P. M. KLING.

PASSENGER CAR.

APPLICATION FILED AUG. 21, 1908.

928,983.

Patented July 27, 1909.

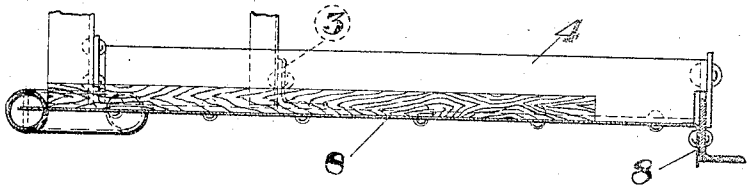
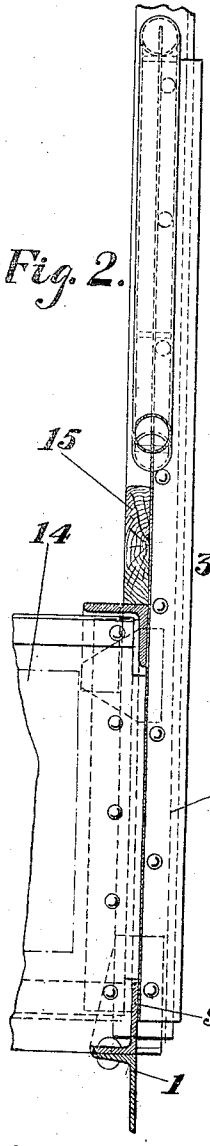


Fig. 3.

Fig. 2.



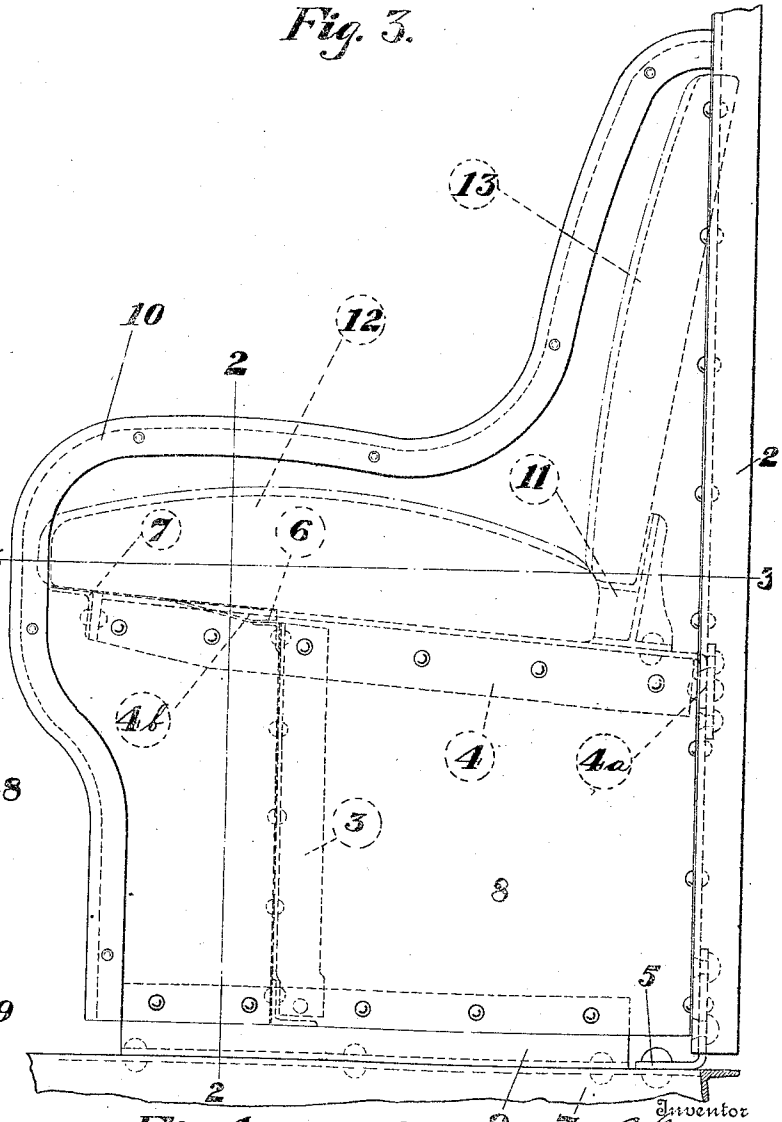


Fig. 1.

Witnesses

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UNITED STATES PATENT OFFICE.

PETER M. KLING, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF NEW JERSEY.

PASSENGER-CAR.

No. 928,983. Specification of Letters Patent. Patented July 27, 1909.

Application filed August 21, 1908. Serial No. 449,618.

To all whom it may concern:

Be it known that I, PETER M. KLING, of Pittsburg, Northside, Allegheny county, Pennsylvania, a citizen of the United States, have invented certain new and useful Improvements in Passenger-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, in which like characters refer to like parts, and in which—

Figure 1 is an end elevation of the seat structure in passenger car, showing also portions of the car framing; Fig. 2 is a vertical section on the line 2—2, Fig. 1, and Fig. 3 is a horizontal section on the line 3—3, Fig. 1.

An object of the present invention is to provide a seat structure of great simplicity, rigidity and strength or stiffness and at the same time retaining neatness in appearance.

Referring now in detail to the drawings, 1 represents a portion of the car underframe, 2 a portion of the car side structure, 3 one of a series of seat posts, 4 the seat cross-bearers. Side structure 2 and under structure 1 are connected by angles 5. Cross-bearers 4 slant downwardly toward and are riveted to side structure 2 by downwardly turned flanges 4^{a}. Cross-bearers 4 are also riveted to the upper ends of posts 3.

6 is an intermediate sill connecting the upper ends of the several posts 3.

7 is an outer sill connecting the outer ends of cross-bearers 4. Sills 6 and 7 are both angular in section. Sills 6 are connected to cross-bearers 4 by downwardly extending flanges 4^{b} on cross-bearers 4.

8 is the usual seat end panel, of suitable shape, riveted to cross-bearers 4 and through means of angles 9 to the underframe 1. Panel 8 is flanged vertically at its inner edge at the side of the car. Angles 9 likewise support the post 3, as they are riveted thereto.

10 is a reinforcing or finishing border for the panel 8, and consists in piping or tubing split to receive the edge of panel 8, said piping or tubing being riveted or otherwise suitably secured to the panel 8.

11 is a seat and seat-back guide casting forming abutments to properly locate the seat and seat-back. 12 is the seat and 13 is the seat-back.

14 is the front panel of the seat structure riveted to angles 6 and posts 3.

15 is a wooden filler or side abutment for the seat 12.

Through means of angles 9 and 5 the seat and side structure is elevated above the horizontal plane of the underframe, so that a composition or cement flooring may be applied and yet the seat structure or portions of the car superstructure may be removed without disturbing said flooring. The seat structure, thus shown, is simple and forms a good truss and has a finished appearance.

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

1. In a seat structure for passenger cars, upwardly extending posts riveted to the underframe, cross-bearers riveted to the upper ends of said posts and a sill riveted to said posts and cross-bearers.

2. In a seat structure for a passenger car, the combination with the car side and underframe, of cross-bearers secured to the side and posts secured to the underframe and secured to said cross-bearers at points intermediate the ends of said cross-bearers.

3. In a seat structure for passenger cars, a seat cross-bearer supported at one end by the car side structure in combination with a seat post supporting said cross-bearer at a point distant from the outer and inner ends of said cross-bearer.

4. In a seat structure for passenger cars, a seat panel, an edging or border for said panel having a tubular section embracing said panel, and fastening means passed through said section and panel.

5. In a seat structure for passenger cars, a panel and an edging or border for said panel consisting of a tube split to receive said panel and fastening means passed through said tube and panel.

6. In a seat structure for passenger cars, a panel having an irregular shaped edge and a border or edging for said panel consisting of a commercial tube split to receive said

panel and bent to form to the shape of said edge.

7. In a car, an underframe and a superstructure above and spaced therefrom, and means connecting said under and superstructures and adapted to be embedded by the car flooring.

The foregoing specification signed at McKees Rocks, Allegheny county, Pennsylvania, this 12th day of August, 1908.

PETER M. KLING.

Witnesses:
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