

No. 847,505.

PATENTED MAR. 19, 1907.

A. E. OSTRANDER.
PASSENGER CAR CONSTRUCTION.
APPLICATION FILED NOV. 19, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

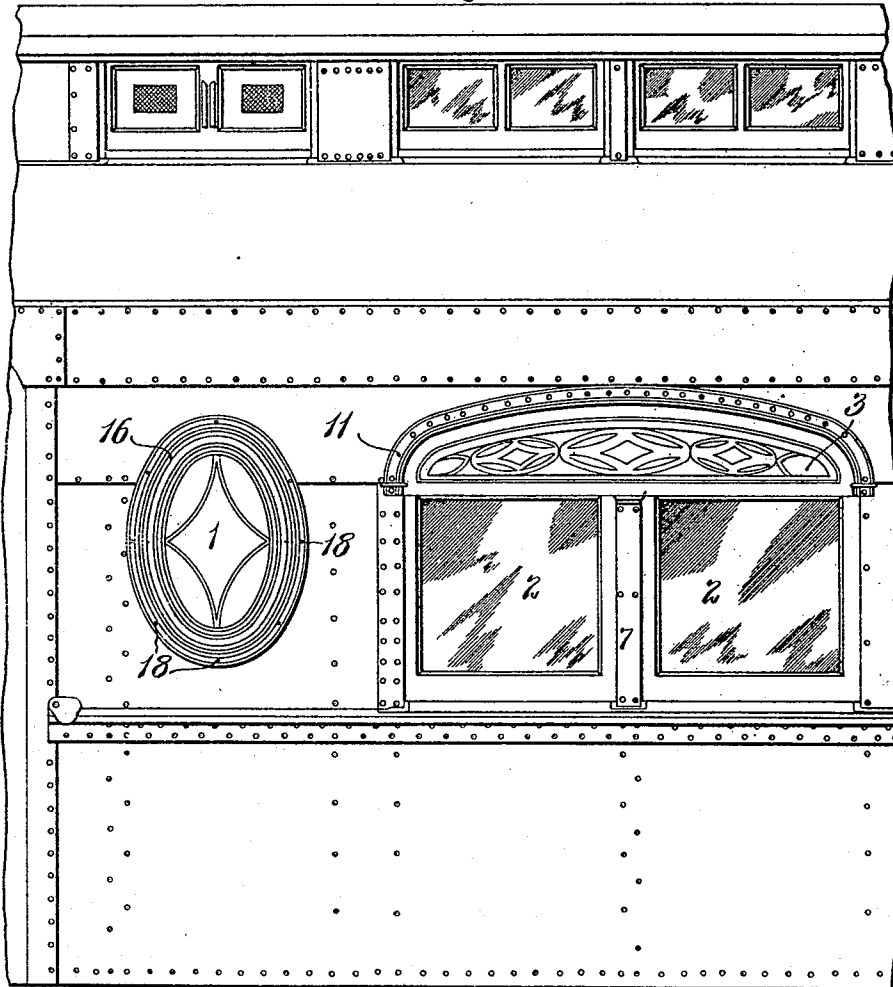
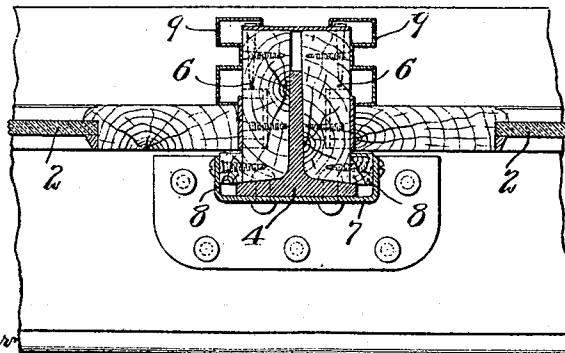


Fig. 2.



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Edgar T. Farmer
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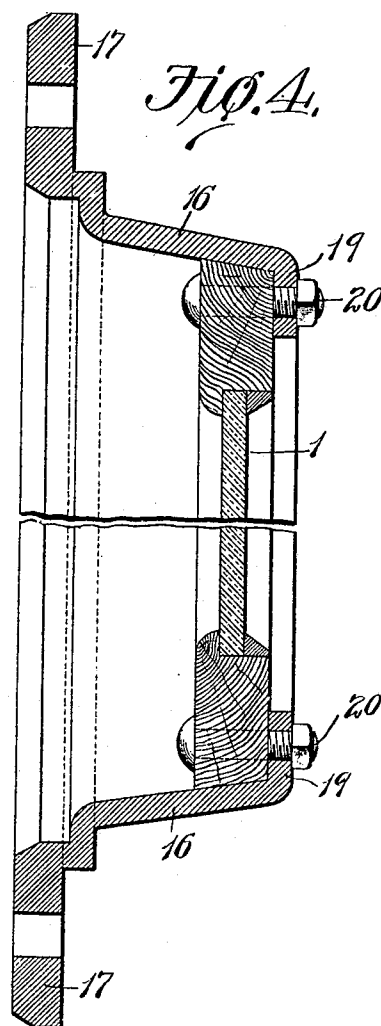
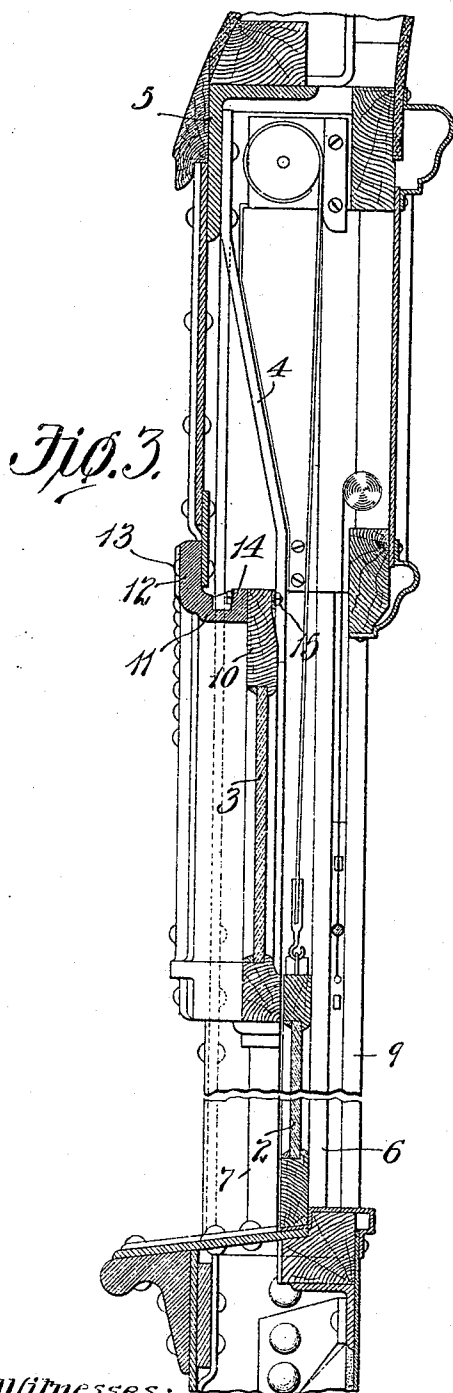
Inventor:
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

ALLEN EDWARD OSTRANDER, OF PATERSON, NEW JERSEY; ASSIGNOR TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

PASSENGER-CAR CONSTRUCTION.

No. 847,505.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed November 19, 1906. Serial No. 344,022.

To all whom it may concern:

Be it known that I, ALLEN EDWARD OSTRANDER, a citizen of the United States, residing at Paterson, New Jersey, have invented a certain new and useful Improvement in Passenger-Car Construction, 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 side elevation of a portion of a passenger-car provided with window-frames embodying the features of my invention. Fig. 2 is a horizontal sectional view taken through the side-wall post which is arranged between the twin windows. Fig. 3 is a vertical sectional view taken through the side of the car and shows in cross-section the frame for the semi-elliptical window, and Fig. 4 is a horizontal sectional view taken through the center of the oval window and the frame in which it is mounted.

This invention relates to passenger-cars, and particularly to the construction of the frames for the windows in the side walls of the car.

Referring to the drawings, which represent the preferred form of my invention, 1 designates an oval window in the side wall of the car.

2 designates twin windows arranged adjacent the oval window, and 3 designates a semi-elliptical window arranged over the twin windows and preferably provided with cathedral glass.

A vertical post 4, which forms part of the framing for the side wall, is arranged between the twin windows and extends back of the semi-elliptical window up to the side-plate angle 5, to which it is connected, as shown in Fig. 3. This post, as shown in Fig. 2, is a built-up structure consisting of a T, to which wooden fillers 6 are secured, the outside of the post being covered by a metal casing 7. Stop-strips 8 and pressed-metal window-stops 9 are secured to these fillers, and between these stops and stop-strips the sashes of the twin windows are arranged.

The sash 10 of the semi-elliptical window is connected to a finishing-batten or window frame 11, that is fastened to the sub-letter

board forming part of the side wall of the car. This frame 11 may be either a pressed-metal member or a casting, as herein shown, and is provided with a flange 12, arranged on the outside of the wall of the car and connected thereto by fastening devices 13, said frame also being provided at its inner edge with a flange 14, through which fastening devices 15 extend to secure the sash of the semi-elliptical window in position.

The oval window 1 is set in a frame 16, provided with a flange 17, which is arranged on the outside of the car-wall, and fastening devices 18 pass through said flange to connect said frame to the side wall of the car. Said frame is also provided with an inwardly-extending flange 19, against which the sash of the window 1 rests, and fastening devices 20 extend through said flange and sash to retain the sash in position. This frame 16 also may be either cast or formed from pressed metal.

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

1. In a passenger-car, a metal window-frame provided with a flange that is arranged on the outside of the wall of the car; substantially as described.

2. In a passenger-car, a metal window-frame provided with a flange that is arranged on the outside of the wall of the car, and a flange at the inner side of said frame which is engaged by the sash of the window; substantially as described.

3. In a passenger-car, an oval-shape metal frame arranged in the side wall of the car and having the sash of a window mounted therein; substantially as described.

4. In a passenger-car, an oval-shape metal frame arranged in the wall of the car and having a window-sash mounted therein, said frame being provided with a flange that extends on the outside of the wall of the car; substantially as described.

5. In a passenger-car, a metal window-frame of oval shape provided with an inwardly-extending flange, a window-sash arranged inside of said frame and engaging said flange, and a laterally-extending flange on said frame which is arranged outside of the car-wall in which the frame is mounted; substantially as described.

6. In a passenger-car, an oval-shape metal frame provided with an outwardly-projecting flange to receive the fastening devices which secure said frame in position, an inwardly-projecting flange on said frame, and a window-sash arranged inside of said frame and secured to the inwardly-projecting flange thereof; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, on this 12th day of November, 1906.

ALLEN EDWARD OSTRANDER.

Witnesses:

EDWARD DARLING HILLMAN,
ROBT. G. JEFFERY.