

No. 719,362.

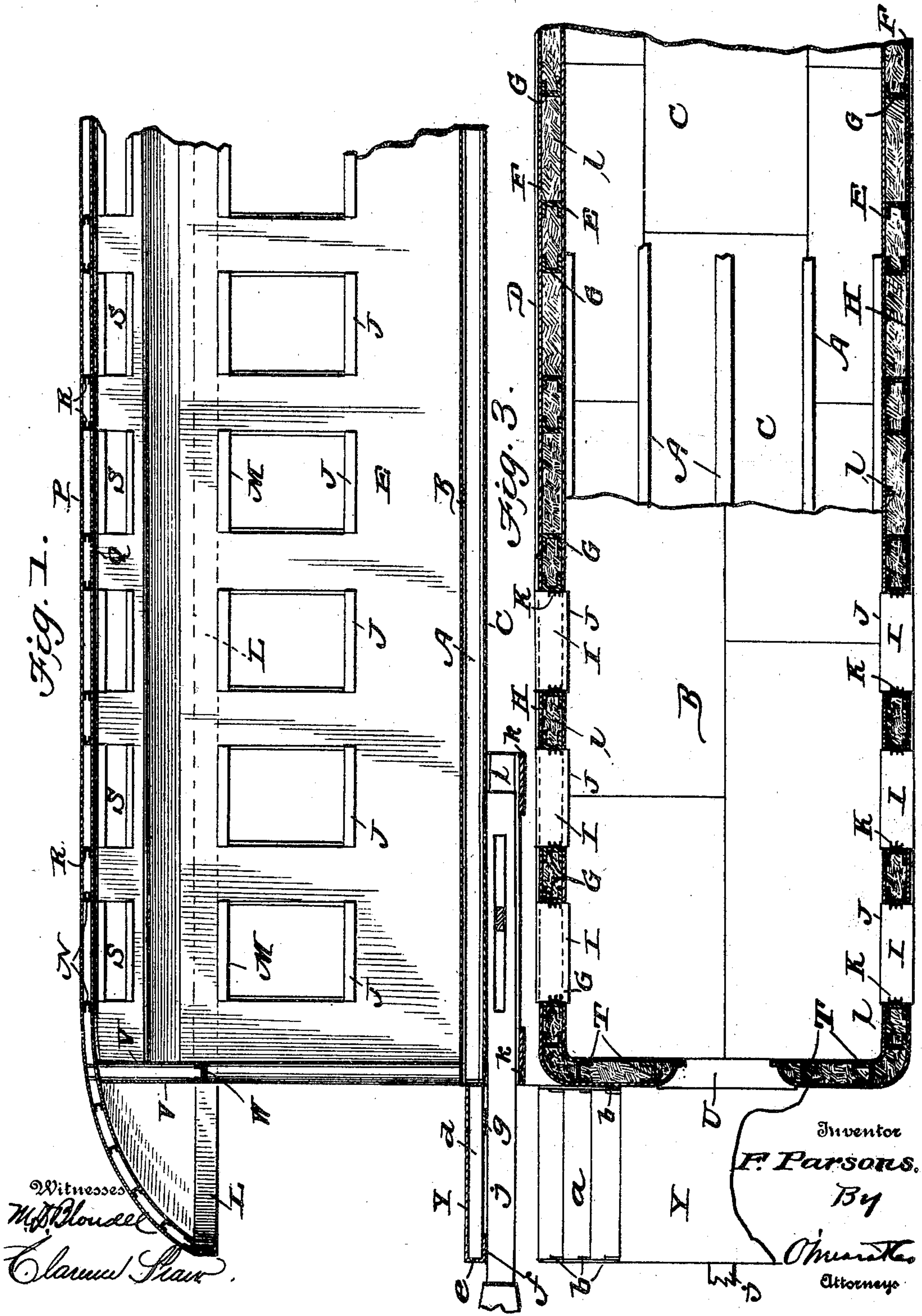
PATENTED JAN. 27, 1903.

F. PARSONS.
PASSENGER OR BAGGAGE CAR.

APPLICATION FILED JULY 20, 1901.

NO MODEL.

2 SHEETS--SHEET-1.



UNITED STATES PATENT OFFICE.

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PASSENGER OR BAGGAGE CAR.

SPECIFICATION forming part of Letters Patent No. 719,362, dated January 27, 1903.

Application filed July 20, 1901. Serial No. 69,108. (No model.)

To all whom it may concern:

Be it known that I, FRANK PARSONS, a citizen of the United States, residing at Charleston, in the county of Mississippi and State of Missouri, have invented a new and useful Passenger or Baggage Car, of which the following is a specification.

This invention relates to improvements in metallic railway-cars; and the object is to provide a strong construction of metallic car which will be practically indestructible, but at the same time present as neat and attractive appearance as the wooden cars now in general use.

A further object is to so construct and arrange the parts of the car that the same may be conveniently and readily assembled, so as not to materially increase the cost of construction.

With the above objects in view the invention consists in the novel features of construction hereinafter fully described, particularly pointed out in the claims, and clearly illustrated by the accompanying drawings, in which—

Figure 1 is a longitudinal vertical sectional view of a passenger-car constructed in accordance with my invention; Fig. 2, a transverse sectional view; Fig. 3, a horizontal sectional view; Fig. 4, a vertical sectional view taken longitudinally through the platform and steps of the car. Figs. 5 and 6 are detail views illustrating the construction of the platform and steps and also showing the manner of fastening the hand-rail.

Referring now more particularly to the accompanying drawings, A designates a number of channel-beams extending longitudinally of the car, to the upper and lower edges of which the plates B and C are secured, forming the double bottom wall of the car. These plates are riveted or otherwise secured to the beams or stringers, being arranged in rows with the joints between the plates of one row out of line with those of the adjacent row. There are preferably two longitudinal rows of plates B and three of plates C, the outer rows of the latter projecting beyond the outer edges of the former. The number of longitudinal rows of plates forming the

two walls of the bottom may be varied as circumstances may require. The two walls formed by plates B and C are formed on their side edges with upwardly-extending flanges D, to which plates E and F are secured at their lower edges, said plates forming, respectively, the inner and outer walls of the double side walls of the car.

Arranged between the inner and outer walls of the double side walls of the car are studding G, which are formed of channel-steel, and to the side edges of these studding said plates E and F are also secured. Said plates being of substantially the same width, the upper edge of the inner plates at the window-openings will be above the upper edge of the outer plates.

Extending longitudinally of the car from end to end thereof upon the outer sides of the side walls thereof and at the lower edges of the window-openings are strips H, which are formed at each window-opening with a lateral integral portion I, which is suitably shaped to form the window-sill and extends upwardly and inwardly and has its inner end bent downwardly to form a flange J, which extends over the upper edge of and is secured to the inner plate F. The studding at the window-openings are placed with their flat sides facing, and secured to these flat faces are flanged strips K, which form between them the groove to receive the sashes of the window.

Extending longitudinally of the car from end to end thereof and at the upper edges of the window-openings and the side walls of the car are strips L, the ends of which project beyond the ends of the car and are curved inwardly slightly. These projecting ends support the projecting portion of the car-roof. Each strip L is formed at each of the window-openings with a lateral integral portion M, which is suitably shaped to form the top of the window-frame and extends downwardly and inwardly and has its inner edge suitably secured.

The roof of the car is supported by members N, which extend transversely of the car and have their ends secured to the upper ends of the studding. Said members are of

the same width as the studding, so that a double roof similar to the double side and bottom walls may be formed. The roof-supporting members are connected by longitudinally-extending strips O at the inner and outer edges thereof, to which the plates P, forming the outer wall of the roof, and the plates Q, forming the inner wall or ceiling thereof, are secured. Said members N are also formed on their inner and outer edges with flanges R, to which said plates are secured. The outer curved plates of the roof are secured at their outer edges to the strips L, as clearly illustrated. The roof is provided with the usual ventilators S.

The ends of the car are also formed with double walls, studding T being provided similar to studding G, and inner and outer plates secured thereto, the outer plates being curved at the sides of the car and at the door-openings. The car ends are also provided with windows on each side of the door. A plate U is secured at the bottom of the door-opening, said plate having its end edges curved and its outer edge flanged and secured to the outer plates of the end walls and the outer edge of the bottom walls. The upper portion of each end wall—that is, the portion above the door and window openings—is formed of an inner and an outer plate V, which plates are of the same shape as the transverse contour of the roof. Said plates are spaced so as to continue the double wall of the ends. A plate W is secured at the upper end of each door-opening between the plates V and forms the upper portion of the door-frame.

The upper portion of the platform and the steps are formed of one plate Y, the same being bent at its ends to form the steps *a*, the tread and riser of each step being formed at its end with flanges *b*, which are bent at right angles thereto, and secured to these flanges are plates *c*, to which the railing may be attached, as seen most clearly in Figs. 5 and 6. The plate of the platform is supported by channel-pieces *d*, to which said plate is secured, and said plate has its outer edge bent to form a flange *e*, which is secured to the ends of said pieces and the flange *f*, which is secured to the under sides thereof. A plate *g* is secured to the under side of said channel-pieces, as illustrated.

The frame for the draw-bar is composed of outer channel-pieces *h*, which are secured to the bottom wall of the car, and inner channel-pieces *i*, which are also secured to said bottom and are placed with their flat faces in contact and united to each other. These inner channel-pieces are slotted to receive a cross-piece carried by the draw-bar *j*, so that the latter is limited in its movement. The draw-bar is provided with suitable springs. The channel-pieces forming the draw-bar casing are connected on their under side by plates *k*. Asbestos or similar material *l* may

be placed between the double walls of the car, as illustrated.

The car above described is strong and durable and absolutely fireproof, but at the same time is as ornamental and presents as neat an appearance as the wooden railway-cars now in use.

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

1. In a metallic car, a metallic platform having metallic steps, each step having an integral flange at its ends, plates attached to said flanges, to which the hand-railings are adapted to be attached, substantially as described.

2. In a metallic car, the combination with the metallic sides and metallic supporting-frame, of the metallic strips arranged upon the exterior of the said plates in line with the top of the window-openings, said strips being extended beyond the end of the car and curved as described and the end projecting portions of the car-roof connected to said projecting and curved ends of the metallic strips, substantially as described.

3. In a metallic car the combination with the metallic bottom plates of the side and central channel-bars arranged beneath the bottom plates, the central channel-bars being slotted, the draw-bar movable between the side and within the central channel-bars, a cross member working in the slot, and the cross-plates connecting the side and central channel-bars, substantially as described.

4. A railway-car having inner and outer side walls, channel-studding placed between said walls, said studding at the window-openings being disposed with their flat faces toward each other, longitudinally-extending strips secured to the outer walls at the upper and lower edges of the window-openings, and formed with lateral portions bent inwardly and forming the upper and lower portions of the window-casing and united at their inner edges to the inner wall, substantially as described.

5. In a metallic railway-car, longitudinally-extending channel sills or stringers, plates secured to the upper and lower edges of said stringers and forming a double bottom wall, the said plates being bent to form flanges at the outer longitudinal edges of the wall, double side walls secured at their lower edges to said flanges, channel-studding between the double side walls and to which the latter are secured, roof-supporting members secured to the studding and formed with flanges on their inner and outer edges, and plates secured to said flanges and forming a double top wall for the car, substantially as described.

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Witnesses:

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