

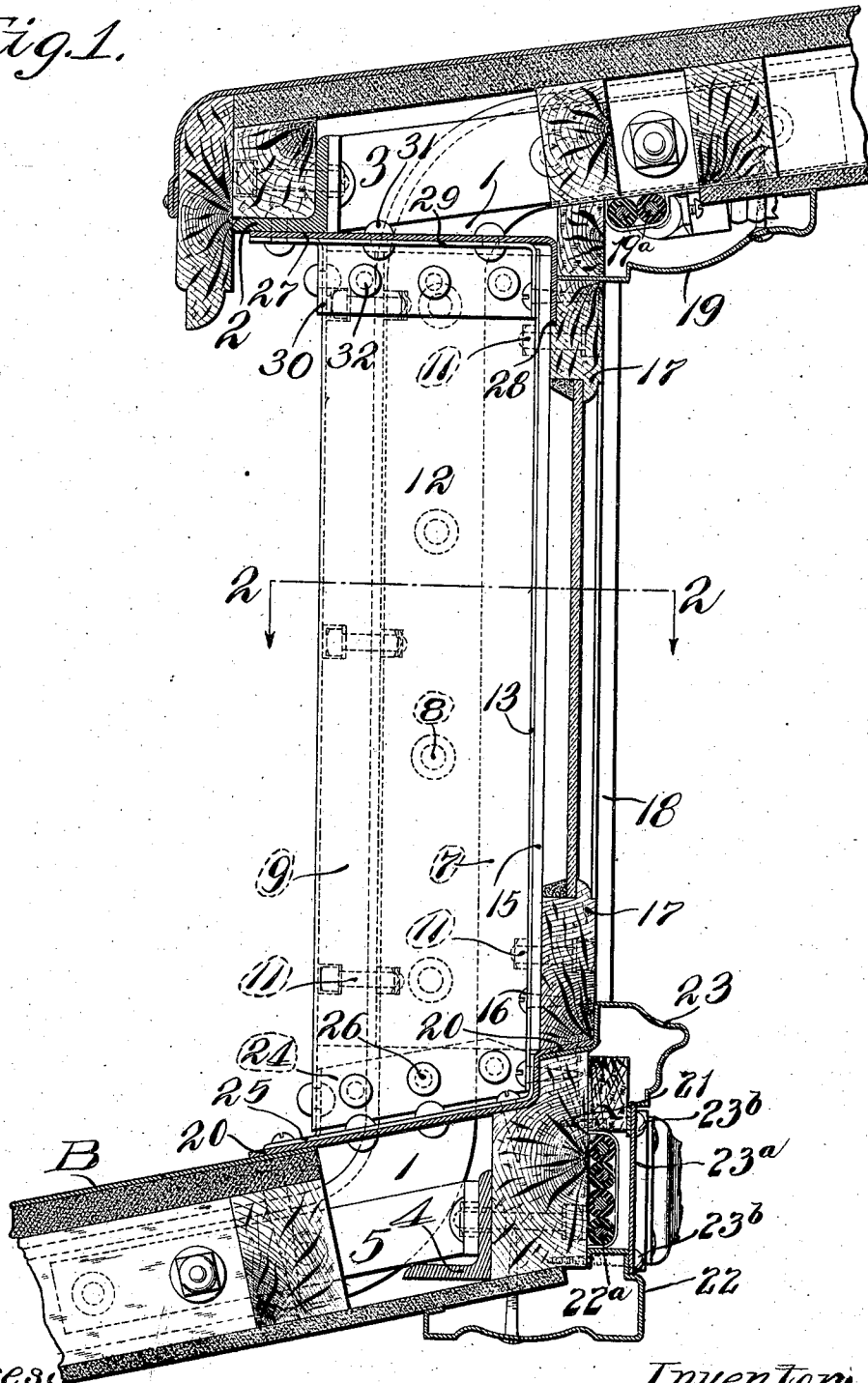
No. 847,502.

PATENTED MAR. 19, 1907.

A. E. OSTRANDER.  
SIDE DECK FOR PASSENGER CAR ROOFS.  
APPLICATION FILED JUNE 4, 1906.

2 SHEETS—SHEET 1.

*Fig. 1.*



Witnesses:  
 Fred Burke  
 Wells L Church

Inventor:  
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By Asa Powell, Counsel Atty's.

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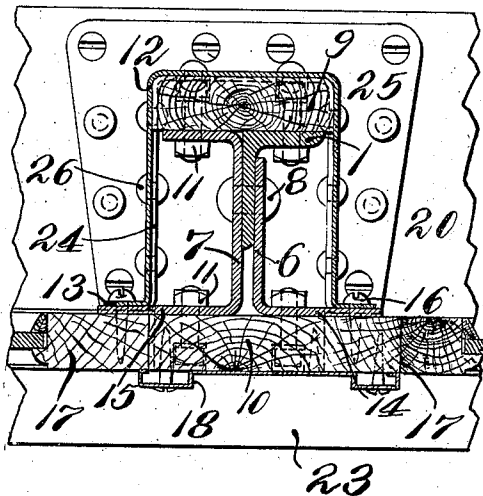
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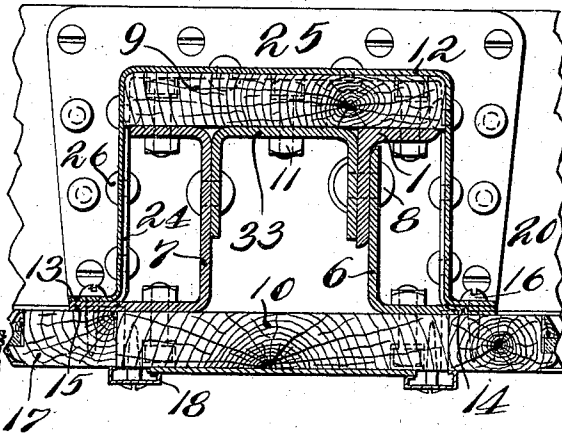
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2 SHEETS—SHEET 2.

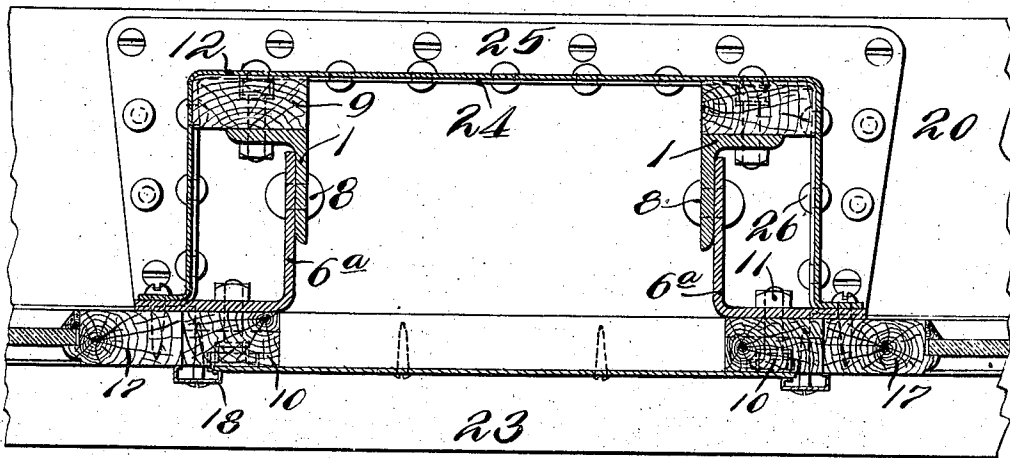
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



Witnesses:

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# UNITED STATES PATENT OFFICE.

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

## SIDE DECK FOR PASSENGER-CAR ROOFS.

No. 847,502.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed June 4, 1906. Serial No. 320,101.

*To all whom it may concern:*

Be it known that I, ALLEN E. OSTRANDER, a citizen of the United States, residing at Paterson, New Jersey, have invented a certain new and useful Improvement in Side Decks for Passenger-Car Roofs, 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 sectional view through a portion of a car-roof embodying the features of my invention. Fig. 2 is a cross-sectional view taken on the line 2 2 of Fig. 1. Fig. 3 is a view similar to Fig. 2 of a modified form of my invention, and Fig. 4 shows still another form of my invention.

This invention relates to passenger-cars, and particularly to the roof construction of such cars.

The object of my invention is to provide a side-deck post of novel construction possessing maximum strength and minimum weight.

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

Referring to the drawings, which represent the preferred form of my invention, 1 designates a continuous metal carline forming part of the roof-framing of the car, said carline having an eaves-angle 2 connected thereto by a bracket 3 and a lower deck-sill angle 4 connected thereto by an angle 5. The side-deck posts are built-up structures consisting of the straight portion of the carline, an L-shaped piece 6, and a channel-shaped piece 7, arranged as shown in Fig. 2 and connected together by rivets 8. A wood filler 9 is connected to the outer face of this composite structure by bolts 11, and a metal sheathing 12, bent into the form of a U, incases said parts, and thus forms a deck-post which is light and strong, the pieces 6 and 7 being bolted to the pier 10 between the deck-windows. The metal sheathing 12 is provided with flanges 13, which lie against the legs 14 and 15 of the L-shaped and channel-shaped pieces which are connected to the carline, and screws 16 extend through said flanges and legs into the sashes 17 of the stationary deck-windows, which are located on each side of the post, the wood pier 10, which

is interposed between said deck-windows, having an ornamental metal plate 18 connected to its inside face. If swinging deck-windows are used, the screws 16, which secure the metal sheathing, will enter the wood pier 10 instead of the sashes 17 of the window, as shown at the right-hand side of Fig. 2.

The upper end of the sash of the deck-window abuts against a longitudinally-extending sheet-metal cornice 19, forming part of the interior finish of the car, and the lower end of said sash rests on a plate 20, which is secured to the lower deck B and covers a wooden filler 21, fastened to the lower deck-angle 4. A longitudinally-extending ornamental sheet-metal molding is connected to the filler 21, and said molding consists of a lower part 22, an upper part 23, and a removable plate 23<sup>a</sup>, which is held in place by screws 23<sup>b</sup>. One advantage in using hollow moldings of this description is that spaces are provided for electric wires 19<sup>a</sup> and 22<sup>a</sup>, as shown in Fig. 1, thereby enabling these wires to be removed easily or inspected by simply removing the molding 19 or the removable plate 23<sup>a</sup>, which forms part of the molding, at the lower deck-sill angle.

Preferably the lower end of the metal sheathing 12 of the side-deck post is telescoped over a flange 24, formed on a plate 25, which is connected to the lower deck B, said sheathing and flange being connected together by rivets 26. A plate 27 is fastened to the underneath face of the horizontal leg of the eaves-angle 2, and said plate is provided at its inner edge with a flange 28, which is set into the outer face of the top rail of the window-sash, as shown in Fig. 1. A plate 29, provided with a flange 30, is connected to said plate 27 by rivets 31, and the upper end of the metal sheathing 12 of the deck-post is telescoped within said flange and connected thereto by rivets 32. If desired, however, the metal sheathing 12 may be flanged at its upper and lower ends instead of having its attaching-flanges formed as separate members, as described and shown in the drawings.

In Fig. 3 I have shown a slightly-modified form of my invention, in which the side-deck post is wider, a U-shaped member 33 being interposed between the carline and the channel-shaped piece 7.

In Fig. 4 I have shown still another form of my invention, which may be used when a very wide deck-post or pier is desired between two side-deck windows. In such a construction the two roof-carlines 1 and 1 would be arranged quite close to each other, and an L-shaped piece 6<sup>a</sup> would be connected to the inwardly-projecting leg of each carline. Otherwise, however, this construction is the same as those shown in Figs. 1, 2, and 3.

Having thus described my invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. In a passenger-car construction, a side-deck post consisting of a portion of a carline, members connected to said carline and to portions of the side deck, a metal sheathing incasing said members and the carline, and means for connecting said casing at its upper and lower ends to the upper and lower decks of the car-roof; substantially as described.

2. In a passenger-car construction, a side-deck post consisting of a portion of a carline, members connected to said carline and to portions of the side deck, a metal sheathing incasing said members and the carline, and flanged members connected to the upper and lower decks of the car-roof to which said sheathing is fastened; substantially as described.

3. In a passenger-car construction, a side-deck post consisting of an angle, a flanged member connected to the inwardly-projecting leg of said angle, a wood filler connected to the angle and to the flange of said member, and a metal sheathing surrounding all of said members and connected to the side deck and to the upper and lower decks of the car-roof; substantially as described.

4. In a passenger-car construction, a side-deck post consisting of an angle, an L-shaped member and a channel-shaped member connected to the inwardly-projecting leg of said angle, means for securing said members to a portion of the side deck and an approximately U-shaped sheathing surrounding said angle and the members connected

thereto and having flanges which are connected to the sashes of the deck-windows between which the post is located; substantially as described.

5. In a passenger-car construction, a plate connected to the lower deck of the car-roof and provided with a flange on which the lower rail of the sash of the deck-window rests, an ornamental pressed-metal molding arranged along the lower sill of the side deck inside of the car and having a shoulder which contacts with the inner face of said lower rail, and a plate connected to the upper deck of the roof and provided with a flange which engages the outer face of the top rail of said window-sash; substantially as described.

6. In a passenger-car construction, a continuous carline forming part of the framing for the upper and lower deck and the side deck of the car-roof, an eaves-angle connected to the carline, an angle connected to the side deck, a hollow sheet-metal ornamental molding connected to said angle, a wood filler interposed between said angle and molding, a plate connected to the lower deck and extending over said wood filler to form a sill for the side-deck window, and a plate connected to the underneath face of the eaves-angle and provided with a flange which engages the outer face of the top rail of the sash of said deck-window; substantially as described.

7. In a passenger-car construction, a hollow pressed-metal molding connected to the lower sill of the side deck of the car-roof and having an ornamental face and a shoulder which is engaged by the inner face of the lower rail of the sash of the side-deck window; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 29th day of May, 1906.

ALLEN E. OSTRANDER.

Witnesses:

ROBT. G. JEFFERY.

F. E. PERRY.