

J. G. BOWER.
CAR SIDE CONSTRUCTION.
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948,659.

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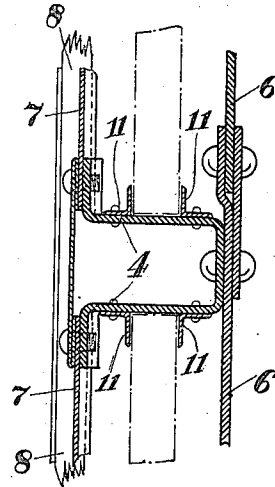
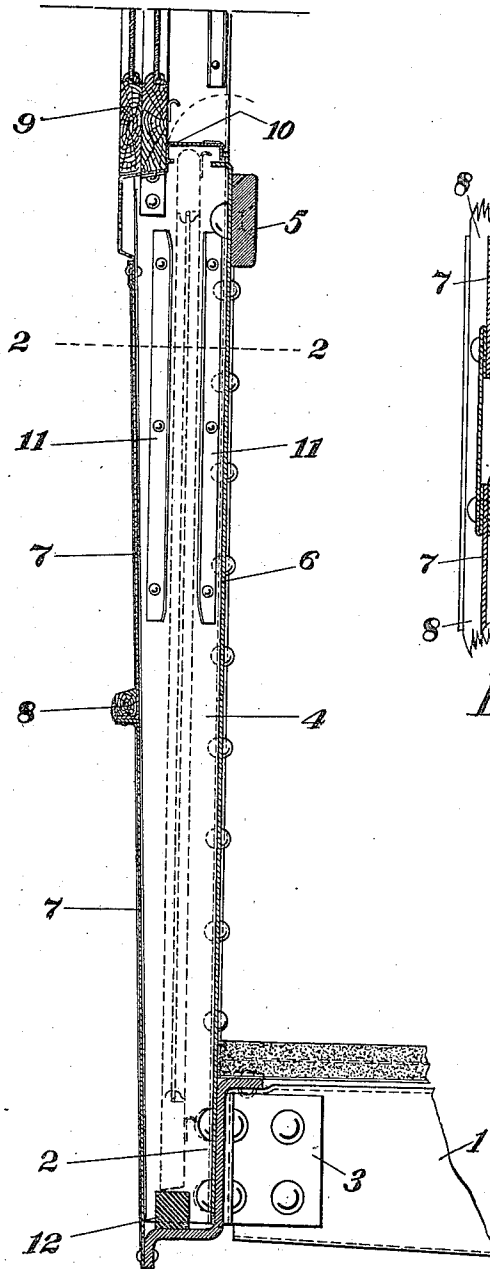


Fig. 2.

Fig. 1.

Witnesses

Frank C. Miller.
W. D. Slifer

Jerome G. Bower ^{Inventor}

Harry G. Knight ^{Attorney}

UNITED STATES PATENT OFFICE.

JEROME G. BOWER, OF CHICAGO, ILLINOIS, ASSIGNOR TO PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF NEW JERSEY.

CAR-SIDE CONSTRUCTION.

948,659.

Specification of Letters Patent.

Patented Feb. 8, 1910.

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To all whom it may concern:

Be it known that I, JEROME G. BOWER, 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-Side Construction, of which the following is a specification.

An object of the present invention is to provide a side construction for passenger cars in which a window sash pocket is provided which extends downwardly to the horizontal plane of the bottom of a car bolster, thereby giving greater vertical length of window sash.

A further object of the present invention is to provide a sash pocket, of this character, in a car having an inside load supporting girder and an outside protective sheeting, the latter for receiving the scars and damage usually received by the girder, it being desirable to have such scars and damage received by a cheaper, removable sheeting instead of a heavy expensive girder plate or web.

Such objects, as will hereafter appear, are accomplished by the construction herein described as illustrative of my invention and shown in the accompanying drawings in which like reference characters refer to like parts, and in which—

Figure 1 is a transverse section through a car side construction, and Fig. 2 is a horizontal section on the line 2—2, Fig. 1.

Referring now to the drawings in detail, 1 represents the car bolster. 2 the car side sill, here shown of modified Z-section and to which bolster 1 is secured by suitable means such as by angle 3.

4 are posts, of suitable number, rising from side sill 2, one only being shown, and 5 is a belt rail spacing posts 4. Sill 2, posts 4 and rail 5 form a trussed structure in which sill 2 forms the tension member and rail 5 the compression member.

6 is the girder plate or web riveted to posts 4 and to sill 2. Belt rail 5 is riveted over girder plate or web 6 to posts 4. Web or plate 6 is riveted to the inner sides of posts 4.

Sill 2 is preferably of modified Z-section, the inner flange being in the same vertical plane as the belt rail 5 and extending horizontally to rest on the upper edge of the bolsters 1 and support the outer edge of the car flooring and the web being riveted to the inner sides of posts 4, the outer flange of sill

2 extending beneath posts 4 and being turned down to form an outer vertical flange. It will be seen that the inner sides of posts 4, the plate or web 6 and the web of sill 2 are all in substantially the same vertical plane.

7 are outer finishing panels, preferably of metal and more than one in number. As shown on the drawings, there are several of these panels 7 flanged outwardly at their adjacent edges, said flanges being riveted to each other and forming a guard rail which is finished by a strip 8. The lower edge of lower panel 7 is straight and is riveted to the outer vertical flange on sill 2. Panels 7 may be and preferably are riveted to the outer sides of posts 4. Panels 7 are preferably lighter in section than web or plate 6, as they are not depended upon as load sustaining members, and as they are designed to be principally finishing plates to be replaced when scarred it is desirable that they be light in section to decrease the weight of waste metal when renewed, and that they be plural in number for the same reason and for the reason that it may be necessary to remove but a portion of the finishing or outer sheeting of the car.

Sheeting or panels 7 form with posts 4, web or plate 6 and sill 2, pockets into which sashes 9 may be dropped. These pockets are closed at their bottom by the outer horizontal flange of sill 2 and are closed at their top by pivoted covers 10, of any type.

11 are sash guides riveted to posts 4 within the sash pockets, and 12 are sash cushions mounted on the horizontal outer flange of sill 2.

Having thus described my invention the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a car side construction, a sill angular in shape having a vertical upper inner portion and a horizontal lower portion extending outwardly therefrom; posts rising from said vertical portion and located in the vertical plane of said horizontal portion, sheeting secured to the vertical portion of said sill and to the inner faces of said posts and sheeting secured directly to the outer faces of said posts in the vertical plane of the outer edge of the horizontal portion of said sill, in combination with sash guides located in the pocket thus formed, a cushion mounted within said pocket on the horizontal portion of said sill and a sash adapted to

be dropped into said pocket to rest on said cushion.

2. In a car side construction, a sill angular in shape having a vertical upper inner portion and a horizontal lower portion extending outwardly therefrom; posts rising from said vertical portion and located in the vertical plane of said horizontal portion, sheeting secured to vertical portion of said sill and to the inner faces of said posts and sheeting secured directly to the outer faces of said posts in the vertical plane of the outer edge of the horizontal portion of said sill, said sill, posts and sheetings forming a sash pocket, in combination with pairs of separated angle sections mounted on the opposing faces of said posts within said pocket

to form sash guides, and a sash adapted to be dropped into said pocket between said guides.

3. In a car side construction, a base member of angular shape having two substantially vertical and two substantially horizontal portions, in combination with sheeting mounted on the vertical portions and separated by one of said horizontal portions, and flooring resting at its edge upon the other of said horizontal portions.

In testimony whereof I affix my signature in presence of two witnesses.

JEROME G. BOWER.

Witnesses:

C. D. JENKS,

A. HAZLEHURST.