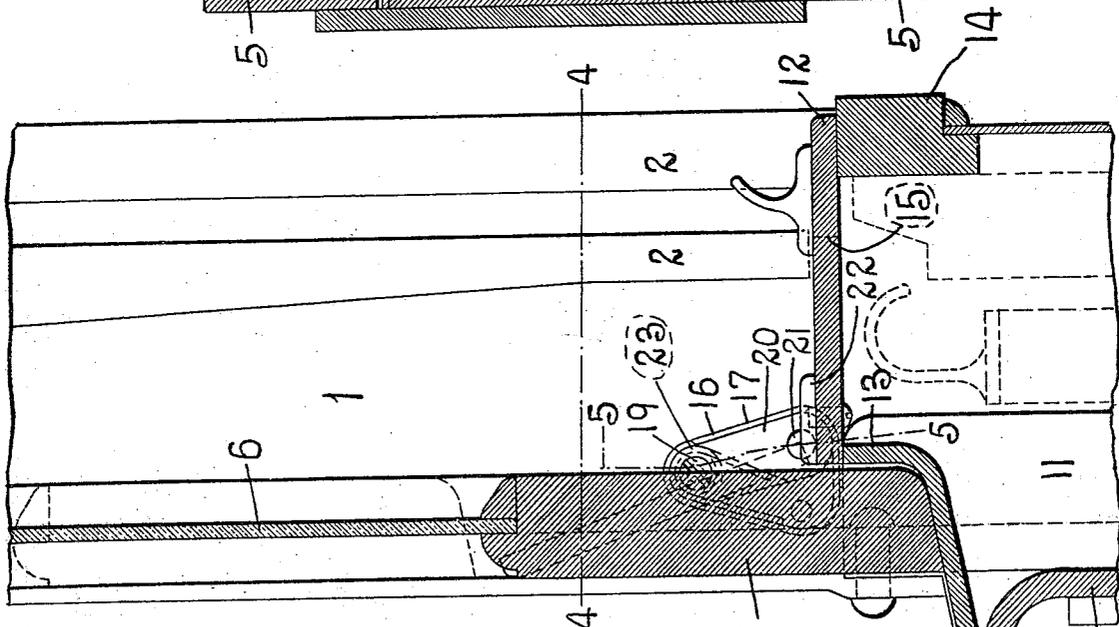
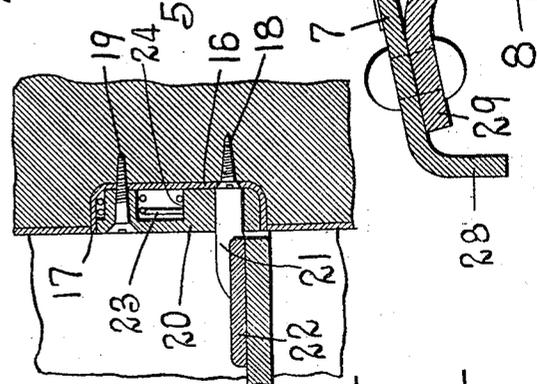


Fig. 5.



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UNITED STATES PATENT OFFICE.

CHARLES HUNTINGTON TURNER, OF BROOKLYN, NEW YORK, ASSIGNOR
TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI,
A CORPORATION OF NEW JERSEY.

PASSENGER-CAR.

No. 830,263.

Specification of Letters Patent.

Patented Sept. 4, 1906.

Application filed March 14, 1906. Serial No. 306,060.

To all whom it may concern:

Be it known that I, CHARLES HUNTINGTON TURNER, a citizen of the United States, residing at Brooklyn, New York, have invented a certain new and useful Improvement in Passenger-Cars, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical sectional view through the side of a car embodying the features of my invention. Fig. 2 is a detail perspective view of one of the links which carry the cover for the window-pocket. Fig. 3 is an enlarged detail view of a portion of Fig. 1. Fig. 4 is a horizontal sectional view taken on the line 4 4 of Fig. 3, and Fig. 5 is a vertical sectional view on approximately the line 5 5 of Fig. 3.

This invention relates to cars; and one object of the invention is to provide a novel means of locking in place the cover for the window-pocket when the window is in raised or closed position.

Another object is to provide a car in which the lower edges of the side plates are flanged inwardly to form side sills, thereby overcoming the necessity of using angles for the side sills, so that the weight of the car is reduced and the depth of the window-pockets increased.

Other desirable features of my invention will hereinafter be pointed out.

Referring to the drawings, which represent the preferred form of my invention, 1 designates the vertical posts which frame in the window-openings in the sides of the car, and 2 designates the usual curtain-guides extending alongside the posts 1.

The car which I have herein shown as embodying the preferred form of my invention is adapted to be converted from a closed car, such as is used in winter, into an open car, such as is used in summer, and to this end the window-openings extend from the fascia plates 3 to the point where the usual belt-rail is provided. Preferably two windows are provided for each opening, the top window being smaller than the bottom window and each consisting of an upper rail 4 and a

lower rail 5, which, together with the necessary stiles, carry panes of glass 6. Extending longitudinally of the car along the upper edge of the outside plates 8 of the car-body is a metallic member 7, provided with an upwardly-extending flange 13. When the windows are closed, as shown in Fig. 1, the lower rail of the bottom window will rest on the longitudinally-extending member 7, and the flange 13 of said member will engage the inner face of said lower rail. The lower rail of the top window and the upper rail of the bottom window are provided with cooperating beveled surfaces, as shown in Fig. 1, which insures a tight joint. The inside lining of the car is spaced some distance from the outside plates 8 of the car-body, so that a wide pocket is provided for receiving the windows, the windows when in said pockets resting on shoulders 9 and 10, formed on blocks 11, mounted in said pockets, as shown in dotted lines in Fig. 1. Said inside lining consists of a plate 31, which is fastened to the vertical posts forming part of the side wall of the car, a flange 32 being located at the lower edge of the plate 31 to extend over the floor 33 of the car. At the upper edge of the plate 31 is a longitudinally-extending member 14, so that said plate 31 practically forms a plate-girder, and thus greatly strengthens the side wall of the car. The floor is supported by an angle 34, fastened to the vertical posts of the side wall, said angle resting on a longitudinally-extending plate 35, which is fastened to the vertical side-wall posts.

The cover for the window-pocket consists of a plate 12, which is carried by links 20, hereinafter described, and extends over the upwardly-extending flange 13 of the member 7 and the longitudinally-extending member 14, connected to the upper edge of the plate 31, and each side of said cover-plate is cut out to form corners 15, which project under the lower ends of the curtain-guides 2 when said cover-plate is in operative position, thereby securely locking it in place when the windows are in their closed or raised position. Triangular-shape castings 16, each having a continuous flange 17, are set in the posts 1 flush with the outer faces thereof at each side of a window-opening, said castings being se-

cured to the side posts by means of screws 18 and 19. The screw 19 at the upper portion of the casting supports a swinging link 20, which at its lower end is provided with an opening that receives a pin 21, extending laterally from a casting 22, fastened to the cover-plate 12, said plate being provided at each side with such a casting. The link 20 is mounted entirely within the flange of the casting 16 and is held normally in the position shown in full lines in Fig. 3 by means of a spring 23, which at one end bears against the interior of the flange of the casting and at its other end bears against an inclined face 24 on the link, the spring being preferably coiled around a collar 25, formed integral with the link. The link being mounted entirely within the flange of the casting does not interfere with the movements of the windows, and when it is desired to lower the same they are moved upwardly until the lower rail of the bottom window reaches the position indicated by dotted lines in Fig. 3, and the cover-plate 12 is then moved outwardly to carry its corners from under the ends of the curtain-guides and is then swung upwardly, as indicated in dotted lines in Fig. 3. The pocket being now uncovered, the windows can be dropped into the same and the cover-plate moved back to normal position, the springs 23 forcing the links and cover-plate inwardly until the corners of said plate pass under the lower ends of the curtain-guides.

As previously referred to, another desirable feature of my invention consists in dispensing with the usual angles forming the side sills, this being accomplished by turning the lower edge of the side plates 8 inwardly to form flanges 27. Such a construction not only reduces the weight of the car and the cost of manufacture, but insures a very deep window-pocket, which permits the arm-rest or window-sill to be placed closer to the car-seat. I also prefer to flange the upper edge of the side plate outwardly, as at 29, and connect said flanged portion to the longitudinally-extending member 7, which is provided at its outer edge with a downwardly-projecting flange 28, that forms the belt-rail of the car, thus overcoming the necessity of using a separate member or bulb angle for the belt-rail, as in the usual construction.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car, a window, a pocket for said window, a cover for said pocket, and means for preventing said cover from being lifted without first moving it in a horizontal plane; substantially as described.

2. In a car, a window-pocket, a cover for said pocket, a window provided with a rail which bears against one edge of said cover when the window is in operative position, and means engaging a portion of said cover

to prevent it from being moved without first moving the window; substantially as described.

3. In a car, a window-pocket, a cover for said pocket, means projecting over a portion of said cover, and means for holding said cover normally under said projecting means; substantially as described.

4. In a car, a window, a pocket, a cover for said pocket, a rigid member, and yielding means for holding said cover so that a portion thereof extends under said rigid member; substantially as described.

5. In a car, a window-pocket, a cover for said pocket, pivotally-mounted devices connected to said cover, and a device which projects over a portion of said cover when it is in operative position; substantially as described.

6. In a car, a window-pocket, a cover for said pocket, pivotally-mounted devices connected to said cover, a rigid member, and yielding means for forcing said cover under said rigid member; substantially as described.

7. In a car, window-openings in the sides of the car, vertical posts framing said openings, a window-pocket in the car-body, a cover for said pocket, box-shaped members set in said vertical posts, swinging links mounted within said members, a cover for said window-pocket pivotally connected to said swinging links, means projecting over said cover, and springs bearing against said links to force the cover under said projecting means; substantially as described.

8. A car provided with window-openings extending from the fascia plates to the body portion of the car, a plurality of windows of a different size in said openings, window-pockets in the body of the car, covers for said pockets, and means for preventing said covers from being lifted without first moving them in a horizontal plane; substantially as described.

9. A passenger-car having a body portion consisting of side plates which are connected at their upper edges to metallic members extending the length of the car and provided with downwardly-projecting flanges forming the belt-rail of the car, the lower edges of said side plates being flanged inwardly to form side sills; substantially as described.

10. A car having a body portion consisting of side plates, longitudinally-extending members to which the upper edges of said plates are connected, said members serving as sills for windows, and upwardly-projecting flanges on said members engaging the inner faces of the window-rails; substantially as described.

11. A car comprising a side wall and a metallic member arranged along the upper edge of said side wall and provided at its outer edge with a downwardly-extending pressed flange, said member serving as a support for a window-sash; substantially as described.

12. A car comprising a side wall, a pressed

metal member arranged along the upper edge of said side wall and extending outwardly therefrom, said member serving as a support for the lower rail of a window-sash, and a downwardly-projecting flange at the outer edge of said member; substantially as described.

13. A car having an outer side-wall plate, an inner side-wall plate of plate-girder construction, and a floor extending under the flange at the lower edge of the inner side wall-plate; substantially as described.

14. A car having an outer side-wall plate, vertical posts to which said plate is connected, an inside lining consisting of a plate which is connected to the vertical posts and is provided at its lower edge with a flange, an angle fastened to the vertical posts of the side wall, and a floor arranged between the horizontal leg of said angle and the flange at the lower edge of the plate which forms part of the inside lining of the car; substantially as described.

15. A car having an outer side-wall plate, a longitudinally-extending plate 35 spaced

away from the outer side-wall plate, an angle mounted on the upper edge of plate 35, a floor supported by said angle, an inside sheathing-plate, and a flange at the lower edge of said sheathing-plate which projects over the floor of the car; substantially as described.

16. A car having a side wall consisting of a plate carried by vertical posts, an inwardly-projecting flange at the lower edge of said plate, an outwardly-projecting flange at the upper edge of said plate, a longitudinally-extending plate connected to the inner faces of the vertical posts, a floor supported by said plate, and an inside sheathing-plate of plate-girder construction having its compression member extending over the floor of the car; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 7th day of March, 1906.

CHARLES HUNTINGTON TURNER.

Witnesses:

A. E. OSTRANDER,
ROBT. G. JEFFERY.