No. 709,516. Patented Sept. 23, 1902.

J. SEEBERGER.

END PANEL AND SEAT POST FOR OPEN CARS.

(Application filed Apr. 24, 1902.)

(No Model.) 2 Sheets—Sheet 1.

FIG 1

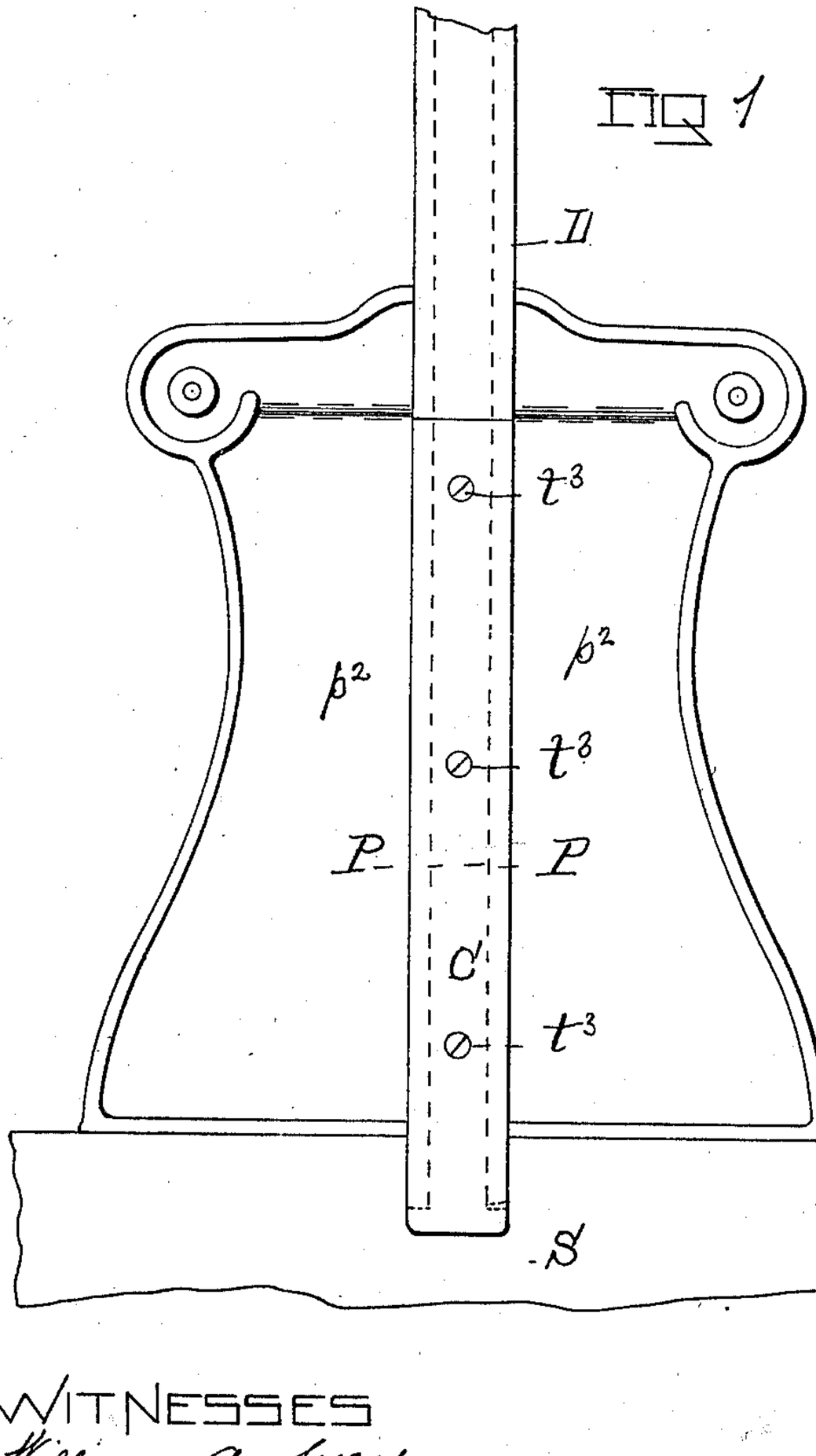
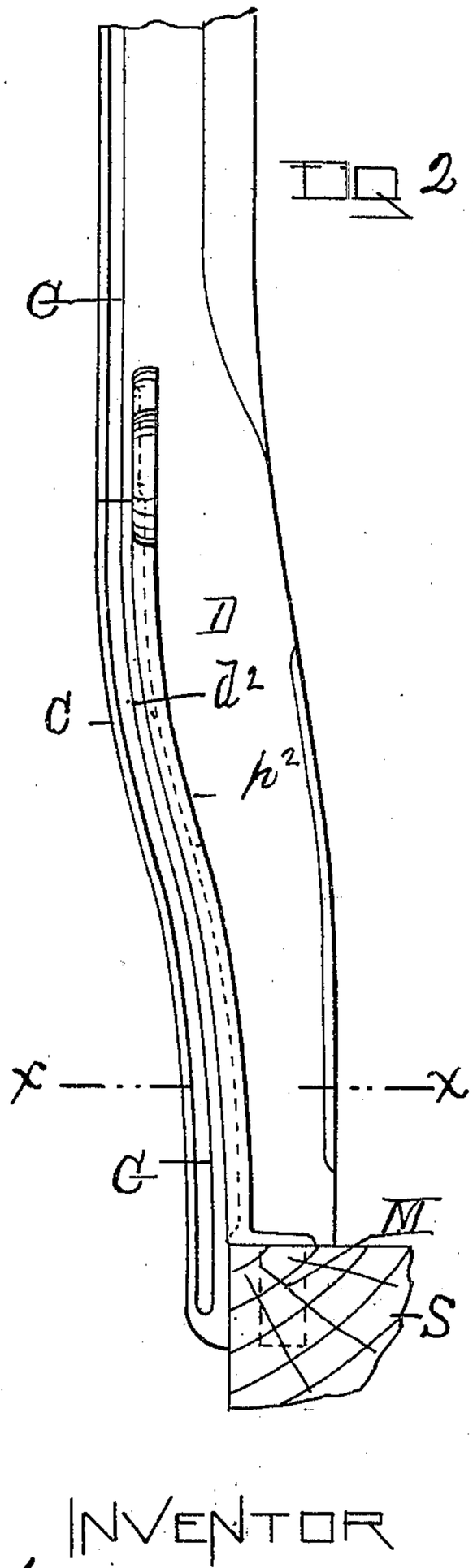


FIG 2



WITNESSES

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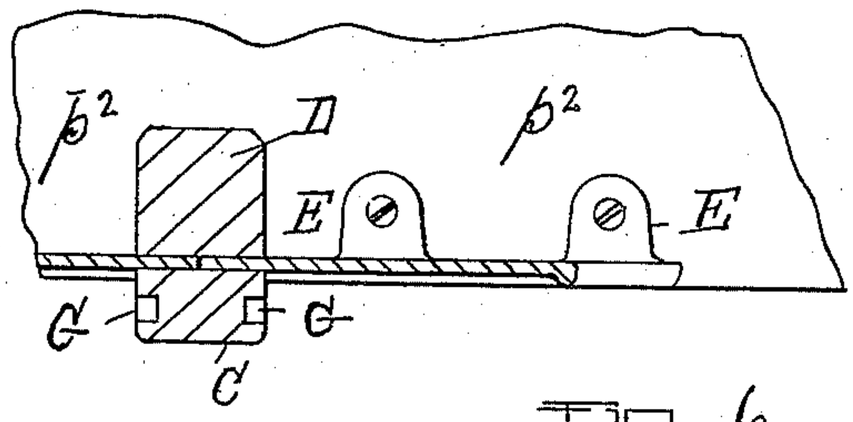

FIG 6

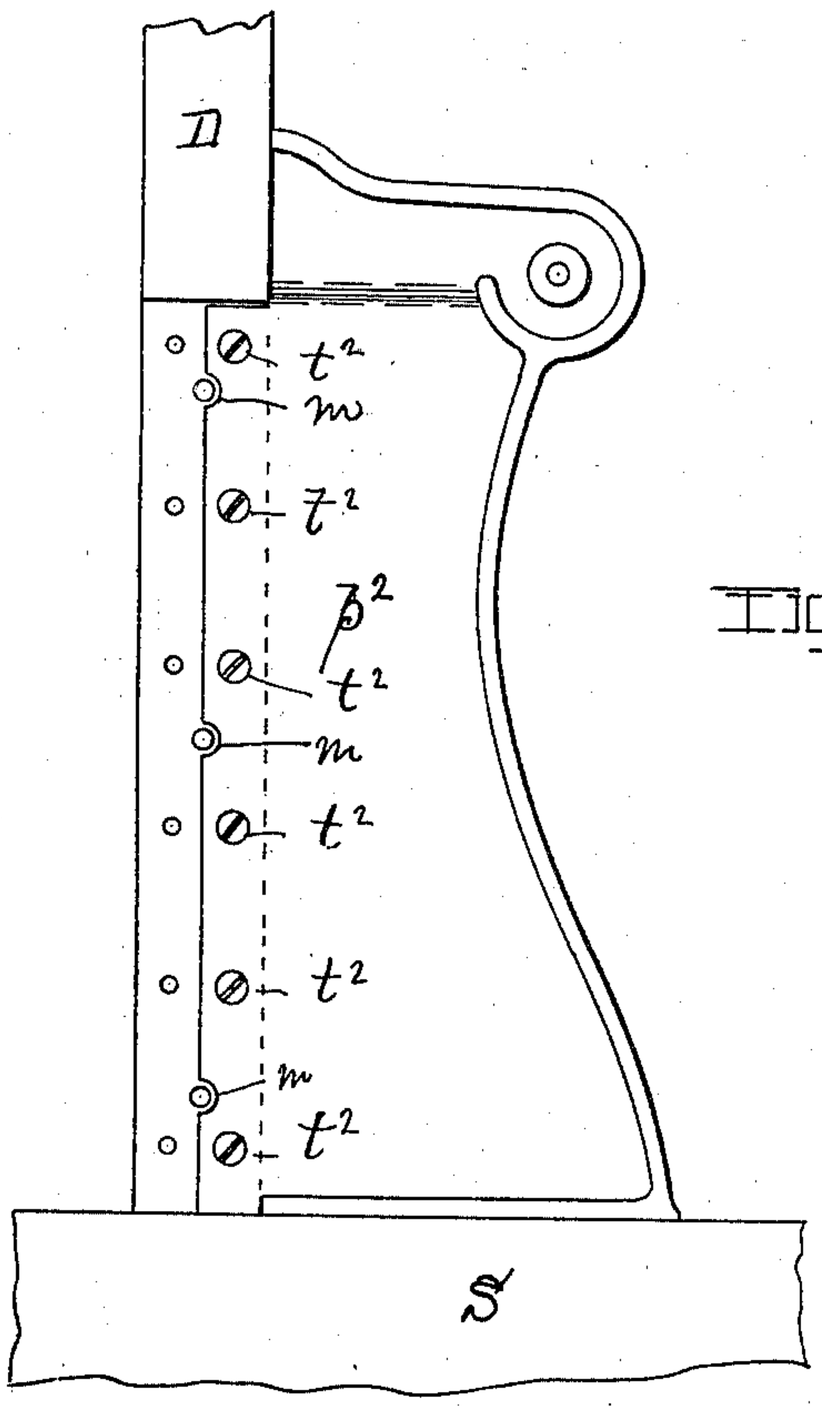

FIG 3

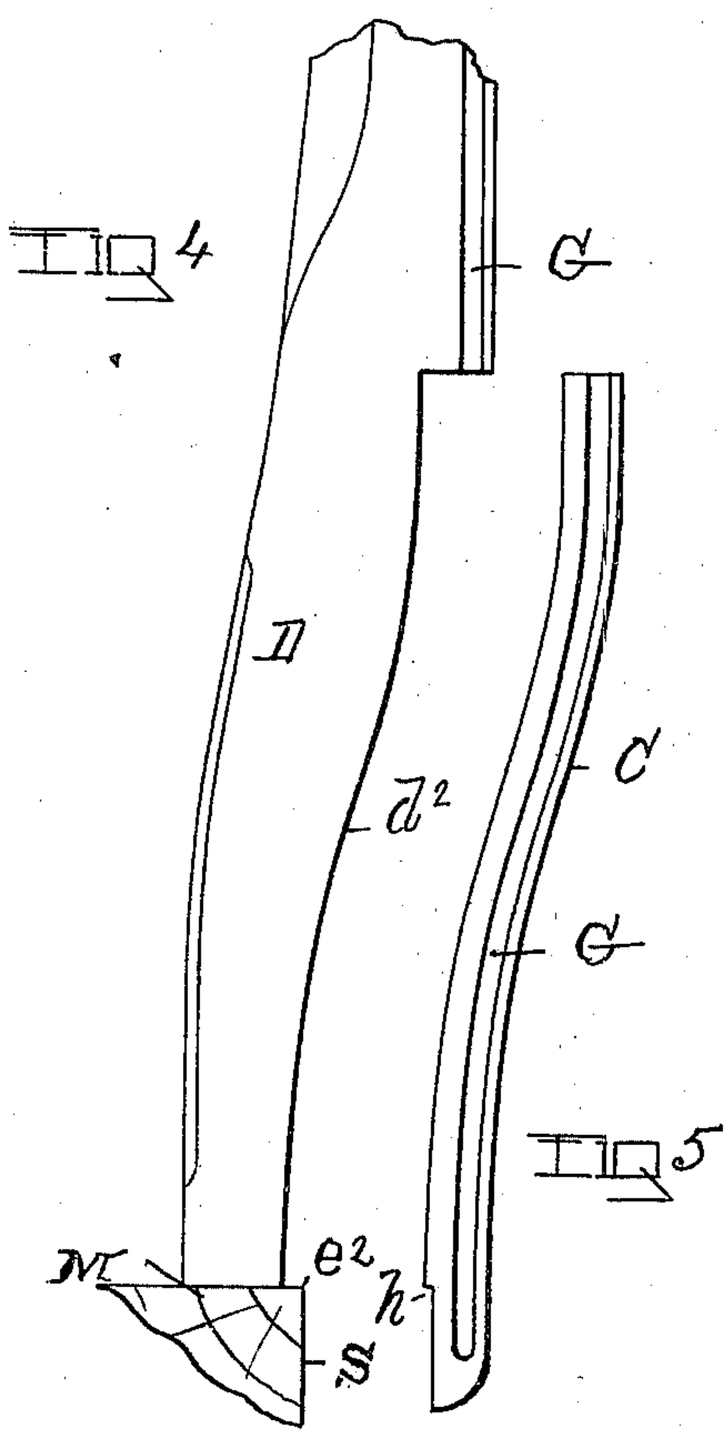

FIG 4

FIG 5

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UNITED STATES PATENT OFFICE.

JOHN SEEBERGER, OF WATERVLIET, NEW YORK, ASSIGNOR TO JOHN H. JONES, OF WATERVLIET, NEW YORK.

END PANEL AND SEAT-POST FOR OPEN CARS.

SPECIFICATION forming part of Letters Patent No. 709,516, dated September 23, 1902.

Application filed April 24, 1902. Serial No. 104,443. (No model.)

To all whom it may concern:

Be it known that I, JOHN SEEBERGER, of the city of Watervliet, county of Albany, and State of New York, have invented new and useful Improvements in the End Panels and Seat-Posts of Open Cars, of which the following is a specification.

My invention relates to improvements in the manner of making and attaching the metal end panels of open-car seats to the posts between which the seats are located and by which improvements the panels are better secured in position. The connection between the metal and wood parts is made more serviceable as to durability, with the tendency of the parts to gap and spread apart on the line of the wood and metal connection avoided. By an improved construction of the seat-posts the efficiency of the curtain-groove is much improved.

Accompanying this specification to form a part of it there are two plates of drawings containing six figures illustrating the application of my invention, with the same designation of parts by letter reference used in all of them.

Of the illustrations, Figure 1 is an end elevation of an open-car seat containing my invention and improvement. Fig. 2 is a side view of the seat-panel with the adjacent seat-post shown in elevation and part of the floor-sill illustrated in section. Fig. 3 is an end elevation of the seat with only a part of the vertically-divided panel in place and illustrated with the clamping-bar of the post removed. Fig. 4 is a side elevation of one of the car-seat end posts, illustrating the position of a cut-away or recessed area located in its outer face. Fig. 5 is a side elevation of the clamping-bar, and Fig. 6 is a section taken on the line $x\,x$ of Fig. 2.

The several parts of the apparatus thus illustrated are designated by letter reference, and the function of the parts is described as follows:

The letters P designate an end panel formed by the vertically and centrally divided panel parts $p^2\,p^2$, each of which on its lower edge is provided with laterally-projected ears E for connection thereat with the car-floor.

The letter D designates the seat end post, having a vertically-recessed or cut-away area d^2 on its outer face, and the letter C designates a clamping-bar adapted to be entered within said recessed or cut-away area d^2 and be therein secured to the post-body.

The letter S designates the car-sill, into which the lower end of the post D is entered.

The letter G designates the curtain-grooves, of which there is one formed in each side of the post D above the recessed part d^2, and a connected continuation of each of these curtain-grooves is made in each of the opposite sides of the clamping-bar C, arranged to connect with the curtain-groove part in the post above the recessed portion d^2 when the clamping-bar is in place in the post, said grooves being so formed in the clamping-bar that the curtain moving therein may extend downwardly below the car-floor, and thus prevent wind-influenced rain from entering between the bottom of the curtain and the car-floor.

The parts thus illustrated are connected by placing the inner edges of each of the panel parts p^2 in contact at the vertical center of the recessed or cut-away area d^2, as one of the panel parts is illustrated as placed at Fig. 3 and as both are shown in position at Fig. 6, with the panel parts connected to the vertical face of the recessed area by screws t^2 and by then entering the clamping-bar C within the recessed area and connecting it by means of the screws t^3, passing through recesses m in the inner edges of the panel part p^2 to enter the post D. The ears E are connected to the car-floor by means of screws inserted therein, as shown at Fig. 6. When the clamping-bar is in position within the post D, the shoulder h of the bar rests upon the edge e^2 of the sill S, into which the post D is mortised at M. As thus made and arranged to be connected the edges of the panel parts where vertically connecting with the adjacent seat-post are hidden from view and the unsightly and gapping appearance of the connection of wood and metal as affected by use is at this point avoided.

Where the curtain-groove in the seat end posts extends to the car-floor bottom, only the rider or curtain-guide as projecting below the curtain reaches the bottom of the groove before the curtain, so as to leave a gap between

the curtain-bottom and the car-floor for the entrance of wind-influenced rain—a condition which is remedied by my improved construction.

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

1. The combination with a seat-post of an open car having a recessed or vertically cut-away portion on its outer face; of a seat-panel made of metal in two vertically-divided parts adapted to be placed with their inner vertical edges together within said recessed part and thereat secured to the seat-post; and a clamping-bar shaped to be inserted within said recessed or cut-away part of the post and be thereat secured outside of the inner edges of the panel parts, substantially as and for the purposes set forth.

2. The combination with a metal car-seat end panel made in two vertically-divided panel parts, each having ears for attachment to the car-floor; of a car-seat post having curtain-groove part formed therein, and a vertically-recessed portion on its outer face below said curtain-groove part; wherein said panel parts may be placed with the vertical edges in contact and thereat secured to the post; and a clamping-bar having formed therein a continuation of said curtain-groove, said bar being adapted to be inserted within the recessed part of the post, and connected thereto exteriorly of said panel part and to extend downwardly and have the bottom of the curtain-groove below the car-floor substantially as herein set forth.

Signed at the city of Troy, this 17th day of March, 1902, in the presence of the two witnesses whose names are hereto written.

JOHN SEEBERGER.

Witnesses:
CHARLES S. BRINTNALL,
W. E. HAGAN.