

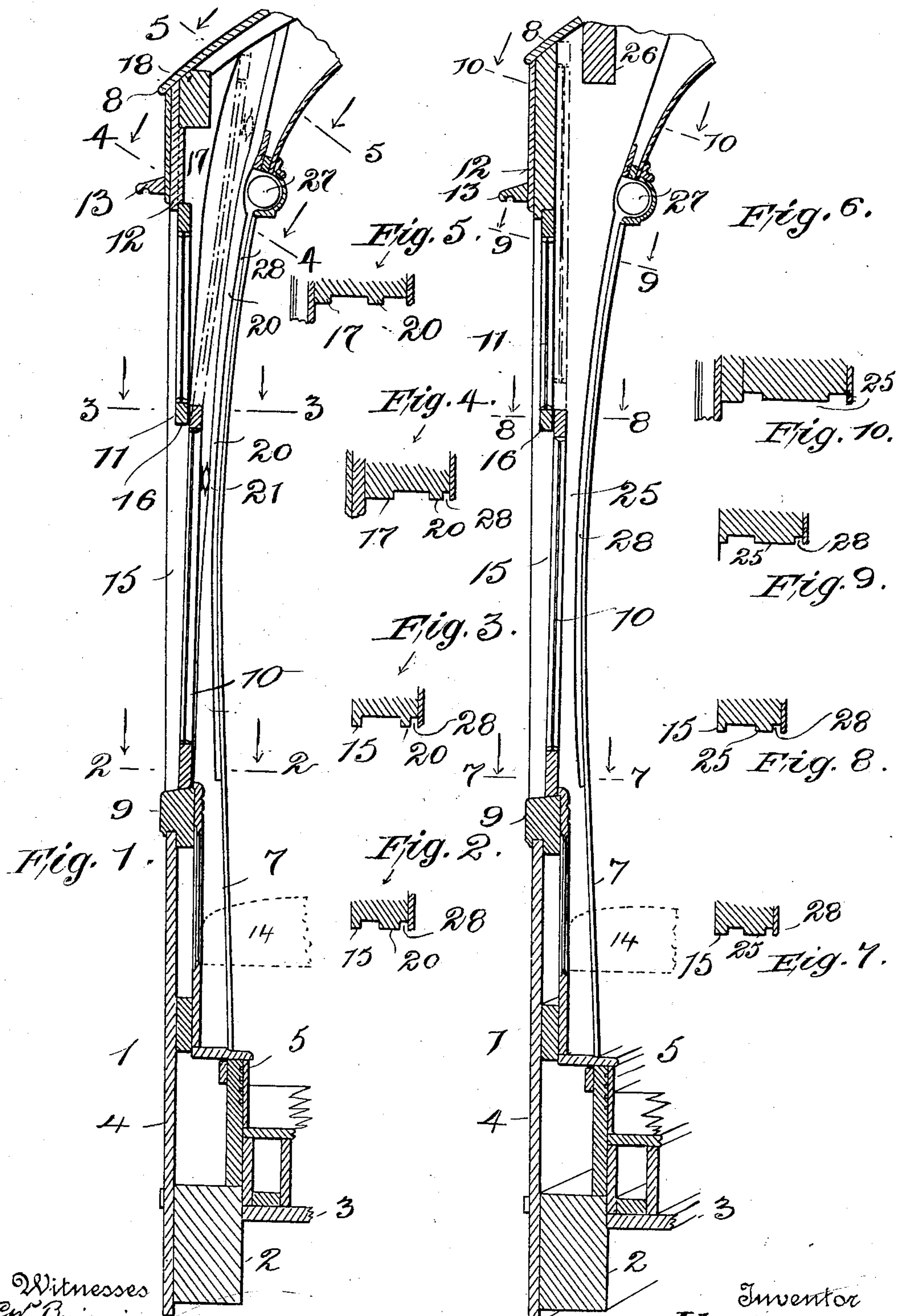
No. 771,529.

PATENTED OCT. 4, 1904.

J. A. BRILL.
SEMICONVERTIBLE CAR.

APPLICATION FILED JAN. 25, 1904.

NO MODEL.



Witnesses
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SEMICONVERTIBLE CAR.

SPECIFICATION forming part of Letters Patent No. 771,529, dated October 4, 1904.

Application filed January 25, 1904. Serial No. 190,423. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. BRILL, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Semiconvertible Cars, of which the following is a specification.

The object of my invention is to improve and simplify structures of this class so that they will be easier to construct and more durable and economical in operation. This result is accomplished by my invention, certain embodiments of which are hereinafter disclosed.

For a more particular description of said embodiments reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a sectional view showing one form of my invention. Figs. 2, 3, 4, and 5 are sectional views taken on the lines 2 2, 3 3, 4 4, and 5 5, respectively, looking in the direction of the arrows. Fig. 6 is a sectional view similar to Fig. 1, except that the structure is slightly modified. Figs. 7, 8, 9, and 10 are sectional views taken on the lines 7 7, 8 8, 9 9, and 10 10 of Figs. 6 looking in the direction of the arrows.

Throughout the various views similar reference characters designate similar parts.

The car-body 1 comprises the usual side sills 2, which support the flooring 3, panels 4, base-boards 5, all of which may be of any suitable form and arranged in the conventional way. Stanchions 7 rest on the sills and support the roof 8, and adjacent stanchions on the same side of the car are connected above the panels 4 by window-sills 9, on which rest lower sashes 10. Upper sashes 11 are also secured between the stanchions and are fixed in place so they are overlapped at their lower edges by the lower sashes 10 and at their upper edges by a letter-board 12, which is provided with the usual drip-bar 13. Suitable transverse seats 14 are placed with their outer ends between the stanchions. The outer edges of the sashes rest against weather-strips 15, which are offset at 16 to receive and securely hold the upper sashes 11.

In the modifications shown in Figs. 1 to 5,

inclusive, the guide-strips 17 rest against the sashes 11 and extend from their lower edges above the plate 18 to a point well within the roof 8 and at the extreme limit of movement of the lower sashes. These strips guide the upper edges of the lower sashes and prevent interference with the plate 18 and may be given any suitable curvature on their under edges, although they are preferably shaped as shown.

The inner edges of the sashes 10, at their lower ends, are against the guide-strip 20 and retained in position by springs 21 near their upper ends. This arrangement is necessary, because the sashes 10 would otherwise be loose, as the guide-strips 20 are curved to correspond with the strips 17.

When raised, as indicated in dotted lines, the sashes 10 are held by any suitable catches or raised to any extent. The springs 21 hold the sashes resiliently and securely, thus preventing all rattling.

In the modifications shown in Figs. 6 to 10, inclusive, the springs 21 are rendered unnecessary, because the guides 25 on the inner edges of the sashes are straight and the plate 26 is removed from the letter-board 12 a sufficient distance to avoid all interference with the sashes 10. In this case the letter-board 12 forms a part of their outer guide.

In each of the structures above described the usual curtains 27 and grooves 28 are provided, as is customary. The seats 14 extend, as stated above, between the stanchions 7, so that they may rest close to or against the panels. These panels are made as thin as possible, so as to allow a maximum seating-space without increasing the external width of the car, a result which it would be impossible to obtain if the sashes dropped into the usual sash-pockets, which are generally adjacent to the seats and side sills of the car. By providing an upper and a lower sash, the former being fixed and the latter movable, I am able to obtain a large opening for the window by raising the lower sash and without disturbing the upper, as has heretofore been customary.

While I have shown and described two embodiments of my invention, it is obvious that

many others may be made without departing from its spirit or sacrificing any of its advantages and that it is not restricted to the above disclosures, but is broad enough to cover
5 all structures that come within the scope of the annexed claims.

What I claim is—

1. In a semiconvertible car or similar vehicle, a frame with sills, stanchions and panels,
10 seats extending between said stanchions, and fixed and movable sashes between said stanchions.

2. In a semiconvertible car or similar vehicle, stanchions, panels, seats extending between said stanchions and adjacent to said panels,
15 and fixed and movable sashes between said stanchions, the movable sashes resting on the

panels and adapted to be raised when the windows are opened.

3. In a semiconvertible car or similar vehicle, stanchions, panels, seats extending between said stanchions, sashes between said stanchions, said sashes being arranged in pairs, one being fixed, and the other movable, and curved guides for determining the movement
25 of said movable sashes.

Signed in the city and county of Philadelphia, State of Pennsylvania, this 21st day of January, 1904.

JOHN A. BRILL.

Witnesses:

TERRENCE McCUSKER,
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